

Anderson, Reg

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Unsure

Comments: alternatives would have to be realistic removing car parks for workers is not realistic My business Discount Car Rentals choose a car rental to give them options to visit many areas beyond central Queenstown

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: I require the use of my own transport during the day

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you?

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Unsure

Comments: There would need to be regular buses to Glenorchy Kingston Cromwell Wanaka I do not think this is realistic

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Unsure

Comments: do not believe access to the town stops walkers at present but believe reducing the town centre speed limit would help safety for all did not see this in the plans

6. If you have any other comments you would like to include as part of your submission, please write them below.

Have driven buses in central town with tourists for many years and find lack of suitable bus parking and stops a major problem sorry if I missed it but was unable to find anything in the plans about a bus station or drop off/pickup point in the town centre. This is very important as for visitors to use a bus service there must be a central point. The many different departure points currently in use do not make it easy. There is not even a taxi stand where the majority of out of town buses arrive. Taxis are forced to wait in the roadway blocking traffic. Outside McDonalds there are two stops (without BUS STOP painted on the roadway) for the town bus service which often has three buses

together .These are jus a few examples of the low priority council has given to public transport over the years things have to be made easy for the public to get more people on buses

Arnestedt, Hans and Dot

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Yes

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? We are a 60+ years local residents living in the Lower Shotover area, who Monday - Friday commute to Queenstown in one vehicle. During the warmer seven months of the year we often park the car at Frankton Beach and bike the rest of the way to town. Our nearest bus station is Quile Rice and the time table from this area is unsatisfactory in the evening, adding approximately one hour to this part of the journey compared to using the car. We believe that before the Council introduces the proposed Queenstown Town Centre Strategy to the area, there need to be an efficient bus service serving the district and it also need to be cost effective bus fares.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

aston, janelle

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Unsure

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? A bus lane with a funky hard to resist very frequent cost effective buses servicing the entire district. Buses stopping at all major subdivisions. Keep the school buses. Run workers buses more frequently before 9 am. And late at night. Concession tickets on the buses. Buses go both ways and cars do one way round trip.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

Kelvin heights ferry is a must. Developing safe cycle way whether it be on the sewerage track or a dedicated bike and bus lane. A bus lane with a funky hard to resist very frequent cost effective buses servicing the entire district. Buses stopping at all major subdivisions. Keep the school buses. Run workers buses more frequently before 9 am. And late at night. Concession tickets on the buses. Buses go both ways and cars do one way round trip. Two lanes maintained between the airport round about and the frankton junction round about so the left hand traffic can flow more easily onto frankton road. Getting rid of verge parking in front of airport. Park and ride. Open road around the end of the airport into Glenda drive. Round about at Glenda drive that is bigger. More direct access for kelvin heights and jacks point traffic to remarkable's park and onto Glenda drive. Tucker beach

traffic go under lower shotover bridge and slip onto main road. Make the middle of queenstown foot traffic only. Discourage industry around the gorge road area that involves large truck deliveries or develop a back service lane from gorge road industrial estate to mico wakefields for delivery. Then tree line gorge road to create a more beautiful entry into town with a common retail access lane, rather than crossings for each business this lane could have angle parking and be one way. When allowing supermarkets to proceed think about the consequences and do thorough planning to stop congestion before giving consent.

attridge, marie

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: A cheaper, frequent and reliable bus service would be ideal

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Unsure

Comments: I don't work in town.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? It would need to be cheaper, more frequent and reliable and extend its services around the Lakes District. This service has the potential to be so successful if delivered correctly

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: Its only right to have an alternative in place before tackling parking in town

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: It would be great to have a proper cycle lane on the road to town for road bikes that can't go on the track. Its really dangerous cycling on that side.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Its great to hear that this is being consulted on. Even having some good park and go spots outside of town for those keen to commute in from areas not on a regular bus route would be a start.

Banks, Kim

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: I currently catch the bus from Frankton. Whilst the timeframe is convenient, the price is prohibitive. The cost one way from Frankton is \$7.50, or a weekly pass of \$49. The weekly price is the same price from Arrowtown, which is much further from town. Ive just moved here from Aussie, where cycling facilities and public transport is much more efficient and price effective. A trip of similar distance cost \$3.50. I would love for queenstown to have some viable public transport solutions, however at the end of the day it comes down to the impact on peoples wallets. the bus will not be a desired mode of transport until the price is right. Are we as local residents subsidising the transport for visitors, and should they be paying their share of costs through a visitor arrival charge (as occurs in Hawaii and having been there works successfully with little impact to the traveller). There are also actions which are needed to make cycling more convenient - we have great trails, however end of trip facilities are lacking, and queenstown is behind the times on this. I acknowledge that often end of trip facilities are generally provided within places of employment, however the available space to achieve this within queenstown commercial properties is limited. Council could take the lead on this by providing bike parks, showers, lockers (on a user pays basis). Also rest facilities along trails to deal with bad weather could be useful - i.e. if you get caught out in the rain a place to rest and take shelter may make cycling more convenient. Visitor arrivals to Queenstown contribute significantly to the local and national economy. Yet our transport systems are not up to modern standards. Can we obtain funding for more radical solutions such as a regular water taxi, light rail, monorail - while these seem radical they are in fact only radical by Queenstown standards, and are successfully implemented in other places around the world.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Yes

Comments: This is necessary, but will only be successful if changes are made to the price of the bus. If not, removing the option of parking will negatively impact on household budgets, in the context of an already expensive place to live, rent or own a house. These two things need to go hand in hand. Reducing the price of the bus will increase its viability over the long term - this has to come alongside parking regulations and not after it.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes, see comments above. Additionally recommend some changes to the Frankton Route to avoid the airport stop when not necessary (this adds around 10 min to my personal return trip and is almost never picking up/dropping off anyone). This just adds to the cost and inconvenience of the service. Bike racks are also essential on buses to enable people to bike one way into work or home, and bus the other. This is needed now. The need to pay with cash and

purchase weekly passes from a person at a kiosk is also behind the times - eftpos top up machines are needed at key stops.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: 100% essential that these go hand in hand. A bus lane is possible on Frankton Road, and could significantly improve travel time through enabling the avoidance of traffic congestion at Frankton roundabout.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: This is needed now. I note the transport strategy identifies public showers/lockers as 'study' in the medium term, design over 'long term'. This is too late and these facilities are needed now. Hotels should also be required to provide bikes for use/hire.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Bongers, Isabel

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: More designated bike lanes have to be provided all over the city together with bike parking. Buses have to be subsidised somehow to make it more affordable to most people. It's really expensive to ride the bus!

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes. Buses have to run more often and have to be more affordable.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: We need more continuous designated bike lanes.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Traffic is difficult in the BCD because of all the pedestrians. Traffic is forced to stop for one or two people crossing the road. In main roads like Stanley street and Shotover roads it would pay to have pedestrian flyovers built. They don't have to be ugly concrete structures. They can be visually appealing above the main roads. Then traffic will continually flow while pedestrians continually cross streets. There will be no need for some zebras striped crossings where traffic accumulates. A flyover would be built over instead.

Bowles, Melissa

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: I grew up on the sunshine coast in Australia, near Noosa Heads. Same issues at Queenstown with Tourist Drivers, peak seasons and congestion. Parking by the beach was a nightmare and impossible. The whole sunshine coast has a great public bus network that was free in school holidays (peak season) they had park and ride set up during peak season. They would set up temporary parking lots on school grounds or sports fields etc and you could ride the bus for free wherever you needed to go on the network - one return trip per person per day. Outside of peak season I am not sure what they did, but surely Queenstown could have a park and ride network available all year round. Parking at Arrowtown, Frankton, Fernhill and Arthurs Point then connecting with a bus into Queenstown. You would receive one free return trip daily? Or buy a annual pass? Day pass? It has to be affordable enough to encourage people to use the network. It would reduce people needing to park their cars in downtown. Subsidise the all day parking rates at the Man St Carpark too for locals? Getting cars out of downtown and making it more pedestrian friendly would be great. You must also consider the hours that hospo staff work. I start at 6:45am and I can't catch the bus to work. I could two days a week when I have a 12pm start and 8pm finish, but currently it is cheaper for me to park at work and drive. In summer I ride my bike to avoid the traffic on lake esplanade.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: I park for free at work. I already ride my bike in summer to get to work faster than driving due to the traffic congestion along lake esplanade. You get fit pretty quickly riding back up to Fernhill!

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes - the time table needs to fit in with the hours of hospitality workers. I start to early in the morning 3 days a week to be able to catch the bus. It is also to expensive at its current pricing. It needs to be more flexible. Bus passes that can be bought as a 10 ride pass, annual pass etc. If I buy a weekly pass, but decided to ride my bike three days a week, I lose money. However if I had a 10 ride pass I would just use the bus as and when required and be much happier with that option.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: the key is bus services must be IMPROVED! Don't just change it, stuff it up and then stuff up the parking so it is a lose-lose for commuters!! You have to make sure that the majority of commuters needs are met!

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: As a keen hiker and biker I would love to see an improved bike lane for getting in and out of town. I currently ride to and from work from Sunshine Bay. A cycle lane would be awesome for down fernhill, or along the Glenorchy Road. Which from Sunshine Bay needs to be 80km an hour and not 100kms an hour! Make it safer for people to ride and they will. It only takes 10 mins to ride in and 20 mins to ride home. walking is pleasant, but a lot longer.

6. If you have any other comments you would like to include as part of your submission, please write them below.

contact some other councils from popular tourist destinations and find out what they have tried and succeeded with to reduce congestion, improve public transport, commuter public transport programs etc. I am sure the sunshine coast regional council would have that information available. Ski resorts around the world usually have some great public transport for locals and visitors. If you can make it safe, practical and affordable people will use it. safe -walkways and bike lanes, practical timetable and parking options, affordable commuter network. Get cars off the road and away from downtown will also ease stress and tension! As a rate payer I don't mind contributing extra into establishing a network or system that it well planned, affordable to use and available for someone like me who works hospitality hours. Please be sure to consider the needs of all the members of the community not just Mon-Fri 9-5 workers. thanks

Burns, Gary

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Absolutely. Key problems for me (based in Quail Rise) are the inability to cross SH6 except in a vehicle and through a dangerous crossing. The only exit from Quail Rise to SH6 involves a right turn across the busy highway and up a hill. A walkway/cycleway could be made available somewhere along Jim's Way toward the Frankton end to make a trip from Quail Rise possible by means other than a dangerous car ride. I suggest an underpass instead of pedestrian overpass for aesthetics and practicality. I am thinking of my children also who have no option but to come by car. We would make virtually all trips by walking and cycling if this were possible - to Frankton shops, Glenda Drive, sports facilities, friends.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Unsure

Comments: Currently would not consider driving into town due to congestion and parking, and unsure of public services. Therefore I hardly ever drive from Frankton into Queenstown unless absolutely necessary. Would prefer to cycle if time permits.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Currently unsure of bus services.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Unsure

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

Basically pedestrians and cyclists need a safe way to cross SH6 in Frankton. This would enable many many trips to be completed without a private car, not just for Frankton & Quail Rise, but all along Frankton Road and to Queenstown itself. Underpasses are always useful, safer and more aesthetic.

Byrch, Christine

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: What do you mean visitors driveing to work by car?

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Unsure

Comments: how much are you talking?

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes, you would need to go past my house which is on the Glenorchy Road.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: I think you need to think about all those tourist buses and minvans as well. See comment below.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: yes, where are the bike racks? are there any?

6. If you have any other comments you would like to include as part of your submission, please write them below.

number 1. I think a big problem is pedestrians crossing the road off pedestrian crossings and cars stopping for this. Mostly they cross the road from those green dots thinking this is a pedestrian crossing. These green dots are confusing. Council needs to: i. make it clear that these are not pedestrian crossings and that cars should not stop for random pedestrians crossig the road ii. provide some sort of pedestrian crossing (overhear or under the road) so that pedestrians cross without stopping traffic. Number 2. there need to be some bike stands in Queenstown. I usually end up lcking my bike to a light post or whatever - in fact I can not think where there is one bike rack - are there any? Number 3. The convention centre should be placed on the Wakatipu High School site. There is no need for a convention centre and all the associated traffic down town. At the school site there will be plenty of room fr parking and it is close enough for conference attendees to walk to the town and the lake. number 4. There should be a bridge / boat or something from Kelvin

Heights to town. This would provide for all those people that otherwise drive to down town and need to park there. Number 5. There should not be a bus stop on shotover street / marine parade. This creates congestion and is particularly ugly. In fact buses should not be encouraged to enter the town or at least only briefly. There needs to be an out of town bus park. Number 6. Buses and minivans are a real problem in down town Queenstown. Backpacker hostels, like the one on Shotover street - is it Base? should be required to provide a bus pick up park if their visitors rely on bus transport. The buses parked by the hostel often block traffic on Shotover Street. As do all the sky dive, rafting etc minibuses. And all the Milford buses at 7am, and all the ski buses. In fact the more I think about it the better a slightly out of town park (or maybe two) where ALL buses and minibuses go temporarily to pick up and drop whoever, seems like a good idea, and then a more long term park out of town where they can park for the day or night whatever. This might even be good for tourists - easy to find. And it would NOT kill them to walk. And if they need help with their bags, then get someone to help or provide them with a trolley. Carrying bags is not a good enough excuse to clog up the town centre. Get all those buses out of town would make it a much more pleasant place and much less congested and surely better for the bus drivers than driving through town. And if all businesses are required to use the same pick up place, then they are all in the same boat. number 7. Similarly campervans should not be encouraged to enter the town, especially those driven by tourists who do not know exactly where they are going. Provide them with somewhere else to park. Much easier for them.

