QUEENSTOWN TOWN CENTRE TRANSPORT STRATEGY

The next steps



INTRODUCTION

In December 2015 the QLDC adopted its Queenstown Town Centre Transport Strategy (TCTS). The purpose of this strategy is to address the pressing transport related issues that are impacting on the Town Centre Network, the accessibility/use, and enjoyment of the Town Centre as a visitor destination, and as a key retail and entertainment centre for the District.

The overriding goal of the strategy is to:

Preserve and improve residential and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

The plan builds on four key initiatives to change the transport network, and these have a series of actions, plans and proposals that will flow from these. Some have been implemented, others are well scoped, and still others are ideas that will over the next three years be developed for implementation.

The plan will also continue to be regularly reviewed and new ideas will be brought forward for consideration.

A WIDE WAKATIPU CONTEXT

Getting the Town Centre operating more effectively is a key focus for Council, and it is fundamental to the quality of the experience for the visitors and residents alike.

However, the Council and the community recognise that the Town Centre is part of a wider network, and that many of the challenges faced by the Town Centre derive from a variety of other sources. These include the concentration of visitor traffic generated by incoming visitors, rental vehicles and coaches, the geographic limitations that force traffic in to and through the Centre, even if they simply want to bypass it, and the rapid increase in the quantum of people wanting to use the centre for employment or enjoyment.

The Council is working with its partners in NZTA, the Otago Regional Council, Queenstown Airport and others to address some of the wider transport issues and opportunities. These will inform and particularly shape some of the actions outlined in this plan. Equally, TCTS provides a go forward plan to coordinate and prioritise Council's actions for the Town Centre in an integrated manner, that provides other parties a strong message about the approaches being adopted by Council.

BEING PROACTIVE: TRIALLING OPPORTUNITIES

One of the underlying principles of the TCTS, is the need to shift our reliance as a community on traditional modes of transport, and traditional approaches to solving the issues. This plan will see Council trialling some solutions (such as seasonal parking changes), and introducing some ideas (new cycling connections to the Town Centre) that are both different, and aimed at providing the incentives to encourage residents and visitors alike to use different modes. Some trials may be successful and others will be by nature temporarily but they are all endeavouring to improve accessibility, to the centre and the experience we have once we are there.

THE PLAN IS NOT A BLUEPRINT

What the Council has adopted is a pragmatic plan to implement change. Many of the initiatives identified will be subject to detailed analysis, funding and testing. What might prove to be a solution may change, though the outcome the Council is seeking to achieve won't.

Equally some key actions can be easily implemented, others will require significant operational changes and still others capital funding through the Council Long Term Plan. This plan, and the work programme associated with it, will provide Council guidance to the priorities for funding the future implementation.

FEEDBACK

As part of his programme Council will need to work closely with residents, landowners and businesses in the Town Centre and immediate surroundings. We will endeavour to continue to inform and seek feedback on ideas, so that the Council's initiatives are well understood. However, the Council is well aware that transport is a contentious issue and that it may not be able to always achieve agreement or consensus. The Council is however committed to seeking feedback and working with a variety of stakeholders and interest groups in the interest of delivering comprehensive – well understood change.

The town centre will be a friendly environment for pedestrians, with shared spaces and better connections

We recognise that safe, pleasant and easily accessible retail and streets support a vibrant and interesting retail core. This series of works looks at improving the pedestrian experience for locals and visitors alike.

ALREADY UNDERWAY

Trial pedestrian precinct in Beach St from 10am daily



Traffic lights on Stanley / Ballarat and Stanley / Shotover



Roundabout on Ballarat / Camp



ACHIEVE BY JUNE 2017

Consider whether to make the Beach St pedestrian precinct permanent July 2016 - December 2016



FURTHER OUT ACHIEVE BY 17/18 AND 18/19

Implementation of Beach St pedestrian precinct



Create three bike shelters / cycling hubs July 2016 - December 2016



Investigate a cycling / walking route from Thomson St to Park St July 2016 - December 2016 \$



Investigate the feasibility of sealing and lighting the Frankton track July 2016 - December 2016



Investigate the feasibility of reducing the gradient of the Town Link track to Fernhill January 2017 - June 2017



Implement the shared pedestrian / vehicle space along Marine Parade in conjunction with the completion of the new Skyline building



Review and identify new key crossing points to support strong pedestrian routes associated with new parking facilities and major alterations July 2016 - December 2016



Review and identify new key crossing points to support strong pedestrian routes associated with new parking facilities and major alterations



January 2017 - June 2017

Indicative Investment Range

\$0 - 50,000 \$\$ \$51,000 - \$100,000 \$\$\$ \$101,000 - and above Improve cycling and walking safety along Gorge Road July 2017 - June 2018 \$\$\$



JULY 2016 JUNE 2017 17/18 18/19

Encourage more drivers to leave their vehicles outside the town centre, reducing congestion in the inner streets

Parking in the town centre needs to accommodate a combination of needs, including short-term shoppers, workers (local and commuters) and visitors looking for all-day or longer-term parking. We also need to provide larger parking spaces for over-sized vehicles like campervans, minibuses and coaches.

