

7.2 Transport, public transport, and walkability

Mapping transportation elements within the subject areas provides a picture of accessibility, walkability and proximity to services and the town centres, all of which contribute to liveability. The consideration of transportation constraints and opportunities helps identify how neighbourhoods are serviced, the level of noise / loss of privacy experienced through their proximity to busy roads, and the access benefits of through roads to the town centre and public transport.

To compile the transportation layer, the following information was mapped and considered (where available/applicable to the various areas):

- The 5 minute and 10 minute walking catchment from the edge of the town centres in Queenstown and Wanaka was modeled and mapped by Boffa Miskell to identify sites in close proximity to services and facilities. Other services are not identified, such as the shops at Frankton Junction / corner shopping centre.
- Identification of main arterial roads and existing bus stops and public bus routes are identified to determine what existing areas have good access to public transport. By identifying a 400m catchment around bus stops, Boffa Miskell identified those sites within 5 minutes walk.
- The Wanaka Structure Plan public transport routes (i.e. possible future routes) although not in place are considered as a future opportunity, increasing the accessibility to nearby areas.
- The Transportation Strategy currently under development was considered, including changes to primary traffic routes and public transport around the town centres.
- Existing pedestrian routes provide linkages between different areas and provide a network of accessibility. Although these do not include the street network, they provide an alternative transport opportunity.

Studies are scheduled to look at walking and cycling opportunities and the HDR zones will be a priority for this work. These factors contribute to liveability of a neighbourhood and are a general factor to be considered rather than a key criterion, as they are important to both visitors and permanent residents.

Both visitor accommodation and residential activities benefit from being located in areas where good access to public transportation exists or are proposed, and facilities are within walking distance. The key difference identified was that while major traffic routes generally provide poor liveability for residents, they provide an opportunity for visitor accommodation in terms of visibility and access while also operating as a buffer to nearby residential activities. Therefore visitor accommodation activities are best along major traffic routes.

7.2.1 Queenstown

Maps 7 and 8 (pages 51-52) identify the current transportation features for Queenstown and Frankton Road. Much of the Queenstown HDR zone is within 5-10 minutes walk of the town centre or public transport routes. Neighbourhoods along Gorge Road although currently not well serviced by public transport, the service is likely to be improved in the future (20 years), and the town centre is within around 15 minutes walk.

A proposed Primary Route around the outside of Queenstown's commercial centre is identified along Melbourne Street – Man Street – One Mile, which is being considered as part of the Transportation Strategy. The exact route is yet to be determined (could go along Isle Street), and it will be staged; firstly from Henry – Man St (2016) and then Thompson St – One Mile (2026). The proposed Primary Route will have a high traffic volume, affecting residential amenity in terms of noise and safety as well as dissecting neighbourhoods. It is therefore proposed that visitor accommodation front onto the proposed Primary Route.

Frankton Road is a busy arterial connecting Queenstown to Frankton Flats and the Airport, providing an opportunity for locating visitor accommodation growth. Neighbourhoods have good access to bus stops within 5 minutes walk, along with the Frankton Track providing a strong pedestrian / cycling linkage to central Queenstown for commuting and recreation.

A number of resource consents are being considered by the council currently for jetties, i.e. Frankton Marina (not identified on the Transportation Maps), and provision of public ferry services along the Frankton Arm of Lake Wakatipu will improve accessibility for both residents and visitors.

