

DISTRICT PLAN  
FACT SHEET



# District Wide Transport Chapter 29

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Every day we all make choices on how to get around. The Transport chapter aims to ensure our transport network operates safely and efficiently, while allowing for continued growth in the district.

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An important part of achieving this is encouraging more cycling, walking, and public transport use to relieve traffic congestion. This will provide higher quality urban areas and a better quality of living for all of us.

The way developments, subdivisions, roads and off road trails are designed, all have an impact on the safety and efficiency of the transport network. These things also influence whether people choose to drive, cycle, walk or take public transport. It's also important that areas that are closest to main centres and public transport routes are able to be more densely developed.

The Transport chapter sets out how we manage the following things:

- what can occur within roads;
- the design of new and existing roads;
- the effects of larger scale developments on the transport network;

- how much parking a development needs to provide for both cars and bikes;
- the design of accesses, street layouts, and loading spaces;
- the creation of new carparking areas; and
- the provision of Park and Ride, public transport facilities, and ferry services.

### THE EXISTING SITUATION:

Other than a few zone-specific exceptions, the existing rules do not align with the Council's Code of Practice, NZ standards, best practice, or the Council's transportation strategies, which generally focus on encouraging an integrated transport network that caters for cycling, walking, and public transport, as well as private vehicles.

The current District Plan focuses on the safety and efficiency of the road network and traffic flows, with far less consideration of how to support and enable alternative transport options such as walking, cycling or effective public transport.

Many of the current minimum parking requirements are considered too high; thereby supporting high car ownership rates and travel by private vehicle rather than encouraging people to cycle, walk, and take public transport.

These high parking requirements reduce the density and range of housing being provided around the Town centres and along public transport routes. There is also no requirement for commercial and community developments to provide bike parking, showers, or lockers; all of which assist in encouraging cycling.

The existing Road Hierarchy is outdated and does not reflect the significant changes to the road network and traffic volumes since the District Plan was made operative over 14 years ago.

There are no specific designation conditions or rules clarifying what activities can occur within roads and what standards should apply to those activities. There are also no specific rules relating to park and ride, public transport facilities, or ferry services.



## WHAT'S BEING PROPOSED:

The proposed Transport chapter will replace the existing operative Transport Chapter (14), Appendix 6 (Road Hierarchy) and Appendix 7 (traffic design diagrams).

To ensure everything is aligned, a small number of variations are also proposed to the Stage 1 chapters (Queenstown Town Centre, High Density Residential, and Rural zones, Designations, and Definitions).

The new Transport chapter is also intended to support the new public transport system and other initiatives such as the Queenstown Town Centre Masterplan and further investigation into ferry services.

The main changes to the rules are:

- Reducing the onsite residential parking required in most of the High Density Residential, Medium Density Residential, and Business Mixed Use zones.
- Reducing the onsite parking required for playing fields (although this still equates to more parking than is currently provided at Queenstown Events Centre), industrial activities, and schools.
- Increasing the onsite parking required for hospitals and day care facilities.
- Adding a new rule requiring developments and subdivisions that generate a lot of traffic to obtain a specific consent.
- Adding new rules relating to the establishment of new carparking areas.
- Adding new rules relating to Park and Ride and public transport facilities.
- Adding new rules permitting a wide range of transport activities and public amenities within 'roads' and requiring consent for other activities.
- Aligning the rules relating to access, parking, and loading with the QLDC Land Development and Subdivision Code of Practice and with relevant national standards, other legislation, best practice, and/ or common practice around NZ (except where a local approach is justified).
- Adding more permissive rules for ferry services.
- Adding a new rule requiring rental vehicle businesses to obtain a specific consent.
- Updating the road classification (Road Hierarchy) to reflect the current function of roads.
- Updating the planning maps to show all 'roads' throughout the district as of November 2018.

The rules relating to land outside of roads apply to all zoned land included in stages 1 and 2 of the PDP. The rules relating to roads apply to all roads within the district.

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# Want to get into more detail?

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**Full details and other resources are available at [www.qldc.govt.nz/proposed-district-plan](http://www.qldc.govt.nz/proposed-district-plan)**