The size of our town centre makes it easy to walk around. Creating better located and functional parking facilities on the edge of the town centre will make parking easier for drivers while making the centre a more pleasant area.

The Council intends to be more flexible with parking resources, both through seasonally based rules that reflect changing demand and through the use of technology to optimise user experience and accessibility.

ALREADY UNDERWAY

ACHIEVE BY JUNE 2017

FURTHER OUT ACHIEVE BY 17/18 AND 18/19

60 extra parks for the public available in Church St, offsetting other lost spaces



Look at options for a new carparking building on the edge of the downtown area July 2016 - December 2016



Construction of new dedicated carparking building July 2017 - June 2018

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Provide improved parking for larger campervans in the Boundary St carpark July 2016 - December 2016



Provide improved parking for larger campervans in the Boundary St carpark July 2016 - December 2016



Campervans discouraged from the town centre July 2016 - December 2016



Campervans discouraged from the town centre July 2016 - December 2016



Seasonal time limits on some inner city parks to enable short pick up / drop off

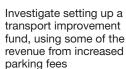


Seasonal time limits on some inner city parks to enable short pick up / drop off July 2016 - December 2016

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July 2016 - December 2016 Ś





July 2016 - December 2016 \$\$

Indicative Investment Range

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Investigate smart meters and mobile applications to improve parking information and space management



JUNE 2017 JULY 2016 17/18 18/19

Public transport patronage increases

Improving choice of transport modes is a key element in reducing dependency on cars. This needs to include improved bus services and the possibility of enhanced water-based services, while also recognising the emergence of other high capacity types of transport in the future.

The plan needs to address elements of price, convenience, frequency and reliability to encourage public transport use. This will require us to work closely with both NZTA and the Otago Regional Council. The plan will seek to ensure that future public transport options are attractive to residents and visitors.

ACHIEVE BY JUNE 2017

ALREADY UNDERWAY

Work with Queenstown Airport Corporation and rental companies to address the movement of visitors between Queenstown airport and accommodation in Queenstown July 2016 - December 2016



Airport Corporation and rental companies to address the movement of visitors between Queenstown airport and accommodation in Queenstown

Work with Queenstown

January 2017 - June 2017



FURTHER OUT ACHIEVE BY 17/18 AND 18/19

Work with Queenstown Airport Corporation and rental companies to address the movement of visitors between Queenstown airport and accommodation in Queenstown July 2017 - June 2018 \$



Investigate and trial public transport "park and ride" facilities to reduce the volume of commuter traffic coming into Queenstown July 2016 - December 2016 \$

> Work with NZTA, ORC and private operators to coordinate improvements in public transport January 2017 - June 2017



Investigate ways to encourage public transport uptake between Frankton and Queenstown, and between the skifields and downtown



January 2017 - June 2017 Ś

Work to develop key journey-based services, eg to the skifields and visitor activities, and the use of bus stops by companies providing transport January 2017 - June 2017



Indicative Investment Range

\$0 - 50,000

\$\$ \$51,000 - \$100,000

\$\$\$ \$101,000 - and above

JULY 2016 JUNE 2017 17/18 18/19

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Create a through-route between Melbourne and Henry Sts to improve access to future parking and a transport hub in Ballarat St

Connecting Melbourne and Henry Sts forms part of the final stage of the Inner Links project. It provides for improved road corridors to Glenorchy, Frankton and Fernhill, away from the retail and pedestrian core of the town centre.

The first stage will look to connect Melbourne and Henry Sts and a new intersection configuration between Gorge Rd and Man St. The latter is some years away. The development of these routes also provides a clear periphery to the town centre, along which to consider the location of new parking facilities.

ALREADY UNDERWAY

Work with NZTA to establish Inner Links on the national funding programme for the district July 2016 – December 2016



ACHIEVE BY JUNE 2017

Work with NZTA to establish Inner Links on the national funding programme for the district January 2017 – June 2017



FURTHER OUT ACHIEVE BY 17/18 AND 18/19

Work with NZTA to establish Inner Links on the national funding programme for the district July 2017 – June 2018



Implementation programme for stage 1 to integrate with new parking facilities July 2017 – June 2018 \$\$\$



Investigations to confirm the best route and possible extensions July 2016 – December 2016 \$\$\$



Investigate the designation of key elements to secure land for the route
July 2016 – June 2017
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Investigate the location and development of carparking facilities to support this route as a key element to improve parking accessibility

January 2017 – June 2017

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Better information on parking, cycling, walking and public transport January 2017 – June 2017



Indicative Investment Range

\$ \$0 - 50,000

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JULY 2016 JUNE 2017 17/18 18/19

Developing an integrated planning approach to transport

Transport, land use, employment and travel flows are strongly interlinked. Similarly, the localised issues in the town centre are influenced by – and influence – activity elsewhere in the roading network. In the same way, the development of major facilities such as a new high school can dramatically impact traffic flows.