7.2.2 Wanaka

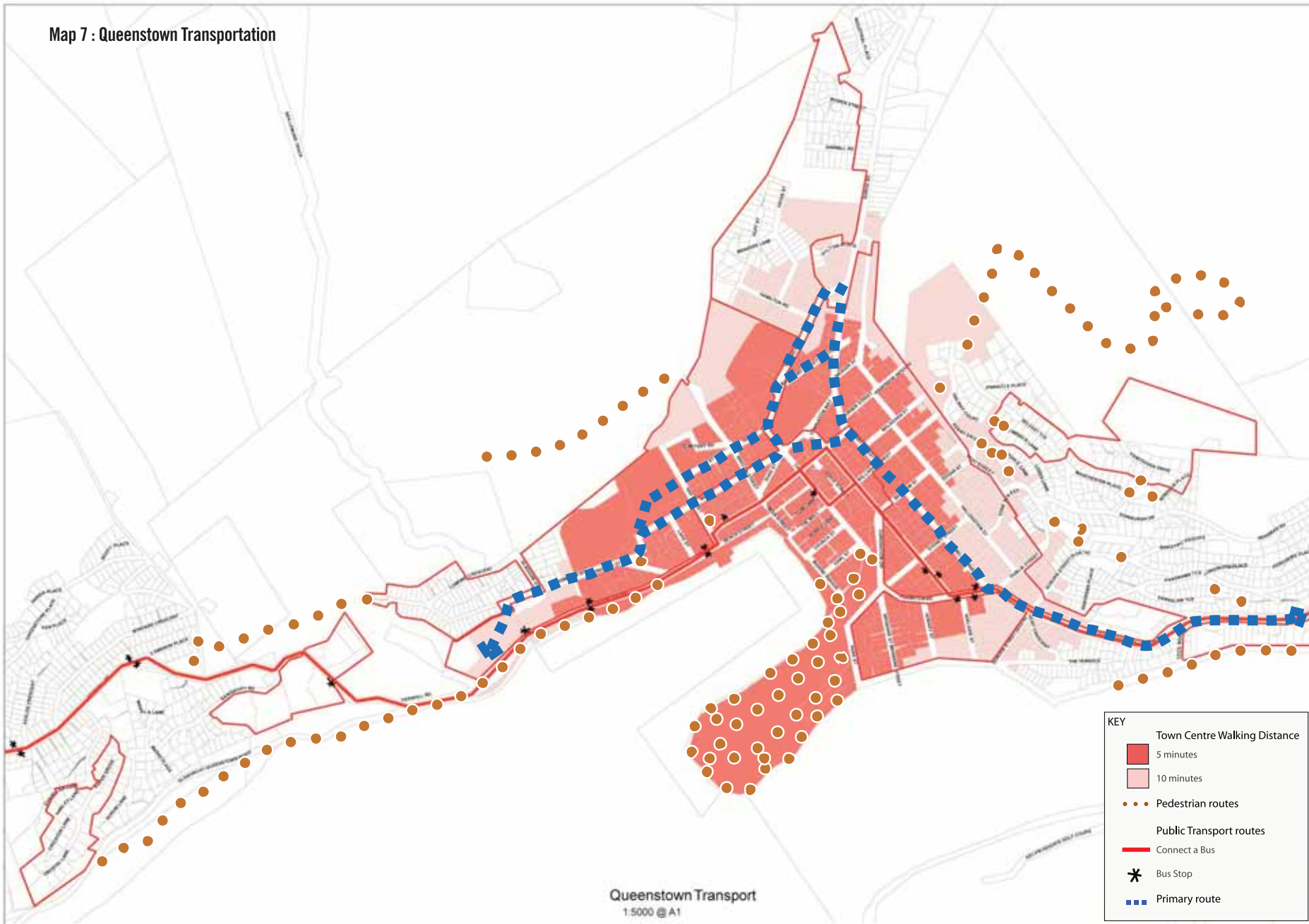
Map 9 (page 53) identifies the current and future transportation features for Wanaka. The Wanaka HDR zone is in very good proximity to the town centre and is not reliant on public transport, being almost entirely within 10 minutes walk and with good pedestrian access via the street network and pedestrian routes.

Future bus routes are identified to demonstrate the increasing accessibility and transportation amenity that will arise out of the Wanaka Structure Plan. However, these will improve access to other locations and are not particularly relevant to the HDR zone due to its proximity in walking distance to the centre.

Transportation matters are not identified as being key in determining where visitor accommodation and residential activities should be located in Wanaka.