Campbell, Lynn

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Look back into the history achieves about 20 years ago - Deputy Mayor Margaret McHugh put a plan to Council then - that would plan for the future of Queenstowns - town centre car concession. She was ridiculed by Cooper and others that Queenstown wasn't the French Riviera or Disneyland. But I believe she had vision and i may not be too late to instigate some of her plans or better still ring her up - if you can not find the Town Centre Study Plans and the various submissions. As I understand it - it revolved around large outer carparks to be provided free of charge. 1mile, Gorge Road, Frankton, Gardens (some areas have been lost but not all). From those sites 18 seater canopy electric/solar powered carts drove around Queenstown constantly. IE. 1 example, I can park my car gorge road and I can ride into town via gorge road, jumping on and off whenever I want to Shop, down the centre of the mall back up beach street (various routes) I can jump off at the supermarkets and then get back on - going back to my car. Enjoyable, personal freedom, get visitors and locals interacting. An enjoyment for visitors. Keep the ring roads moving (have pedestrians giving way to traffic - no traffic lights). Enjoyable - the carts aren't moving at 40kms - faster out on edge of town but pedestrian speed around built up areas. bellbird and tui whistles to move around pedestrians. Queenstown will die if you don't get this right. Traffic would give way to carts like cyclists but the difference is carts can carry lots of people with lots of bags of shopping!! It has been happening all over the world successfully but unfortunately, some councillors back then hadn't been past the lindas pass!!.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Buses could be utilised in conjunction with the carts - high demand first thing in morning and then at night and concentrate on bulk events or feed areas - Buses in downtown Queenstown is getting dangerous. I don't seem to hear of very many people who enjoy using the buses - a lot of wasted time. Which is the problem from a locals put of view.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? No

Comments: cycling has been given lots of places - pedestrians (visitors) are down right rude - they believe they have total right of way and walk out in front of any vehicle (not anywhere near a pedestrian crossing). The number of times I have had my car thumped as I have driven along marine parade or beach street. But carts like you have in zoos, french riveria etc. pedestrians give way to them. DON'T GIVE AWAY MILLION DOLLAR REAL ESTATE (CAR PARKS) to COMMERCIAL businessess - WHAT HAPPENED TO USER PAYS - why didn't they take over Outside Sports. Now when you need the width of Shotover street your short sightedness will cause problems.

6. If you have any other comments you would like to include as part of your submission, please write them below.

You can not stop through traffic from Glenorchy, Arthurs Point, Frankton etc. so the crucial ring roads have to be secured. Should have been done as per the TRAFFIC Plan 20 years ago. But hindsight's a bitch, especially when every time elections come up everyone wants to reinvent the wheel. On another matter, if half of the vacant sections were built on in this district you wouldn't have to be turning QTN into Coronation Streets. There should be time limits placed on vacant properties, investigate Whistler for examples. Also I regret to advise that Children will be killed in Shotover Country as I mentioned to one of your planners who assured me his job was to provide what the community wanted. IE 2 off street car parks per property, skinny streets! That is back in the 60's when there was 1.5 cars per house hold if you were lucky - now the average house is 4 bedroom which could mean up to 8 cars at a rental property. The planning laws of this town need to keep up with the times. It's not about the developers it's about reality of the cars problems on our streets. Hilton Hotel !! and potentially the neighbouring property. USER PAYS. Why should locals pay for traffic congestion created by Multi Million or Billionaire money making businesses. USER PAYS. Look after your foundation. DON'T take idiot Cooper attitude if you don't like it leave! Look what he has allowed to happen here. TRAFFIC HELL. Two lanes from Kawarau Bridge to Frankton Roundabout both ways. One way street system in Frankton (McBride St). Worked in Queenstown get on the job at Frankton - dangerous with 600 kids wondering around when Truck and Trailer units of trees and cattle are trying to sneak up McBride street to avoid the GOD Squad or get to Mobile. The Planning seems to have gone out the window. Sorry - KEEP this place clean, save our water, don't sell and give away our most valuable assets. A lot of foreigners are coming here because they have ruined there own countries - be strong - QLDC. Good Luck. PS Mr CEO we are not Auckland - they have hell traffic planning in place. Don't be in so much of a hurry to build. build build. If there is no accommodation, expand Garston/Kingston. Who would have ever thought people would be driving from Alex to work in Qtn but it's happening - DON'T kill the GOLDEN Goose but turning us into a GHETTO. I bumped into some English Guy the other day and he told me NZ was being greedy. Great Britain and NZ same size they have 77 million we have 5 Mill. So open up the gates!! I said why are you here???? Because we can say no. If the idea is to turn NZ population to 30 million and ruin our water ways, green belts - the KIWI lifestyle then let people who have been living in Concrete Jungles dictate. Thanks

Carran, Scott

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? No

Comments: This strategy will worsen the accessibility to town for everyone. There is only a congestion issue in Queenstown in peak summer holidays and peak ski season. To reduce accessibility all year round to the ratepayers to deal with this issue is ridiculous. I doubt the strategy will even work to reduce congestion in the peak periods because; 1. There is zero chance that the tourists will get out of their cars for the two weeks that they are here (and in the peak season there are 4 tourists for every resident making the impact on congestion by any improvement to public transport statistically meaningless), 2. Many "commuters" (also ratepayers) live a fair distance from the CBD and the low population density throughout the basin means that there will never be a public transportation system convenient and efficient enough in most areas to get people out of their cars, 3. It is very cold for a large part of the year, discouraging the use of public transport / bikes, and 4. Most importantly, what will happen if QLDC restricts parking for commuters and makes it more expensive is that the "commuters/ratepayers" will get their partners to drop them off in the CBD. This will double congestion as the cars will be travelling in both directions morning and evening. This is what happened at Marina Sands CBD in Singapore when their govt tried the same thing that QLDC is proposing. In addition, this strategy is poorly designed and will not address the long term traffic issues in Queenstown. Over the long term cars will become less and less polluting so the issue becomes not the cars themselves but the space they take up. I suggest that the simple answer is what many character towns in Europe do i.e. pedestrianise the CBD (with removable bollards so delivery / rubbish trucks can make deliveries etc in the morning and evening) and INCREASE parking by building low rise discreet carparking on the edge of town (where the Council already owns the land). This would also have the benefit of creating long-term significant revenue to the Council. Please take a look at what a disaster parking is at Queenstown Airport as a result of making parking too expensive for the ratepayers who own the airport!

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: What I (and other ratepayers) do is largely irrelevant compared to what the tourists in peak season do, and they will not be catching the bus!

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? I'd use the bus if there was a covered walkway from my house to the bus stop, the buses were cheap and they ran every 10 minutes as they do in London and other MAJOR CITIES where commuters do use buses. As that is simply not practical in the basin, there is no realistic changes that would make taking the bus a viable option for me.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments: As per my earlier comments this is simply not going to work and is just going to make life more inconvenient for ratepayers who are footing the bill.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Yes but not at the expense of making life more inconvenient to ratepayer car users. Due to the winter weather, distances to be travelled and the hilly / mountainous nature of the area we live in, cycling is not a practical form of commuting for the vast majority of commuters. That this is even being suggested as a viable means of reducing congestion in the CBD really reflects how poorly this strategy has been designed.

6. If you have any other comments you would like to include as part of your submission, please write them below.

I strongly disagree with the proposed strategy. My main concern is that pursuing this errant strategy is that it won't work and it will delay what really should be done in town to make it an attractive, convenient destination for everyone.

Carter, Jenny

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: I support your efforts to get visitors and locals to make more use of alternative transport. However, before you can make any assumptions about the amount of people that will get out of their cars, the Council needs to undertake a greater amount of research. Of the cars that travel to Queenstown, how many are locals, how many are visitors? if they are locals, where have they travelled from? What offices are in Queenstown CBD, and where do the staff travel from? What are the demographics of these people- do they have children and if so, where do the children go to school/childcare? Once you have this information you will be able to determine whether it is realistic to get people out of their cars. I know for myself, and many others in my demographic, that I can't get out of my car. I live in Lake Hayes Estate where there is no employment. I am 10km from my place of work, and from my children's daycare. I can not bike to work because of the children, and while I can sometimes bike in summer by swapping child pick up with my husband, I can not bike in winter. It is too cold, and 10km is a long, and scary distance in the dark.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Unsure

Comments: I don't work in down town Queenstown Council needs to think carefully about this issue; do they want locals to work in down town? if it becomes too costly and difficult then offices will move out to Frankton where people who live in the dispersed suburbs (LHE, Shotover country, Jacks Point) can travel by car. Personally, I am thankful that I no longer have to work in town. I also note that cycling and walking are not an option for many people- Kelvin Heights, Jacks Point, Shotover Country, LHE, Arrowtown are all too far away. I suggest that even the closer suburbs like Frankton and Arthurs Point are closer, but it is too cold to expect people to bike in winter.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? They would need to be cheaper, quicker and more regular. Having said that, given my situation with children, and the fact that my work place and their school and day care facilities are in different locations, means that I will not be able to make use of a bus service.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: It is always helpful to improve walking and cycling access around town. However, this is not going to solve congestion given that the majority of Queenstown's commuters won't be able to get out of their cars.

6. If you have any other comments you would like to include as part of your submission, please write them below.

It seems illogical to me that this attempts to focus on Queenstown town centre, when this can't be looked at in isolation from the rest of the District. Suggesting that you can get a percentage of people out of their cars without undertaking background research is flawed. Council needs to recognise that because of the nature of development that has occurred in the District, and the demographics, it will be extremely difficult to get many people out of their cars. Council needs to consider carefully whether the community wants to see locals using the CBD. If not, then increasing car parking costs may be beneficial. However, if it is still desirable to keep locals working in the CBD, then given the demographics, and location of residential suburbs, car parking in town will be needed. I also suggest that it is unrealistic to urge people to cycle and walk given the climate and distance between residences and work

Cheung, Kelvin
Qubehouse Limited

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Make use of a ferry

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Yes

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? No

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: Bus service or lack of is the heart of the problem.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Cycling is too dangerous in town right now.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Ferry is also part of the solution. This is the most desirable place to have a ferry system. Close down Connectabus and start a fleet of buses of mini-buses paid for by QLDC. Incorporate that into a tax at the airport.

Columbus, Lucy

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? No

Comments: Unfortunately the alternative options are extremely limiting. The bus fare from Fernhill to the town is nearly \$6.00 pp with no free transfer. If you were to bus from 1 side of town to the other, it would cost double, as no bus route goes the entire way. As a per person cost, this is outrageous. While our car was at the mechanic my partner and I bused for a week. It was ridiculously expensive for our trip which was a 3.7km journey each way Monday to Friday.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: No, as the bus is already so expensive, any reasonable increase in parking charges would still be better for families.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Reducing the cost per trip, allowing a free return trip within two hours of initial bus trip, and a whole route that extends from Frankton to Fernhill so multiple charges are not necessary.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: As long as the bus service was corrected fully

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

Davis, Matthew

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Yes, it appears no effort has been made to encourage alternatives to driving a car.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: This would just really annoy me and people that have no other options but to drive to work because of school(children) and other commitments.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? The bus is actually more expensive to use than a car. Subsidise the bus so it is attractive to tourists and locals and improve the bus shelters, time performance and time table. I live in Lake Hayes Estate and there are big gaps when the bus doesn't come. If you want to stay in town late you basically have to work home after about 8 - 9.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments: Do not change parking in town. Make other incentives more attractive. This town is hard enough to live in without making parking impossible.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Unsure

Comments: I'm unsure of the planned improvements but I think the current walking/cycling facilities are sufficient.

6. If you have any other comments you would like to include as part of your submission, please write them below.

The council really needs to pick up there game. The traffic has got noticeably worse over the last 3 years and it would appear nothing has been done. Roads that need to be improved haven't and buses are still more expensive to use than cars. No surprise there. The following actions need to take place. 1. Lobby the government hard to be able to tax the tourist. E.g. Bed tax. If you go to over tourist cities around the world as a tourist you pay taxes to support the facilities you use. This will not put people off. It's a fact of life. This will help pay for much needed facilities. 2. Remove the

pedestrian crossing at Ballarat street or control when pedestrians can cross. 3. Less intersections in town so traffic flows more. 4. 2 lanes each way between frankton round about and bridge. It's insane traffic from the airport, remarkable park and all traffic from the south merge into 1 lane. 5. The Frankton roundabout needs to be bigger. It's a key point in the traffic network. 6. The road that runs next to the road from the frankton round about to the frankton bridge needs no parking down one side. 7. Improve the bus services and make it attractive price wise. Maybe free buses between 8 - 9:30 and 4:30 - 6.