The Council is working with the Otago Regional Council, NZTA, the Queenstown Airport Corporation and other stakeholders to improve integrated planning for the town centre and elsewhere across the district.

ALREADY UNDERWAY

ACHIEVE BY JUNE 2017

FURTHER OUT ACHIEVE BY 17/18 AND 18/19

Developers are encouraged to incorporate provision for alternative transport options and modes to reduce vehicle dependency **Ongoing**



Provisions for parking in the Proposed District Plan are reviewed to ensure consistency with the Council's overall intentions for transport June 2017



New parking provisions are notified for submission in the District Plan July 2016 - June 2017



Current and future Special Housing Area (SHA) proposals specifically address transport solutions to provide for a wide range of modal choice



Ongoing

Ensure that the Queenstown Town Centre Transport Strategy's objectives and outcomes are reflected in wider transport strategy documents created by QLDC and our partner agencies for the Wakatipu Basin and the Public Transport Network Plans



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JULY 2016 JUNE 2017 17/18 18/19

ALREADY UNDERWAY

ACHIEVE BY JUNE 2017

FURTHER OUT ACHIEVE BY 17/18 AND 18/19

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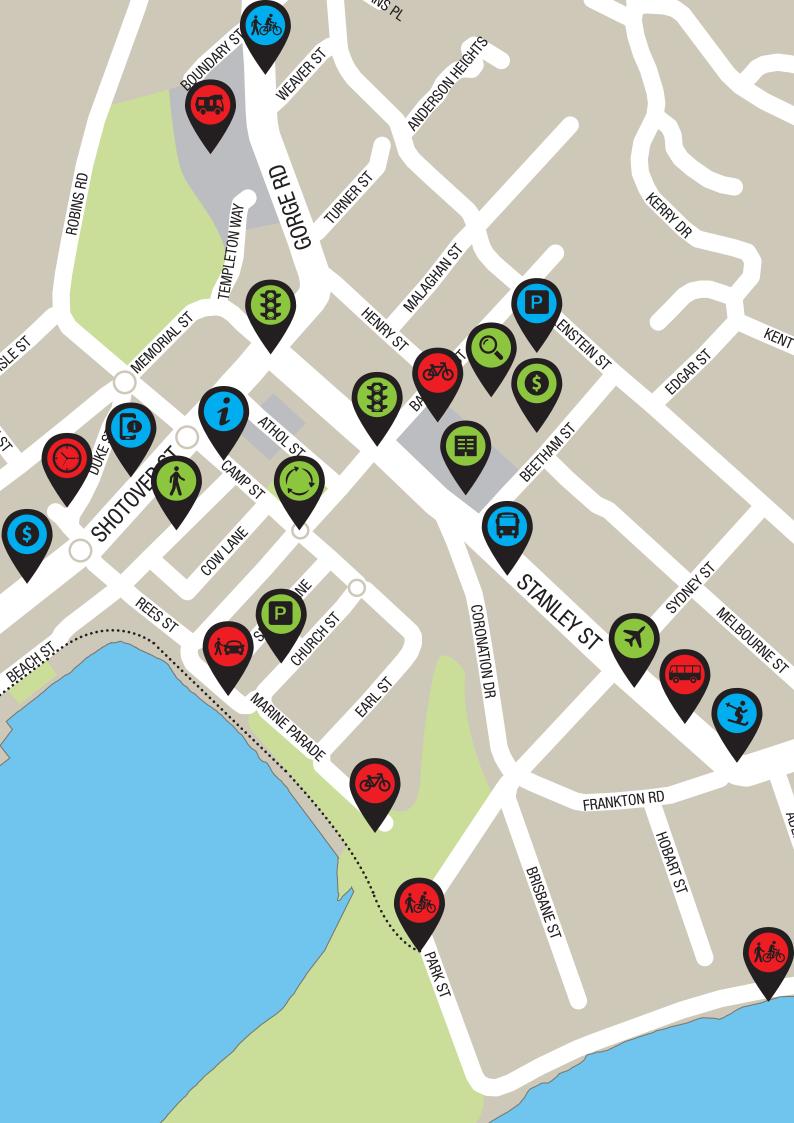
GLASGON ST

BRUNSWICK ST

THOMPSONS



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Keep an eye on the QLDC website, Facebook page, Twitter feed and our Scuttlebutt newsletter for updates