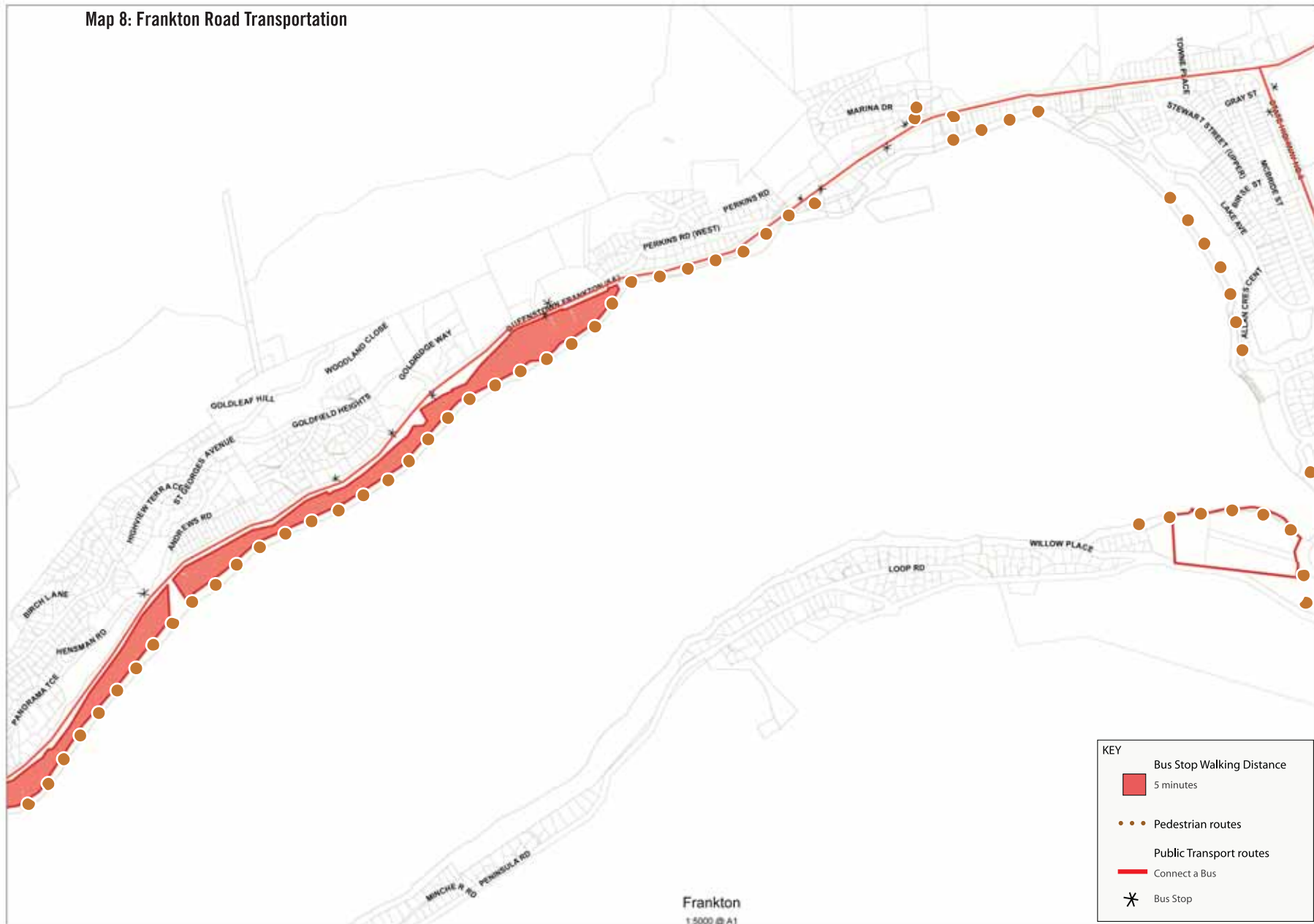


Map 7 : Queenstown Transportation





Map 8: Frankton Road Transportation



Map 9: Wanaka Transportation