Dickson, Andrew

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you?

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Unsure

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: A ferry service from Kelvin Heights to Queenstown that ran regularly would definitely encourage myself and friends to bike to the city centre rather than take the car, or bus

6. If you have any other comments you would like to include as part of your submission, please write them below.

Dowson-Trevathan, Charlotte

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Cheaper, more regular.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

I personally believe that the whole CBD needs to be pedestrianised. No cars allowed. This would make a much more pleasant experience for tourists and locals. I rarely come into Queenstown, as I feel the rush to get around and crossing busy roads all the time. Not ideal especially with small children. Being fully pedestrianised will mean people will stay much longer in the town centre and spend more money. Perhaps a multistory carpark needs to be built where the high school is currently and 'locals' will have to get used to paying for parking or make the most of the proposed improved public transport.

Fredric, Sarah

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Unsure

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? The bus services in town are ridiculously expensive for the distances. Even the weekly pass is very expensive. Additionally, the bus does not service a lot of town, on a regular basis

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Unsure

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Unsure

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

Please fast track the alternate route through town - town bypass - to Fernhill. During peak times (Christmas/New Year etc) Fernhill residents can become unable to leave and drive through town or to Frankton, due to congestion on Shotover Street/Stanley Street. The need for a bypass or alternative route from Town to Fernhill has become necessary. Fernhill residents are beginning to leave the area, or be put off buying/renting in the area because of the difficulties with regards to getting to and from their suburb. I believe it is necessary to implement the Queenstown Bypass at the earliest possibility.

Glover, John

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: The current alternatives are unlikely to lead to less car usage.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work?

Comments: I work in a rural area so this does not apply

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? There is no bus service to or from Glenorchy. There should be a free of charge bus services covering the centre between One Mile, Gorge Rd, Events Cente, Kawarau Bridge.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments: The very centre of the CBD (zone 1) should be pedestrianised.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: See answer to q4

6. If you have any other comments you would like to include as part of your submission, please write them below.

District plan amendment needed to require new workplaces to provide shower, locker and changing facilities for cyclists. Bike / foot bridge needed from Kelvin golf course to QTN Gardens. Incentivise through waiver of fees and support for resource consent for water taxi services to Jacks Point and Henly Downs Build a good network of public wharfs to make water taxi option more convenient. Need parking adjacent to them. Busses need bike racks Use visitor tax to subsidise public transport services Introduce a new public transport charge on ratepayers

Greenhough, Rebecca

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Unsure

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? If busses are reliable and run very often, then more people would utilise them.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

When I lived in Washington, DC there was a great program in place between the transit authority and many employers in the city: http://www.wmata.com/business/employer_fare_program/

Greig, Rob

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Queenstown needs to be a leader and create a cycle friendly town which links points of interest, work and home. Emphasis should be on cycles rather than cars as a mode of transport.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Yes

Comments: Currently there is little in the way of secure cycle parking for the short or long term visitor to Queenstown. This needs to be simple, affordable and secure.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? more frequent, dedicated lanes to make them quicker in peak times. Subsidise public transport through car parking money or car taxes.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: If there are no viable alternatives people will still opt for using cars.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Very important to make these cycle ways safe.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Queenstown needs to be bold and not follow Auckland's approach of reaching gridlock before anything is done. Good Luck!!

halliwell, john

Pacific Tourways

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? No

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you?

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments: I don't believe parking should be restricted in town. The locals driving to work is not the problem - take a look at the cars in town 90% are rentals. People are not going to take public transport when you can hire a rental car for 20 or 30 bucks a day.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

The one most practical solution to all the congestion at the BP roundabout in Frankton is glaringly obvious. The road around the back of the airport past the red barn must hook up with the Hendo's Hole roundabout as per the long term roading plan as soon as possible. At least half the traffic coming up to the BP roundabout from the airport turns right towards Arrowtown/Lake Hayes etc. The queue of traffic holds up everyone and the majority of traffic turning right has come from Remarkables Park. By putting in the road around the back as soon as possible it will immediately halve the traffic at the BP roundabout. People coming back from Remarkables ski field will also have

an alternative route to get to that side of town. This road needs to be completed with urgency and not put on the back-burner as something to do sometime in the next few years.

Hamilton, Susannah

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: You need to put forward a means to which such a strategy would or could be met. The Draft Strategy appears to fall well short. All players need to be involved in unison - namely QLCD, NZTA, and ORC. It makes no sense suggesting this strategy in isolation to the proposed 2016 ORC review of Public Transport. It appears no proposal has been made around the increased use of rental cars in the CBD- a major contribution to traffic congestion

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: This could not work for me or my family, as distance to Queenstown, age and lack of public transport all factor into making it an impossibility

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Better routes - cheaper transport - park and ride options to and from Frankton Subsidised transport options -School bus fleet used in holiday periods when not in school use Charge a toll or issue residents with private or hotel parks in place a permit- these permit holders could be sharing transport with non permit holders etc The ORC review in 2016 is all important and the strategies should not pre-empt this

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: All this should be considered in the 2016 ORC review - the NZTA should also be include given their ability to impose controls on the State Highway Network

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Cycling is currently being overstated, it is not a real winter option to any other than cycling zealots and the winter congestion is the worst- pedestrian improvement in some areas could be greatly improved

6. If you have any other comments you would like to include as part of your submission, please write them below.

I would like to see less parking on Hallenstein St during business hours, so that the flow of traffic can move more easily above the town. Or at least parking allowed on one side of the street only, thus allowing much safer and freer traffic movement.

Harper, Alan

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Unsure

Comments: Unable to comment until I know what the alternatives actually are. If you followed the Aspen model then yes

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: I have car park passes

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? If it followed the Aspen model then yes

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments: the proposed changes are not sensible

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

In my view the biggest culprit to downtown congestion is the uncontrolled pedestrian crossing at the Ballarat St carpark. Because pedestrians just amble across when they feel like it there is a real impediment to traffic flow. this crossing should be either put underground, overhead or controlled by lights. then traffic is able to flow freely for extended periods of time

harris, jodie

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: something has to change

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: no, its already expensive and I still drive and would.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes completely. If catching the bus was cheaper than driving in, parking for a whole day and driving home I would. but its not and its too expensive.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: But then again, if the bus services were improved to the standard everyone expects, then there would be no need to then change the town center car parking. put the money from that into the bus service.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: yes, however you have to remember that in queenstown you can have 4 seasons in one day. may be fine as you cycle into town on the way to work but then be raining once you have to leave. so maybe bike racks on buses??

6. If you have any other comments you would like to include as part of your submission, please write them below.

Instead of making us pay more in one of the most expensive towns in the world, do something for us and keep queenstown the chilled and awesome place it is. I hate driving into town and parking in a 30min zone to run errands, constantly looking at the watch to make sure im back within 30mins otherwise im going to get a ticket its ridiculous. I and as many others came here to have fun! let us spend our money on local businesses and keep queenstown great instead of car parking, fines and over priced bus tickets!!

Hill, Rohan

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: If QLDC is serious about retaining Queenstown CBD rather than allow continued decline to the benefit of Frankton we have to make long term plans that accommodate the growth expectations of the region-I.e.50 year plans not 2 or supposedly 10 year plans. Learn from the folly of others T.A.s and the wisdom of hindsight.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes-there needs to be quality,dependable and frequent shuttles from the airport,Arrowtown and satellite suburbs into Qtown CBD

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

Politicians need to be prepared to make decisions based on qualified, tested and proven advice to the betterment of the Wakatipu. Never has there been a more appropriate term than "short term pain for long term gain". Roads need to be built for 50 years with double carriageways not single as is currently being built around Frankton. Get rid of cheapsters with their roadside/curb parking which is an appalling sight upon arrival at the airport and get the airport to build multi level carparks. Build a monorail from the airport into the CBD.Charge a bed tax of 15% to pay for it.

Hopkins, Alan

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Yes I do but we need to be shifting a few major business hubs away from town. The CBD should be our tourist hub but there is no reason the likes of QDC planning and infrastructure staff need to be in town. The same applies to the admin offices of NZSki etc. QLDC needs to lead by example and shift all staff except for a few front end staff at a satellite office away from the CBD. There is no reason for any planning staff etc not to be located at Frankton Flats/Glenda Drive.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: Possibly if properly designed and priced. That said many mothers etc have to drop kids off at school and why should they be at a disadvantage.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Queenstown needs a free bus service from the airport to town to limit the number of tourists using rental cars and locals using long term parks at airport. The bus would need to be relatively frequent and stop at a few of the major hotels. This should be funded between the hotels, ORC, and QAC, or possibly via a bed tax. These people are going to spend a lot in our town and a \$45 taxi fair on first arrival is not ideal. The least we can offer is the perception of a free bus service. To encourage locals to use the bus the above could be combined with a park and ride at the events center and locals could pay a reasonable amount (max \$3 each way) for an express bus to town. The current model does not work when the bus costs \$8 and fuel for a car is \$3.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments: As indicated above this would disadvantage those dropping their kids at school or going up for a ski before work. This town is founded and families and ski bums and those will be the ones adversely affected. The parking controls proposed will only push the issue out onto suburban streets and generally annoy everyone unless a very cheap bus service is in place. It depends what 'improved' means. A good efficient cheap but service then yes. \$8 bus services then no.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

The man street parking building is well under utilized and some form of agreement with QLDC is needed to free up this parking.

Hudson, Wayne

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: This question is directed at travel "to work" whereas most visitors would travel to Queenstown for a completely different reason

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: I live in Wanaka and do not work in Queenstown. However, if I drive most of the way to Queenstown I am more likely to keep on driving, unless QLDC provides free or cheap parking in Frankton and provides a cheap or free shuttle service into Queenstown.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes, provided it is combined with a free or cheap parking service outside Frankton

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Unsure

Comments: QLDC's main problem is in providing easy cycling to and from the town centre. While riding in the centre could be improved, it is such a small area that the cost of changing the roads to make them more cycle-friendly will outweigh the benefits for cyclists. QLDC needs to focus on making the routes in and out of Queenstown and encouraging people to ride.

6. If you have any other comments you would like to include as part of your submission, please write them below.

QLDC needs to educate motorists to recognise their obligation to share the road with cyclists (not run them off "their roads"). Frequent signs reminding drivers that cyclists have the same rights as 4-wheeled drivers might help. Dedicated cycle lanes may not be feasible, as they will reduce the space available for 4-wheeled traffic - and increase the tension between drivers and cyclists. The roads into Queenstown are hilly and only fir people can realistically enjoy the ride in an out of town. If tourists are to be encouraged to leave their rental cars outside the town centre, then shuttle bus

services are the only realistic alternative. There is little point in making hire bikes available to them, as they will no doubt have luggage with them. Workers for the most part will need to be close to the city centre, to warrant leaving their cars at home and riding instead. And they are only likely to do this in fine weather. Unless they have shower facilities at their place of work, they will not want to work up a sweat and won't want to ride in wet or cold weather merely in order to get to work. Riding can be hazardous for cyclists who are not used to sharing the roads with car drivers, unless the drivers are required to give cyclists plenty of space. Perhaps giving cyclists priority over cars in the town centre might be one way of helping them feel more comfortable about riding. Maybe QLDC could make electric bikes available to people from further out of town. That would make the trip home a little easier for commuters are not outdoorsy, recreational or competitive cyclists (who seem to manage in most conditions but who a small minority). In summary I think QLDC has a real challenge ahead of it in terms of making Queenstown more cycle-friendly. And the cost of doing this may outweigh the benefits, as only a small number of people will change their minds about riding to and from work. I thought about

Johnson, Matt

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Misleading question: why are visitors driving by car to work? Alternative transport arrangements have to be affordable in their own right - QLDC must not consider a policy whereby parking charges are increased to a point where Connectabus suddenly seems marginally cheaper by comparison. Our bus service should be subsidised like every other municipal bus service in NZ. Car park charges should be focused on visitors, with locals being provided with free parking passes. Don't penalise the people who actually live and work here, catering for all the visitors.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: Parking is provided at work already. In a semi-rural town it's impossible to cycle to and from home every day, especially with much of anyone's route being on a state highway. Cycle/motor vehicle separation needs to be improved for all common routes, along the whole of each route e.g. Arthur's Point, Jack's Point etc. The buses have to be subsidised to reach anything like a realistic level that is affordable for most people, and once you have more than one person travelling, a car will still be likely the best means of travel. If parking charges increase in advance of improving public transport, it will simply penalise the people who work and live in the area and line the pockets of the bus company, as virtually none of that money will be returned to the council.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? They need to be cheaper, more frequent, run popular routes with minimal (ideally zero) changes, add more routes, run reliably, have courteous staff, run with extended hours, and in case you didn't catch it the first time, they should be cheaper.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: You can't bully people into changing their transport habits. Prove an alternative is viable for people to use in terms of cost and convenience and they will use it. Anything else will just breed resentment and ultimately fail. I've only lived in NZ for a four years and even I know you can't force kiwis to do anything, so why would QLDC try?

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Tracks need to be added to separate traffic from cycles/pedestrians to make routes safer and easier to access. I would ride into work but have to tackle the SH section from the K bridge to Jack's Point, which is less than safe. The lakeside track part though is awesome.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Please consider the local, working population separately from visitors. Travellers/tourists with disposable income will be able to manage to pay for things locals cannot. Ease of use has to be paramount - consider the Transport for London system, with tap and go cards (well-implemented, not the half-baked Melbourne/Sydney efforts) allowing locals access to much lower fare structures, season tickets that show great value and online top-ups. Single fares are actually affordable. Tourists can access the cheaper fares if they want, but often just pay the higher cash fares. Other concepts such as park and ride should be considered, allowing those people who live further away to drive to an out-of-town location, park for free and then get the bus into town.

Macleod, gillian

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Yes

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you?

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments: Radical options needed

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: doesnt go far enough

6. If you have any other comments you would like to include as part of your submission, please write them below.

The strategy does not go far enough in anticipating the future, it is not a bold vision for the next twenty years. Every issue is related to every other issue and every issue is related to managing growth-smartly, of people, and therefore of cars. It would be helpful if this "strategy" articulated a vision of what inner Queenstown looked like in 50 years time, and how we anticipated getting to that point. That would generate a much more useful discussion than tweaking car parking charges and providing bicycle parking. (although Im not sure the latter is in the strategy) A bold vision could say " in future we will limit cars coming into/out of and moving around Queenstown. Cyclists , pedestrians, and our unique public transport system will dominate the town centre, and public transport will be so inexpensive ,efficient and fast that everyone will use it, especially the tourists. We want to make it easy for people to visit but also to leave,so we will provide free transport between the airport and town centre. We do not anticipate any further road widening to occur that will degrade our town environment as we need space for walkways, public transport and cycleways.

The strategy is still car centric essentially- talking about bypasses and road expansion, managing parking etc. It does not deal with the real issue of how we will manage Frankton Road into the future. (One radical solution could be to use the 3 lanes of Frankton road in a different way. Consider a one way car useage, and two lane dedicated busway on Frankton road.) The strategy needs to articulate choices around bold solutions (such as outline above, but there are other suggestions out there- monorails etc) that are not carcentric, if we are to preserve the qualities of our area that we enjoy- which is getting around easily. The strategy needs to articulate more detail around a ferry service, and the flow on effects of upzoning Kelvin Heights into medium or high density around ferry stops. The strategy could also anticipate

- bike share- community cycles
- car share- allocating car parking spaces on the roads around Queenstown central area (or where people are located - it says Queenstown hill in the data) for communal car share schemes such as "goget" that operate in Sydney.
- no carparking requirement in high density residential- encourage car share etc.

The strategy sets a mild direction, but I would like to see a really radical and bold vision that stops cars in their tracks. Cheers Gillian Macleod

Marshall, Deryck

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: There needs to be much cheaper bus fares to encourage bus useage. All day parking fees should be expensive to discourage parking.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Yes

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Much cheaper bus fares would be real incentive. If the bus was free this would really encourage bus use.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: If there a better and cheaper bus service there would be a fair alternative to all day parking by commuters.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Unsure

Comments: Not really sure how this could be done as there are so many narrow streets. But would be desirable if could be done.

6. If you have any other comments you would like to include as part of your submission, please write them below.

We live in Frankton and have the following comments:- McBride Street. To alleviate congestion which is particular bad at times the following should be done. 1. Heavy vehicles should be banned from using this route e.g buses and trucks. 2. Parking should only be allowed on one side of the street preferably the west side. (We live in the retirement village and we and elderly residents have difficulty seeing traffic when leaving the village due to so many vehicles parked on the east side) 3. Speed limit should 30km/h and more speed humps introduced. There are too many speeding vehicles at times. 4. Where parking is allowed this should be for residents only or a 48 hour limit introduced. Ross street. 1.Parking should be allowed on one side of the street only as the street is

too narrow to allow parking on both sides. 2. Yellow lines should be extended to prevent vehicles parking too close to the state highway and restricting vision when driving out of Ross street on to the state highway. 3. Illegal parking at the corner of Ross Street and the state highway should be more strictly penalised and ticketed. Frankton Junction. An underpass or footbridge should be constructed for pedestrians or cyclists to get from the one side of the roundabout to the other. At times it is almost impossible to get from one side to the other safely.

McFarlane, craig

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Unsure

Comments: Locals should be able to drive to work. Visitors should be encouraged more to use public transportation.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: I live in arrowtown and come into town when I need to do things. Putting the price up will only line the council pockets.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Put the price down!

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Unsure

Comments: So don't do anything to the parking besides put the price up? After public transportation is improved....

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Decent cycle tracks are good anywhere. Maybe a couple of big bike parking spots in town.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Stop the bottle neck of frankton! everything goes through that roundabout at bp! Its only going to get worse! Bridge relocation so vehicles go the other way. Then maybe a bridge or landfilled road an shorter bridge from side of airport connecting shotover country and lake Hayes. Double lane roads from kawarau bridge to bp.

McKenzie, Kerriane

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: We live in Kelvin Heights family of 5 . It would be wonderful to be able to take a cheap form of transport (boat)from near the golf course over to Park Street therefore we would not have to take our car into town constantly. Currently the water taxi is too expensive and the bus takes too long

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? No

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

McLeod, Bruce

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Unsure

Comments: Odd question, why are visitors driving to work? Pushing towards biking / walking will be limited in effectiveness ... ice, snow, rain, mountain climate are a major deterrent. Park and ride facilities seem most logical.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work?

Comments: Don't work in town, but suspect charging will just push workers to park in residential streets. A deterrent of cycling is fear of someone stealing my bike!

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? No

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: In achieving an efficient outcome for commuters Council needs to provide convenient parking. Perhaps this could be achieved by park and ride facilities at strategic locations with increased bus frequency to and from those areas. Looking to the future a realistic option, as used at major tourist towns around the globe, is visitor & workers car parking buildings within walking distance of town, and local vehicles only within the cordon.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Improved cycling access through town is important ... one way streets in the vicinity of the water front conflict with logical biking routes and result in illegal riding the wrong way up streets, or riders weaving around pedestrians on the footpath. Strategic cycleway markings may help (not necessarily exclusive use areas, but ground markings to indicate shared use in certain locations like the waterfront). Bicycle lockups may need to be considered to assist with security where work doesn't provide that option.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Personal observations of traffic flow impediment suggest at least part of the problem is pedestrian crossings. At certain times pedestrian numbers are high, and a constant stream of people can grind motorists to a halt. Are traffic lights needed to cluster pedestrians and give some priority back to vehicles? Observations of Frankton Road at peak times are similar, where traffic flow can be continuous, making it difficult for emerging vehicles to find gaps when coming in from side streets. Traffic lights at selected intersections or crossings would serve to provide gaps in the flow.

Mitchell, Jon

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? No

Comments: This, unfortunately like similar questions in many QLDC consultation documents, is loaded in favour of the poor policy proposals contained in the consultation document. I am entirely supportive "of alternatives to driving by car to work". but not the narrow approach taken in the consultation document. The problems may manifest themselves in down-town Queenstown but the source of those problems and, in fact, their solutions lie further afield.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: The distances that most would have to travel to by bike or on foot, particularly when you take into account the realities of Queenstown's alpine environment, mean these are only occasional, fair weather options. Residents will not consider moving to buses as an option, no matter how much parking is artificially constrained down-town, until decent park and ride bus options are made available.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Absolutely! Numerous park and ride facilities would need to be established throughout the district make affordable bus transport both sufficiently attractive to residents and sufficiently commercially viable for funders and operators. Experience internationally has proven that a holistic approach is necessary. Including provision for bikes to be securely parked at park and ride hubs and carried on buses is essential for an integrated model to work.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments: A staged approach would be ideal. However, waiting for bus services to be fit for purpose may take too long. Addressing parking in the down-town area is overly narrow. Parking should first be provided at park and ride hubs throughout the district, rather than focusing on simply improving frequency and cost of bus services.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Too right! However cycle access to park and ride hubs, as well as secure covered bike parking at hubs and provision to carry bikes on buses, where possible, needs to be considered within one coherent, holistic transport strategy.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Before launching off on the flawed approach suggested in the draft strategy, council should call together a group of experienced transport planners and those who made the most cogent submissions to the draft strategy to develop a considerably more holistic, coherent and sustainable Draft Transport Strategy 2.0. Then put that out for consultation again. The current draft is fatally flawed due to the narrowness of its scope in terms of issues, geography and options.

muff, juerg

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: My considerations are based on environmental issues rather than parking. However I would think that for non-environmentally concous commuters it will be.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Lower pricing, more services. Current pricing is a joke and unaffordable. Ability to take bike into bus at no extra charge in off-peak times and in peak times if space allows. An effective park & ride service, where free parking for bus season-pass holders is provided next to bus stop. For example in Frankton, Ladies Mile, Remarkables Park, with frequent direct buses into center of town.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

More full day parking spaces in Frankton, Remarkables Park etc reserved for city center workers that would park on the fringe, and then either carpool or use public transport or bike/walk to work. Businesses & Employers could hand out some sort of identification to leave in car.

RODDICK, TERRY

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work?

Comments: QLDC 1. NO What a total waste of money, and, why should rate payers be burdened with any cost, as ratepayers will still have to pay to enter. AN example is the Dunedin Stadium, Queenstown rate payers are also paying a levy on rates and many I talk to do not /and have not ever gone to the stadium /will not ever go to the stadium. As such, a good percentage of QT ratepayers and folk are paying a rates levy for the stadium which they never will ever use at all. The same goes for a convention centre which many rate payers will never use or go to or if they do, they will also have to pay the same as guests for the service. 2. POOL 2023. 3. [a] NO, I spent sometime trying to find the ten year plan of the actual roadworks to be undertaken on the QLDC website with very little success. Document qldc.govt.nz/assets/Uploads/Council-Documents/Strategies-and-Publications/Draft-Transport-Strategy-Queenstown-Town-Centre-February-2015.pdf The document in para 2.4 & 2.5 suggests installing TCS-traffic control signals, traffic lights. This will ONLY SLOW traffic down considerably more, especially when installing green or red turn arrows. This will really slow traffic down as can be seen in Melbourne or Sydney. As a retired Forensic Crime Scene Photographic Victorian Police-officer I have attended many fatal motor vehicle collisions. Whilst installing TCS at intersections is a simplistic solution, statistics show traffic is slowed down considerably, especially where there is the need for right arrows needed for traffic flow. An alternate route is needed such as Hallenstein Street, and totally banning all parking along Hallenstein. Parking also should be banned from about 500m from the CBD along the main Stanley St corridor from about Dublin St to Gorge Rd at Weaver Street. Shotover St CBD should also have parking banned at Peak Times with clearways in both directions 7 days a week i.e. 7am-0930 & 1500-1800. This also would allow extra vehicles egress much more quickly thruout the CBD to drive to Fernhill area in peak times. The roundabout at Frankton /Kawarau Rd at the airport must be widened and upgraded, BUT NO traffic lights either which will slow traffic down considerably. This roundabout can be made into several extra lanes to increase flow dramatically. In all the roundabouts white arrow roadmarkings must be stencilled onto the road surface to assist idiot /dickhead drivers and also overseas tourists. [much of the problems identified of roundabouts in AUS are that all the states and councils do different arrow road markings so there is NO consistency which only adds to confuse idiot drivers.] These arrow roadmarkings will give clear direction to drivers so there is NO confusion at all. The traffic lights at the Kawarau/Kingston Bridge on Hwy 6, can be improved dramatically. Over the last few years when the lights turn say red for North or QT bound drivers, there often is some considerable delay for South or Kingston bound drivers before the lights turn green. I have timed no vehicle's on most occasions. At times up to 24 seconds – which would allow some ten vehicles to cross the bridge whilst the lights are still red. A simple solution is that after a very short time when the lights turn red, the lights for the opposite traffic flashes yellow until green, and, a sign stating vehicles must give way to oncoming traffic but may enter the bridge on flashing yellow if the bridge is clear of all traffic in the other direction. In peak hours when it can take some considerable time, to wait for the green lights, if only say an extra five vehicles went on each cycle, the traffic would move and clear more quickly. This would be a great advantage,

especially now that more vehicles are driving to / from Remarkables in Winter ski season. 3.b

Living about Villa Del Largo, the nearest bus stops are some 800 metres away in both directions. There is no stop located in or near our property. As such the public transport is not any advantage to us without the increase of busstops. Also the cost is very high for bus fares. When driving along Frankton Rd, and, a bus is signalling a right indicator to enter the traffic, we always give way and allow the bus to entre, as per the AUS road legislation, even though not required. A suggestion is to put the large stickers on the rear of all busses which tell drivers to give way to busses when they are entering the traffic, as seen on all AUS busses.

<https://www.google.com.au/search?q=bus+give+way+signs> Whilst not NZ law, many drivers would give way to busses improving the bus movements in QT. 6. The ten year plan is a nice read but it is minimal on the actual content of how QLDC is going to approach the problems with realistic solutions. It appears that QLDC has wasted considerable amount on money on this study with very little appreciable solutions.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work?

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you?

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach?

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre?

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

QLDC 1. NO What a total waste of money, and, why should rate payers be burdened with any cost, as ratepayers will still have to pay to enter. AN example is the Dunedin Stadium, Queenstown rate payers are also paying a levy on rates and many I talk to do not /and have not ever gone to the stadium /will not ever go to the stadium. As such, a good percentage of QT ratepayers and folk are paying a rates levy for the stadium which they never will ever use at all. The same goes for a convention centre which many rate payers will never use or go to or if they do, they

will also have to pay the same as guests for the service. 2. POOL 2023. 3. [a] NO, I spent sometime trying to find the ten year plan of the actual roadworks to be undertaken on the QLDC website with very little success. Document [qldc.govt.nz/assets/Uploads/Council-Documents/Strategies-and-Publications/Draft-Transport-Strategy-Queenstown-Town-Centre-February-2015.pdf](https://www.qldc.govt.nz/assets/Uploads/Council-Documents/Strategies-and-Publications/Draft-Transport-Strategy-Queenstown-Town-Centre-February-2015.pdf) The document in para 2.4 & 2.5 suggests installing TCS-traffic control signals, traffic lights. This will ONLY SLOW traffic down considerably more, especially when installing green or red turn arrows. This will really slow traffic down as can be seen in Melbourne or Sydney. As a retired Forensic Crime Scene Photographic Victorian Police-officer I have attended many fatal motor vehicle collisions. Whilst installing TCS at intersections is a simplistic solution, statistics show traffic is slowed down considerably, especially where there is the need for right arrows needed for traffic flow. An alternate route is needed such as Hallenstein Street, and totally banning all parking along Hallenstein. Parking also should be banned from about 500m from the CBD along the main Stanley St corridor from about Dublin St to Gorge Rd at Weaver Street. Shotover St CBD should also have parking banned at Peak Times with clearways in both directions 7 days a week i.e. 7am-0930 & 1500-1800. This also would allow extra vehicles egress much more quickly thruout the CBD to drive to Fernhill area in peak times. The roundabout at Frankton /Kawarau Rd at the airport must be widened and upgraded, BUT NO traffic lights either which will slow traffic down considerably. This roundabout can be made into several extra lanes to increase flow dramatically. In all the roundabouts white arrow roadmarkings must be stencilled onto the road surface to assist idiot /dickhead drivers and also overseas tourists. [much of the problems identified of roundabouts in AUS are that all the states and councils do different arrow road markings so there is NO consistency which only adds to confuse idiot drivers.] These arrow roadmarkings will give clear direction to drivers so there is NO confusion at all. The traffic lights at the Kawarau/Kingston Bridge on Hwy 6, can be improved dramatically. Over the last few years when the lights turn say red for North or QT bound drivers, there often is some considerable delay for South or Kingston bound drivers before the lights turn green. I have timed no vehicle's on most occasions. At times up to 24 seconds – which would allow some ten vehicles to cross the bridge whilst the lights are still red. A simple solution is that after a very short time when the lights turn red, the lights for the opposite traffic flashes yellow until green, and, a sign stating vehicles must give way to oncoming traffic but may enter the bridge on flashing yellow if the bridge is clear of all traffic in the other direction. In peak hours when it can take some considerable time, to wait for the green lights, if only say an extra five vehicles went on each cycle, the traffic would move and clear more quickly. This would be a great advantage, especially now that more vehicles are driving to / from Remarkables in Winter ski season. 3.b

Living about Villa Del Largo, the nearest bus stops are some 800 metres away in both directions. There is no stop located in or near our property. As such the public transport is not any advantage to us without the increase of busstops. Also the cost is very high for bus fares. When driving along Frankton Rd, and, a bus is signalling a right indicator to enter the traffic, we always give way and allow the bus to entre, as per the AUS road legislation, even though not required. A suggestion is to put the large stickers on the rear of all busses which tell drivers to give way to busses when they are entering the traffic, as seen on all AUS busses.

<https://www.google.com.au/search?q=bus+give+way+signs> Whilst not NZ law, many drivers would give way to busses improving the bus movements in QT. 6. The ten year plan is a nice read but it is minimal on the actual content of how QLDC is going to approach the problems with realistic solutions. It appears that QLDC has wasted considerable amount on money on this study with very little appreciable solutions.

Rossi Macaes, Lisandra

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Locals: the bus fare should be reduced to \$1.00 to \$2.00, depending on the distance. I see buses running almost empty, and lower fares would increase use many folds, and may even make it (more) profitable. The 5.50 each way fare from Fernhil to town is absolutely unaffordable. Commuters are going to work and should not be burdened with such a high public transport cost in an already expensive town. Some businesses do need to have a car park use, as cars used for delivery and goods transportation. Increasing car park full day costs will burden businesses. I would say real estate agents also need car for property visitation. Ratepayers should have priority over tourists. Tourists: freeing more parking space for tourists will only encourage more car rentals! Bus options should be made available and affordable instead. Most busy towns I visit as a tourist have expensive parking for tourists, such as Sydney, Rome, Paris, making tourists go for public transport or walking. Some towns do not even allow rentals in CBD. Locals have a special access permits. If pricing is not an issue for tourists, then car parking for their use should be increased instead. By all means I support it, I simply do not support increasing costs for locals while facilitating parking for tourists. I also do not support first initiative be penalising locals with less parking - it should be by first offering alternatives and you will probably see a result come out of that. People are willing to change - just give them options.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: I would love to cycle to work. Healthier and nicer. I would do it willingly if, for example, I could get my bike back uphill by riding a bus. Bus should be affordable and have a bike option. Extra bike "parking places" would be welcome. I would walk to work some days - mainly in summer. Again, having the bus option to either return or go (in case we do not have 30 minutes to walk) would be great. Maybe locals could get a commission card for buses, \$10 for 10 trips! Winter and rainy days would make the car look more appealing, mainly with slippery roads downhill. I am personally offended that the car driving behaviour is penalised as being "lazy". Instead of increasing car park fees, you should look at decreasing alternative costs, so when we do the cost math, we find alternatives to car more appealing. Parking charges should not be increase for "working" vehicles such as those carrying goods/ making deliveries or servicing. Parking charges for commuters should only be increased after alternatives in place and still not being taken.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes, besides the fare, which is the main obstacle, other improvements would be to have buses more often. This might come naturally as more people take the buses. Other improvement would be more direct routes. People have to change buses twice or even three times

to get to some destinations, making the total trip time too long. More routes would solve the frequency as well, as for example, coming down from Fernhill to town would be possible by taking the town route, airport route or Remarkables Park route, as an example. My daughter had to change buses 3 times, spend \$7 and it took an hour to go from Fernhill to the pool. Not an attractive option at all. Not a must, but allowing dogs in buses would be welcome.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: Definitely yes, but improvements should be real and drastic: - fares down to \$1.00 - maybe commission cards where the more you buy the lower the price, so encourages heavy users - more buses - more direct routes. - carry bikes

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Definitely. Tourists should be encouraged to use them too.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Tourists should be encouraged to go straight to Man St car park or the library car park, instead of going around CBD in circles trying to find a parking place. Inner CBD car park should be as it is: 30 minutes for locals and tourists willing to do business in town. Any new development, such as convention centre or accommodation should include visitor park in their plans and not burden existing parking further. What happened to the Fernhill - town bypass? As per the survey, 1600 out of 2500 cars just pass through town. Lake St - maybe having no cars park at Lake street would improve traffic Finally, this should continue to be a great place to live. Locals are here all year round, pay rates. Tourists are certainly welcome and actually are a vital source of income for the town, but paying for car park and being encouraged to use public transport should not be a problem if it works.

Scoles, Chris

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: This is a badly written question. Visitors do not drive to work in Queenstown. In addition to visitor and worker traffic, significant focus should be on the way school children and other students travel to their place of study. The school drop-off/pick-up traffic jams are escalating out of control. I think the schools should be tasked to gather current data on the means of travel that the students are using to get to school. This data can then identify where alternatives to driving can be adopted and where additional focus on walking, biking or bus services are required. I also think that a general social engineering program could be headed up by the council to encourage alternative means of getting to work/school/gym/pool etc. Create a culture where it is frowned upon to drive to the gym or drop your kids at school where there are other, more community/environment friendly options available.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Yes

Comments: Parking charges for long periods (more than 4 hours), as used by workers/visitors should be increased to encourage the uptake of alternatives. A plan for the establishment of a park and ride system at Frankton/5Mile should be established to encourage visitors to park outside of town, visitors and accommodation guests should also be encouraged to use this service by imposing parking charges that incentivise the use of this service. Workers/visitors who insist on parking in town will fill up the commercial parking buildings and make more parking buildings viable in the future.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? The council should initially make the bus service free for all residents seasonal and permanent by issuing a residents bus card. Visitors should pay a nominal fee to ride the bus and use the park and ride. As the uptake of the service increases and peoples habits change the price can be increased to a level that passengers are still preferring to use the service over cars. The bus service needs to be affordable and efficient, run to time and offer routes/scheduling that suit the passengers. Only by making it free will the uptake for public transport improve. A bus hub at Frankton/5 mile is essential as is CBD facility. Busses idling outside O'Connells is not a good look. The Ballarat St carpark will be a great location, a taxi rank could also be established there. I think the current council could leave a worthwhile legacy by initiating these plans and creating a community less reliant on the car

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Bike racks on busses please, so that people can ride into town and then, if it rains or snows, catch the bus home.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Have a look to other countries as to how they approach traffic congestion. I am currently living in Europe and see strategies that work here. In most tourist towns in western Europe you not even expect to be able to park in town.

Smith, Anna

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Yes, - BUT! As a local I do support a cheaper version or free form of public transport supported by a bed tax/tourist tax. I feel the rate payer should not be discounting transport for a tourist.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: As a working parent is impossible for me to drop children at kindy, school and get to work by 9 on public transport. Why should I have to pay higher rates for parking???? I am a ratepayer and actively involved in this community. Please don't alienate the locals.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Make it Free! I experience the service below back in 2000. It was amazing get the

tourist of the road and make our community safer and easier to get around!!!

<http://www.co.summit.co.us/index.aspx?nid=452> The Summit Stage began providing ski bus service in 1977. Supported by a coalition of Ski the Summit, representatives of the ski areas, Summit County Government, and individual town governments , service was provided only during the ski season. With the increasing demand for intercity and year-round transit service, the county assumed operation of the stage in 1989. In 1990 the Summit Stage received a big break thanks to town and county representatives lobbying successfully for House Bill 1081. This granted "authority of counties outside the Regional Transportation District to impose a sales tax for the purpose of funding a mass transportation system." Grants from the Federal Transportation Administration and CDOT were instrumental in purchasing the Stage fleet and completing the Frisco Transfer Station. In 2001 an additional tax was passed that enables the Stage to run late night hours. In 1992 rider ship was 432,000. Today the stage serves 1.75 million riders annually, and continues to grow month after month.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments: Fix the buses don't change parking. You will kill town and none of the local will go.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

You need to look at a way to help tourist and a way to help locals. Two different needs. Don't kill town for the locals.

Steele, Cameron

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: I agree with 'carrot' methods - namely cheaper/free & more efficient public transport. I do not agree with raising the price of parking.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes - much cheaper to start with. More frequent and going later into the night would be good too.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: As stated, I don't agree with reducing long term parking in town for locals. But if it must be done, public transport needs to be improved first

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Unsure

Comments: IMO cycle and walking access is already pretty good

6. If you have any other comments you would like to include as part of your submission, please write them below.

Using the lake for transport is long overdue. A ferry connecting Frankton/Remarks Park centre, Kelvin Heights and town should be given highest priority. This should terminate in the main bay of town, not by Park Street as previously suggested, which is too far to walk on bad weather days. A park and ride from the BP roundabout into town with free bus travel would be massively beneficial to reducing traffic on Frankton Rd.

Stewart, Catherine

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Free or heavily subsidized public transport should be put in place. The current public transport system is not frequent enough. This would encourage residents to use public transport rather than their own cars. A ferry service should also be added from Queenstown to Kelvin Heights or increased water taxis

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Yes

Comments: Parking times should be reduced in the CBD and also parking charges increased to discourage residents parking in town.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Bus service should be complimentary for residents or heavily subsidised and more regular

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: This needs to be a two pronged approach.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

The bypass should be brought forward rather than deferred.

Tattersfield, Trevor

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: I support the efforts, but any effect will be minimal, and not quick enough, or big enough to make a tangible difference .

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: People in my situation, age group, and locality, are not going to change their habits - it will take a decade/generation.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? We have tried buses - but too unreliable and infrequent. This is not a criticism of the operator - they simply can't perform because of the very congestion we need to eliminate.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Unsure

Comments: We need a dedicated bus lane on Frankton Road.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Unsure

Comments: Given the demograph, location of people like myself, and road safety issues, - very few will, or be physically capable of ,converting to cycling or walking. It will have very little effect.

6. If you have any other comments you would like to include as part of your submission, please write them below.

An analysis of vehicle types would show at peak times a high proportion of service and commercial vehicles, The remedies prosed above would have little impact. I will also be submitting separately on related issues.

Todd, Graeme

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Unsure

Comments: To promote such a strategy and have people respond to the same you need to put forward tangible means by which the strategy will be met. It is my submission that the contents of the draft Transport Strategy falls woefully short of doing so. To have an effective comprehensive strategy you need to involve all players (QLDC, NZTA and ORC) at the same time. It is hopeless suggesting such a strategy in isolation to the proposed 2016 ORC review of Public Transport. In terms of the question posed obviously visitors do not use vehicles for work. What we need to try to do is to have an effective and efficient public transport system to discourage them hiring rental cars(again the Strategy is silent as to the role the dramatic increase rental cars have played in contributing to transport issues in and around Queenstown in the last 10-15 years

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: For me personally due to unavailability of public transport ,distance from home to work, weather topography and age none of these alternative options are currently available or realistic. I would suggest that is the case for many in our district. I have a private park associated with my Queenstown CBD office. Further the strategy fails to recognise in the future Queenstown Town Centre may play a decreasing role as the administrative education, recreation work and shopping area for residents. It is undisputable that the centre for such is now and will increasingly be on The Frankton Flats

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes. Better routes ,more regular and cheaper public transport might encourage me to not bring my car into Queenstown. I believe greater consideration needs to be given to park and ride options from Frankton especially into Queenstown to alleviate congestion on Frankton Road and in Queenstown CBD and in terms of parking. Again the question and the Strategies acknowledgment that Public Transport options will not be reviewed until 2016 highlights the fact that such a question cannot be asked in isolation to what the ORC review might promote. I suggest we need to make some bold decisions and put in place very attractive options to encourage people to use public transport. eg. should we be charging a toll or only allowing those with a resident or hotel parking pass to drive into Queenstown at certain times of the year (i.e Xmas/New Year and July school holidays) and at the same time be offering subsidised public transport- maybe you could use the school bus fleet at these times as it will not be being used

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: see above . Again another reason why this review should be put on hold and considered in conjunction with the 2016 ORC public transport review . I would go further and say that NZTA should be included in such overall review given their ability to impose controls on the State Highway network

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Unsure

Comments: Frankly having lived and worked in Queenstown for 34 years and observed traffic patterns daily I believe the Strategy over emphasises current use of cycling as a form of transport

6. If you have any other comments you would like to include as part of your submission, please write them below.

Town, Jerwmy

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: Cycle lanes would help

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: Unless the infrastructure changes no it wouldnt

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? No i bike

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

Cycle lanes southern lakes wide eg crown range, glendhu bay in wanaka etc. I know safety is a major factor in people (inc myself) refusing to cycle in main roads.

Vermeir, Kris

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes, make it a free service, make it an extensive wakatipu wide network and make sure it has a high frequency of services

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

Weir, Jo

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? No

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments:

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Oh God yes. Change everything about the current bus service. Last time I caught the bus from Arrowtown it took an hour to Queenstown and cost me \$15 one way. It's a terrible service no matter where you live in the QLD.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Unsure

Comments: The way things are going, Council will be giving Ferg all the car parks. Making it harder for locals to park is just driving people out to the Frankton shopping centre. Many of us need to park near our places of business due to regular sales trips throughout the day, transporting goods, etc. Charging locals more for a reduced number of parks is insane.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Unsure

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

It is unrealistic to reduce parks available in the hopes people will choose to travel by bus. Ask any real estate agent, printer, artist, sales executive or caterer how smoothly their days would go if they had to use public transport.

Wells, Elaine

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments:

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Unsure

Comments: I use the bus service when i can Does not fit with my working hours and location

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Yes

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Unsure

Comments:

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments:

6. If you have any other comments you would like to include as part of your submission, please write them below.

The use of McBride Street as an airport car park makes using the street difficult for residents It is like an obstacle course Heavy traffic using the street and a bypass does not help On some days it is very difficult to turn into driveways especially when vehicles are parked too close to the edge Very difficult turning onto McBride Street from Ross Street. Very difficult turning onto Kawarau Road from Ross street and McBride Street when the no parking signs are not observed

Williams, Lindsay and Di

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? Yes

Comments: We support subsidised water taxis with more pick up and drop off points, public buses, and bicycle safety and path improvements to decrease personal commuter car use. Increased car parking charges to fund subsidies.

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? Yes

Comments: I do not commute into the CBD for work however I would gladly cycle into the CBD for other reasons if there were safe sheltered bicycle parking facilities at convenient locations in the CBD. I would use the water taxi often to travel into the CBD if it was cheaper and ran later in the evening, to say 11.30pm to enable more evening time in town.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? Anecdotal evidence is that the interchange at Frankton causes the trip into town to be far longer than necessary. Direct routes without bus changes may enable quick and convenient bus travel into town.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? Yes

Comments: The lag time between subsidised bus service improvements should be made as short as possible to enable efficient revenue collection from increased parking charges and parking changes.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: This will have an immediate effect on the town centre desirability and environment.

6. If you have any other comments you would like to include as part of your submission, please write them below.

Ideally, separate safe cycle and walking lanes will be constructed to support and encourage people to adopt this transport mode option. Cycle priority at intersections give ways / stop signs is desirable. There are many examples in Melbourne / Adelaide and other Australian cities where people psychology is similar to NZ and cycling priority has been successfully implemented.

Wilson , Mark

1. Do you support efforts to have visitors and locals make more use of alternatives to driving by car to work? No

Comments: The current alternatives are not sufficient for this. Costs are prohibitive and frequency and reliability will be more and more effected by increasing congestion thus making the service even less attractive. I sympathise with the providers on this as its a chicken and egg scenario around needing more users to improve the service however his does not take away from the fact that the service is in no way sufficient to replace private vehicles for those with varying work, family and recreational commitments .

2. Would changes to parking charges in town lead you to consider cycling, catching a bus, or walking to work? No

Comments: I need to drive regardless and know many others who are in the same boat. I have regular client meetings etc so any changes will just increase my costs and decrease my work effectiveness.

3. Would any changes need to be made to bus services to make taking the bus a realistic transport option for you? In general the service needs to be cheaper , run on time more and offer better coverage more rhay reguarly . The depo and stops are also useless . Outside O'Connels is not only a hazard and a impediment to traffic flow it's not user friendly. Buld a dedicated public transport hub in your Ballarat street carpark along with several levels of public parking and possibly offices.

4. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach? No

Comments: I have no issue with removing inner city car parks to improve traffic flow and create a more pedestrian friendly area complete with more on street dining but only if more long and short stay parking is provided on the periphery such as Ballarat street car park and the like. Build those periheral parking up and get rid of the inner city stuff.

5. Do you support council's plans for improved cycling and walking access to and through the town centre? Yes

Comments: Biking is not relevant here in winter. I fully support more pedestrian only areas in the inner city and a more foot friendly CBD.

6. If you have any other comments you would like to include as part of your submission, please write them below.

You need to build the inner city bypass. That draft strategy was 18 pages with no vision at all ! Why even print it. You have spent most of it outlining we may have some traffic congestion. Here's news for you ... We do have traffic issues, they are growing and they will continue to accelerate in seriousness in the next decade. Frankton road needs to be at least 3 lanes (yes this is transit but you need to push this and be part of the solution) , 2 lanes into town one out. Ideally this would be 4. You need the bypass through town and you need to seal the airport loop road. Put it to the people you have 2 choices rates rises and a responsible use of those rates for infrastructure or traffic chaos. Use this money to build and widen roads, increase parking infrastructure and build public transport hub on the periphery of the CBD. Get all school kids on busses that will make a huge difference to congestion. People will not use public transport to the level you hope they never have for any council in NZs history so you can either dream with this plan or rewrite it to work. Sorry wrote this on my iPhone while travelling ... Apologies for spelling and grammar.

We reside at [REDACTED] in Zone 4

We make the following submissions and comments on the Queenstown Town Centre Transport Strategy.

We hope to expand on these but we are under some time pressures so this is non exhaustive and to at least get something in and in response to your initiative.

We note further consultation or study is anticipated

We expect that would take place in coordination with other consultations e.g. 10 year plan, Density increase proposals, any PC 50 activity and others.

We are happy to meet Council staff to expand further on any aspect if that would assist.

ZONE 4

-Provision for Resident Parking Coupons is supported

We note with approval that coupons for residents will not be charged for.

We submit this is appropriate-residents should have some level of entitlement to park and recognition for work done to maintain the area for the benefit of all.

-We note with approval that apartments are not included as eligible for non charge coupons.

-However coupons should not be available to others for a charge. This will not alleviate problems -simply allow revenue to be collected by QLDC-or at least not beyond a certain level of sale of coupons.

Submit-no non resident coupons for sale or if, at all, a sensible limit in conformity with a parking congestion reduction policy is required.

-Provision should be made for increased resident off street parking-i.e. if otherwise not allowed in Rules, provision should be made to reflect special circumstances

e.g. note that 14.2.4.2 and similar limit the number of off street parks by reference to street frontage. This should be changed immediately to reflect the changed circumstances and increased congestion in some areas in Zone 4.

Please note the experience of No 5 and no 7 Brisbane St by reference to Google Earth photos on file. (Please see Lynette Overton for reference). This is common.

-Please note the proposed Density changes will greatly exacerbate parking problems generally but these are now greatly increased. Apartment living and CBD in fill should be approached with caution and should be driven by practical human living needs.

-There should be provision for parking for and other traffic consequences to any ferry services located on on Park St ?

(What is the reference under 2.8 on pp16 and 17? -more information required)

- Much of Zone 4 is enjoyed by tourists and locals on walks and such. This is especially true near the Gardens.

This experience is important not least economically and should be preserved and enhanced under any transport and parking plan

Generally

-Thank you for the effort and approach in this consultation. It is well worthwhile. We especially note the efforts of Denis Mander over many years

-we think Queenstown has the opportunity, if not obligation, to distinguish itself by smart and novel transport solutions.

This place is now a national shopfront for modern NZ which is not Auckland.

It is understood that there are other agencies to consider but it would be inspiring if we could show the lead for the new century. Many smart and innovative people come to this district and will be impressed by a fresh and *can do* strategy. And we are a small place after all.

-We would do well not to repeat overseas mistakes.

-in that regard, please see the output from the Shaping our Future transport Forum of 11 May

-we agree we must improve and integrate public transport as suggested. Is there a proposal for ferry or other water borne services?

-although this is possibly distracting, perhaps we should develop a unique local "people mover" or wheeled tram. to operate every 15 minutes. Easy on and off. This should be "cool" and effective and interesting enough to change transport habits. That change from single occupant cars must happen but we must be realistic about the needs of locals to use cars

-Note businesses which do not provide for parking facilities for customers or vehicles e.g. QRC, Canyoning

There should be an appropriate parking provision requirement for such businesses in any future relevant consent.

-The CBD must be developed sensibly to maintain it as an attraction for tourists and locals. PC 50 should not proceed nor should any Density increase proposal unless there is a practical and holistic and integrated plan in place to preserve the CBD as an attractive place. This especially concerns transport as your paper suggests.

-Why is the Man St car park not used to capacity?

-Please see proposal in 10 year plan for Glenorchy as base for Milford Tunnel. What provision is to be made for this -through traffic in the CBD-or anything similar which does proceed?

Please see the parts of our submission made to 10 year Plan Process to the extent that these relevant. See below

Thank you and good luck

We look forward to hearing from you

Jay and Jewell Cassells

Hello

Introduction

Please excuse the brevity of this submission—we have not had time to properly study all the material you have provided, notwithstanding the commendable reduction of it to 3 volumes.

Nor have we had an opportunity to prepare a full submission.

Nevertheless we acknowledge the effort and industry behind the plan. Thank you.

We also wish to participate in the process to the extent we can.

We have very briefly commented on each of the issues you have identified.

We have submitted on some other matters and generally.

We will attempt to provide further input at a later date and continuously and would seek to reserve the right to do so.

Generally

We express concern at the “culture” which appears now to exist at some levels of QLDC .

This appears to be characterised by extensive -and very expensive -use of Auckland and other consultants to lend some weight to policies or initiatives which do not necessarily enjoy any community involvement nor to have been the beneficiaries of substantive planning* or appropriate scrutiny.

PC 50 and the associated initiatives, perhaps including prospective Density Changes, do not seem well founded in community engagement.

Here QLDC appears to have operated by pre determining or anticipating an outcome, which some elements of the executive seem to favour, and only then to initiate limited consultative and information sharing processes.

The apparent high cost, inefficiencies and potential waste occasioned by such processes are of concern and any 10 Year Plan should make provision to avoid them.

e.g the process should allow adequate time for community input . The time allowed for PC 50 was far too short and, especially when the relevant period fell over a holiday season.

In addition, the essential threat posed by PC50 to the special character of Queenstown, (e.g. grossly inappropriate building height, density, visual amenity etc), provokes the the

submission that no amount of documentation or "expert" evidence should be allowed to blind those responsible for the future well being of the community.

Heritage

Appropriate provision should be made for the maintenance and promotion of the history and heritage of the district.

We are especially concerned for the CBD/Gardens and neighbouring precincts, in which we live, and which we see much as valued by visitors and others.

But there are other areas eg see the Wakatipu Community Maritime Preservation Soc project, and the general district must be considered as a whole.

Gardens and Reserves

Appropriate provision should also be made for the maintenance and enhancement of the Gardens and Reserves

Please consider this aspect of our submission to be also made on behalf of the Friends of the Wakatipu Gardens and Reserves.

These areas are very important to visitors and therefore to the community in general.

Of course they are also very important to the local community.

We submit that the Gardens should not be subjected to any greater pressure from parking requirements for commuters

.....
Transport

We are not convinced that a sensible and holistic transport plan has yet been concluded.

*How PC 50 could proceed without such a plan in place, we just do not understand

We note the CBD plan is still for consultation. Thank you

Public Transport generally requires more study. Anecdotally, the present bus service is not attractive to visitors.

Whilst removal of vehicles from the CBD, of the order suggested, is worthy of consideration, care should be taken to ensure the CBD does not "die" as a result ;

and alternative transport systems must be introduced.

These might include a ferry service to Queenstown Bay.

(Any ferry terminal at Park St must make proper provision for parking and traffic and, in any event, any such a ferry proposal should be the subject of consultation with those affected.)

Light Rail or perhaps, more immediately practicably, efficient and reliable shuttles should be considered.

(Why cannot a centre lane of Frankton Rd be available for such shuttles?)

Of crucial importance is some sensible provision for "near CBD" parking.

This is presently seriously inadequate and, whilst we declare an interest as residents in this area, we submit that the time has come for a "residents parking scheme" and so as to effect a fair balance between the interests of residents and the CBD operators.

We thank the QLDC staff for their helpful and courteous assistance to us and our neighbours, during busy times

Library

We support a Library for Frankton.

However, the existing Library and its services must not be removed or diminished.

The expression "shopfront" appears to be a worrying euphemism for removal of many of these services and, if it is, we oppose such a step.

We submit that the fabric of a true community is made of such institutions and it would be most unwise and shortsighted of QLDC to remove this one.

It is bad enough that the school is to go to Frankton

Thank you for putting this matter up for consultation. It is well worthwhile.

.....

Thank you

Jewell and Jay Cassells

Please forward to relevant section of Council.

Dear folks

Congratulations on an excellent edition of Scuttlebutt April 2015. At the top of page 3 in the latest Scuttlebutt it says *“Whether or not the Queenstown Convention Centre goes ahead will depend in large part on what the community has said in response to the consultation on the rating model proposed in the 10 Year Plan”*. However on Page 7 of the **10 Year Plan** we were told very firmly that **“this 10 year Plan consultation is not revisiting the question of whether we build it or not. In 2014, after significant public consultation Council made the decision to build a Convention Centre... subject to external funding and approving the final rating mode”** .

My feeling is that residential ratepayers should not be asked to fund the Convention Centre at all – it is largely the CBD which wants it and there will be serious disadvantages to the household ratepayers regarding greater congestion in the central streets and less parking at higher cost. Also the businesses which will benefit from the Convention Centre can offset the increased rates against their income for tax purposes so it will not be such a burden on them as it would on people’s private residences especially for those on benefits or limited incomes. After school activities are many and varied and parents are on a tight timetable to collect children and deliver them to all their after school activities. It would be almost impossible without a car to get children ferried around to them all and most parents couldn’t afford increased car parking costs.

I like biking too but for most of the winter months this is impracticable because of ice and snow and the chill factor, as well as it being dark early and unsafe to bike in the dark and cold before and after work. I would want to take my car into town throughout the winter. When biking in from Jacks Point the lakeside trail is too long and it is unsafe on the narrow part of SH6 where it turns left from Boyds Road entrance to go towards Deer Park Heights. I have almost been tipped off my bike there by the draught from a big coach passing me in the hollow even though I was on the outside of the white line.

Another factor against bike numbers increasing on the Frankton Arm walkway/cycle trail is that bikes are most intimidating to pedestrians. A cyclist in a hurry along there would not want to slow down for pedestrians. Incidentally bike bells should be compulsory on all bikes and I am pleased the Trails Trust sells them – I bought three as gifts.

Why not ban rental cars in the CBD at all times? Encourage visitors to travel by bus or taxi.

Increase bus parks as tour buses find it extremely hard to find parks.

Require new hotels to supply much more staff and visitor parking including bus parks. It is a serious deficiency in the Hilton Hotel at the Kawarau Falls that there was no staff car parking nor bus parking provided.

I suggest you let Hilton Staff park on the flat ground adjacent to hillside by the Kawarau bridge where rocks currently block the gateway and free ground.

Thank you

Elizabeth Cruickshank
Mirrabooka Limited

[REDACTED]
[REDACTED]

Hi Denis

Thanks for your response.

I have had a look at the parking strategy as currently proposed and think the ideas are generally good and would potentially solve the problems we are encountering in Duncans Place provided that the commuters dont simply buy coupons then use Duncans Place all day. Also what is to stop a resident of the ZQN apartments buying a coupon and using it to park overnight in Duncans Place.

I do think it would be a very good idea to include Duncans Place in the coupon area as if we don't, then it will become the nearest place to town that you can park all day and would be under even greater pressure from commuters and apartment residents.

Please pass this on to council for consideration in due course.

Thanks

Steve Evans

Submission to QLDC Transport Strategy 2015

1. Delegation of Management of Urban State Highways to QLDC

My submission is that the management of the urban state highways in Queenstown and Wanaka be delegated to QLDC.

Our transportation gridlock is growing exponentially before our eyes. All of the key pressure points are located on State Highways (BP roundabout, Stanley/Shotover St etc), which are currently managed by a remote authority in Dunedin.

These good people have other agendas/priorities, work at their own pace, and Queenstown is very literally at the end of the line. In addition, we have to compete at a regional level with other L/As such as Dunedin City, Invercargill etc.

Our issues are too urgent, too critical and unique to be remotely managed - and it is clearly a nonsense to have two roading authorities in a small town like ours.

The current regime is a huge frustration to Council management, and direct control would enhance the substance of our team.

Note that as in other major cities, delegation would not affect funding levels, but give us direct control of where that is spent.

It is a nonsense that we do not have direct control over our key issues, and I submit that we should apply to Govt to have direct management of our urban state highways delegated QLDC.

2. Direct Approach to Govt for Targeted Funding

Our transportation gridlock is growing exponentially before our eyes, and the current funding regime does not cope, and can not respond quickly enough.

A direct approach to govt for urgent targeted funding is required.

Our Airport Corp, DQ, and developers are crashing ahead with spectacular growth plans – while our infrastructure is not aligned, and not keeping up. We invest \$millions in attracting our tourist business – but leave them to fend for themselves – clearly this is not sustainable.

In a recent discussion over the BP roundabout issues, NZTA quoted - “ it needs traffic lights, - serious two laning, - several \$million, - and urgent funding from govt”

Note that previously the Glenorchy Road, the Crown Range Road, and the Kawarau Bridge projects were only advanced with direct intervention by govt.

In addition, the Govt has previously decreed Queentown Airport to be “of National Significance” – it follows then that the supporting infrastructure is of national significance, - and the issues must be raised to a political level.

We need a direct approach to govt now.

Trevor Tattersfield
May 2015

I am pleased to make a submission after reading and reviewing the Queenstown Town Centre Transport Strategy consultation document April 2015.

I do apologise for the lateness of this submission as the timeframe was relatively short.

It is very obvious Queenstown is in need of major changes to combat increasing traffic congestion. It seems to me that a broader and comprehensive review of Wakatipu basin traffic strategy is needed because changes occurring in the wider region directly impact on traffic in central Queenstown. Therefore in my submission I am taking a broader perspective than Queenstown alone.

Major drivers of traffic growth are a rapidly increasing population in the Wakatipu region and rapid growth in tourism - particularly self drive tourists in cars and campervans. Traffic infrastructure simply hasn't been keeping up with this growth and a particular problem area is Frankton Road between BP roundabout and downtown Queenstown.

Unfortunately some of the strategies suggested in the document like increasing parking turnover, creation of parking zones, more cycleways and encouraging use of underutilised segments of the road network, would be almost completely ineffective I believe. Promoting and increasing public transport is certainly a step in the right direction but the document is very short on detail of what exactly this would look like.

Examining some key topics with related suggestions:

PARKING

Queenstown is chronically short of parking particularly for commuters. For various reasons commuters still prefer to travel by car and I believe parking for commuters and visitors alike needs to be urgently increased not decreased as this document tends to suggest. More availability of on street parking would help as would the construction of a large multi-level parking building preferably not more than 1 km from the CBD. The document suggests visitors parking should be given preference over locals parking. This seems to be manifestly unfair. Parking strategy should not even differentiate between locals and visitors in my view.

I suggest a major new parking complex be built near Queenstown Airport / Lake Hayes Estate with a capacity of at least 5,000 vehicles as part of a public transport initiative outlined below. Tourists and resident could be encouraged to park out there and not even drive into Queenstown. Also this carpark should included a dedicated terminus for all Milford Sound coaches. Milford Sound coaches should simply not be coming into Queenstown CBD at all. Carparking charges should be either free or at most \$2 all day.

PUBLIC TRANSPORT

A real issue for Connectabus particularly for locals is price. It is simply too expensive considering the distance travelled and is I believe a major reason why locals largely shun Connectabus and drive their cars instead. It is also not particularly easy to travel between Queenstown and Arrowtown with their services. Buses have limited capacity for mass passenger transport compared to light rail.

Light rail is definitely the future here. I envisage a light rail line being built between Arrowtown and Queenstown with stops at: Five Mile, Lake Hayes Estate, the new mega carpark, Queenstown Airport, Frankton and downtown Queenstown, similar to the light rail lines in Auckland. Ticket prices must be low enough that it provides a real incentive for people to leave their cars at home or for tourists at the park and making trips into Queenstown trips by rail. Services must be frequent (at least every 15 mins and preferably every 10 mins) and rolling stock modern and comfortable.

ARTERIAL ROUTE

Certainly a priority. Widen and extend Man Street and turn it into a bypass so that Frankton to Glenorchy through traffic needn't venture down congested Shotover Street at all.

PEDESTRIANIZATION

Much of the CBD not including Shotover Street should be pedestrianized. Beach and Rees Streets as a first priority in a staged plan. Access for goods vehicles still allowed 4 am to 10 am say, rest of the 24 hours pedestrians only. Emergency services still to have 24 hours access availability. Please NO cyclists at all allowed in pedestrianized areas.

PEDESTRIAN CROSSINGS

Pedestrian crossings on Stanley and Shotover Streets significantly impede traffic flows. All crossings to be replaced by either underpasses or overhead bridges.

TRAFFIC LIGHTS

Could improve traffic flows particularly at these intersections: Camp / Ballarat, Shotover / Camp, Shotover / Stanley

KELVIN HEIGHTS - QUEENTOWN FERRY SERVICE

I understand there was a proposal for such a ferry service about 2 years ago but resource consent was not granted by QLDC following objections by Park Street residents. This was unfortunate as such a ferry service could eliminate much of the Kelvin Heights to Queenstown daily commuter traffic. If necessary allow a dedicated jetty for this service to be built somewhere else (adjacent to Botanic Gardens for instance) to allay the concerns of disaffected Park Street residents.

FRANKTON ROAD

Urgently needs upgrade to dual carriageway both directions. The same for all roads within 1 km of the BP roundabout.

There's just a few suggestions. Queenstown / Wakatipu traffic problems are going to become so massive by 2020 that I believe truly visionary large scale projects like the mega carpark / light rail

option are going to be needed otherwise Queenstown is going to be facing severe congestion problems.

Thanks you for your time in considering the above.

Garry Telford
Wanaka

Transport Strategy Submission – 22nd May 2015

Creating a Pedestrian Friendly Town Centre – to do this traffic needs to be taken away from Stanley and Shotover Streets by bringing forward the Inner Links project. Around 80% of traffic coming through Stanley and Shotover Streets is going around the CBD and not coming into the CBD. Taking this traffic away from the CBD and diverting it around the periphery of the town centre via the Inner Links proposal will create a better pedestrian experience in the CBD and help improve the flow of traffic exiting the CBD.

Creating a Positive Shopping Experience – reducing on-street parking in favour of cyclists and pedestrians (as proposed in the strategy) will create a frustrating experience for those people coming into the CBD in their cars to shop. CBD businesses are competing with shopping centers offering plenty of easy parking which is also free. To reduce on-street parking in the hope of reducing traffic numbers will have a direct negative impact on businesses. As mentioned only 20% of traffic comes into the CBD. It is the other 80% of traffic on the state highways of Stanley and Shotover streets that is causing the traffic congestion. The inner CBD streets do not suffer from traffic congestion except when there is difficulty getting onto the congested Stanley and Shotover streets. Having easy access to on-street parks and other short term public car parks will help encourage a positive shopping experience.

Reducing Traffic numbers – I support the Transport Strategy proposal of reducing vehicle movements through providing a first class public transport system, through developing cycle ways to the periphery of the town centre (but not through the town centre) and through developing pedestrian pathways to the town centre.

Creating an efficient Bus Hub – I do not support the development of Camp Street for buses. Developing an efficient Bus Hub at the periphery of the town

centre and keeping public buses out of the CBD will create a more positive pedestrian experience.

Cyclists – I support creating areas for bikes to be parked within the CBD. I do not however support cycle lanes within the CBD. Like skateboarders cyclists can create their own problems with pedestrians. While I support cycle lanes as a means of transport to the periphery of the town centre the CBD is small enough for cyclists to walk through. Creating cycle lanes at the expense of on-street car parks in the town centre as suggested in this strategy should not be considered.

Creating a Positive Parking Strategy – I support short stay parking (up to 4 hours) within the town centre and long stay parking (where appropriate) in the town centre fringes. I also support providing visitor (<4hrs) parking in the Church Street car park and the removal of leased parking and all-day parking in the Church St car park.

Park and Ride facilities – these will be needed in the future to assist with the developing public bus network. With our increasing permanent resident population (which will keep on growing with the amount of land being opened up for development) Park and Ride facilities will help to keep vehicle numbers to a minimum. Frankton is an obvious choice to develop in the short term for this service but Arrow Junction may be the long term answer to service Arrows town, Frankton and Queenstown.

Kim Wilkinson

[REDACTED]

[REDACTED]

[REDACTED]



SUBMISSION ON THE QUEENSTOWN TOWN CENTRE TRANSPORT STRATEGY
BY DOWNTOWNQT INCORPORATED

DowntownQT supports the QLDC in its efforts to resolve some of the major issues around transport. However until DowntownQT completes its own Downtown Centre Strategy (expected to be within the next two months), it is difficult for the organisation to take a view on what the QLDC is proposing in its transport strategy.

There are some aspects of the transport strategy which DowntownQT supports, including the further development of public transport services and the provision of pedestrian links. However we would like to work further with the council around the provision of a bus hub, within or close to the downtown centre. We note there is no discussion in the strategy around where busses will terminate in the downtown centre. It would be a concern to this organisation if the council believed that public transport bus services should continue to terminate on Camp Street. DowntownQT would like to see provision for the development of a bus hub, possibly utilising the Athol Street Carpark. The council has previously indicated this site as being suitable for a transport hub, however we also support the investigation of other sites. Similarly provision for taxi services is also a concern, which is not mentioned in the council's strategy. With as many as 25 taxi's vying for trade on Ballarat and Camp Street's on any given late night, DowntownQT, would like to see the development of an area or facility for late night taxi services, possibly also utilising the Athol Street Carpark.

We do not support further progress on other aspects within the transport strategy, particularly those dealing with pedestrianisation or any reduction in carparking, until we have developed our own Downtown Centre Strategy. It would be imprudent for the council to push ahead with such measures, until the various DowntownQT stakeholders have been fully consulted. We ask therefore that the council defer these measures, at least, and then take into account the views of DowntownQT stakeholders following the drafting of our own strategy.

DowntownQT believes that traffic congestion is mostly contained to the NZTA operated State Highway Six. The majority of this traffic is trying to go around the Downtown Centre and we therefore question the deferral of the Inner Links Melbourne Henry Street Bypass. We agree a reduction in vehicle traffic of 20 percent is worth pursuing. But we also believe that the bypass is integral to achieving the council's goal of a friendlier pedestrian focused Downtown Centre.

DowntownQT is a new organisation, which will give benefit to the QLDC, by providing the council with a unified view on what downtown stakeholders wish to see. We ask that the council firstly acknowledge in its transport strategy its intention to work with our organisation on transport issues. We secondly ask that the council hold off on ratifying the transport strategy until we have formulated our own comprehensive plan for downtown Queenstown.

Regards,

A handwritten signature in blue ink, appearing to read 'Steve Wilde', is written over a light blue rectangular background.

Steve Wilde
Town Centre Manager
DowntownQT

The Friends make the following comments on The Queenstown Centre Transport Strategy

These are non exhaustive and provisional pending further member input

To the extent relevant Friends adopts the comments of Jay and Jewell Cassells and the Friends submission on the 10 year Plan

Also outcomes of recent Shaping our Future Transport Forum consistent with these comments

We are happy to meet Council staff to expand further on any aspect if that would assist.

-Generally, appropriate provision should also be made for the maintenance and enhancement of the Gardens and Reserves and any transport strategy should be consistent with the provisions of the Gardens Management Plan

These areas are very important to visitors and therefore to the community in general.

Of course they are also very important to the local community.

-We submit that the Gardens should not be subjected to any greater pressure from parking requirements for commuters or otherwise

-Proper consideration should be given to transit of any vehicles through the Gardens-this should include cyclists
-Provision for Resident Parking in Zone 4 is supported

-Coupons should not be available to others for a charge. This proposal will not alleviate problems .

Submit-no non resident coupons for sale or if, at all, a limit is required.

-Provision should be made for increased resident off street parking-i.e. if otherwise not allowed in Rules provision should be made to reflect changed circumstances

-Please note the proposed Density changes will greatly exacerbate parking problems generally but these are now greatly increased.

-There should be provision for parking and other traffic consequences to any ferry services located on on Park St ?

(What is the reference under 2.8 on pp16 and 17? -more information required)

-Businesses should be required to provide for local parking. Note QRC experience

- Much of Zone 4 is enjoyed by tourists and locals on walks and such. This is especially true near the Gardens. This experience is important not least economically and should be preserved and enhanced under any transport and parking plan

Generally

-Thank you for the effort and approach in this consultation.

-we think Queenstown has the opportunity, if not obligation, to distinguish itself by smart and novel transport solutions. This place is now a national shopfront for modern NZ.

It is understood that there are other agencies to consider but it would be inspiring if we could show the lead for the new century. Many smart and innovative people come to this district and will be impressed by a fresh and can do strategy.

-The CBD must be developed sensibly to maintain it as an attraction for tourists and locals. PC 50 should not proceed nor should any Density increase or other proposal unless there is a practical and holistic and integrated plan in place to preserve the CBD as an attractive place. This especially concerns transport as your paper suggests. And the Gardens and Reserves

Whilst removal of vehicles from the CBD, of the order suggested, is worthy of consideration, care should be taken to ensure the CBD does not "die" as a result ;

and alternative transport systems must be introduced. These should encourage less use of single occupant cars

These might also include a ferry service to Queenstown Bay.

(But note any ferry terminal at Park St must make proper provision for parking and traffic and, in any event, any such a ferry proposal should be the subject of consultation with those affected.)

Thank you

Friends of the Wakatipu Gardens and Reserves

[Jay Cassells](#)





SUBMISSION ON QUEENSTOWN TOWN CENTRE TRANSPORT STRATEGY

TO: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of submitter: **Queenstown Chamber of Commerce**

Address: Level 2, The Forge, 20 Athol Street,
Attention: Ann Lockhart

1. This is a submission on the Queenstown Town Transport Strategy (“Transport Strategy”).

The Queenstown Chamber of Commerce welcomes the opportunity to provide a submission on the Transport Strategy.

The Chamber is motivated by the best long-term outcomes for the business community and is an independent voice with no vested interest. Therefore, the Chamber is pleased to be able to present this submission on behalf of the 502 Queenstown businesses it represents.

We believe enhanced community wealth and a higher quality of life comes as the result of a strong economic base built by a business community which generates employment opportunities. As such, the Chamber’s members are large stakeholders in the economic, social and environmental future of the Queenstown Lakes District.

The Chamber has submitted on and has been involved in discussions on a number of issues relating to the Queenstown Lakes District and we thank Council for your open dialogue with us.

The Chamber as a representative of the business community in Queenstown continues to support Council in helping to achieve its goals.

i) Transport Strategy

The Chamber welcomes the transport strategy and notes that this is a critical project when Queenstown's projected growth over the next 20 years is to reach 6.5 million visitors per annum (Shaping our Futures Visitor Industry Taskforce report, November 2014).

We note the Transport Strategy lacks specific detail in certain areas and look forward to the next stage when some of the major issues identified in the strategy are addressed.

We also agree with recent discussions about a park and ride option for commuters (and visitors where possible) and that a transport hub, preferably in Frankton, be part of the strategy to encourage people onto buses. Therefore, the Chamber urges Council to be proactive in securing suitable land space for this proposal.

The Chamber strongly suggests that any proposed changes to parking including bus parking and pedestrianisation in the downtown area be coordinated with the downtown strategy which will be available in the next two months.

Summary on Transport Strategy:

Agree:

- *The Chamber supports the development of a first class public transport system*
- *The Chamber supports the development of pedestrian pathways to the town centre*
- *The Chamber supports parking management which encourages short stay parking (up to 4 hours) within the town centre and long stay parking (where appropriate) in the peripheral town centre fringe areas*
- *The Chamber supports the development of cycle ways to the periphery of the town centre*

Disagree:

- *The Chamber does not support designated cycle ways within the town centre until such time as the as a master plan for the downtown area including parking, pedestrianisation, streetscaping and current and future retail precincts is completed.*
- *Similarly, the Chamber does not support a reduction of on-street car parks within the town centre until such time as a master plan for the downtown area is completed*
- *The Chamber does not support the further development of Camp St for buses. Camp St has one of the highest pedestrian counts in the CBD and the Chamber believes buses should be moved away from Camp St to the periphery of the CBD.*
- *The Chamber disagrees that on-street parking ranks lower than cyclist and pedestrian flow for some streets such as Shotover and Stanley Streets and local access streets.*

The Chamber would like to make particular comment on the following areas of the transport strategy:

Inner Links

1. The Aecom Ltd report for Stage One (the Melbourne St - Henry St Link) that *'In the short term this approach will be unaffordable as it is unlikely to attract NZTA funding support'*. The Chamber believes that should a 20% reduction in vehicle trips to and from the town centre not occur then NZTA need to advance the reinstatement of the Inner Links option very quickly.
2. The Aecom Ltd report also states that *'In the longer term a narrow focus on increasing road capacity to meet projected traffic demands is likely to further cement the districts preference for the single occupant car and will create congestion issues, albeit on Melbourne-Henry Streets rather than Stanley street over the next 20-30 years'*. The Chamber disagrees with this statement as it sees the Melbourne-Man Street link as an appropriate way of moving traffic around the CBD while at the same time creating a more pedestrian friendly CBD with Shotover and Stanley Streets having less traffic congestion.
3. The Chamber also believes that with both population and visitor growth predictions over the short and long term it is highly unlikely that Stage One of the Inner Links project can be deferred for 15-20 years and also highly unlikely that Stage Two of the Inner Links project can be deferred until after 2040.

Traffic Congestion:

The strategy states *'that a vehicle dominated and congested town centre will affect visitor perceptions in Queenstown'*. The Chamber would like it noted that congestion of vehicles mainly occurs on the arterial routes of Shotover and Stanley Streets – both NZTA operated state highways. Congestion of Shotover and Stanley Streets can also result in congestion of the inner CBD streets as traffic from these streets find it difficult to access these arterial routes. The Chamber would also like it noted that apart from Camp St there is very little congestion in the inner CBD streets.

It states: *'A key driver is that 20% of vehicle trips to and from the town centre will switch to other more sustainable modes'*. This statement is misleading in that it doesn't take into account the 75% of traffic going around the town centre. If 20% of the 25% of traffic going to and from the town centre switched to more sustainable modes that would mean a 5% reduction in total vehicle trips. The QT Town Centre Strategy document focuses on commuters and traffic going to and from the town centre but makes little mention of the traffic going around the town centre.

Parking:

The Chamber supports the guidelines that *'Parking management (on and off-street) will favour the availability of parking for visitor (short stay) parking with the promotion of highest parking space turnover being promoted within the town centre and the lowest level of turnover in the town centre fringe areas'*.

The Chamber supports providing visitor (<4hrs) parking in the Church St carpark. To enable this, the Chamber supports the removal of leased parking and all-day parking in the Church St carpark.

However, if Council extend the area of parking restrictions around the downtown area, new parking areas need to be made available for workers that require to use their cars during the day and/or shift workers where public transport is not available.

Actions Sought

Address the issues raised in this submission.

The Queenstown Chamber of Commerce

Ann Lockhart

Chief Executive Officer

Date: 22/05/2015



Queenstown Trails Trust Submission to QLDC Queenstown Town Centre Transport Strategy

Thank you for the opportunity to make a submission to the QLDC Queenstown Town Centre Transport Strategy. On behalf of the Queenstown Trails Trust (QTT) please find our submission below.

The Queenstown Trail officially opened in 2012 - a lot has been achieved since then. Queenstown's trail network has expanded to become a serious contributor to the destination. The trails network now provides improved commuter linkages, recreation and tourism experiences, business opportunities and adds some new news for marketing and positioning Queenstown in domestic and international markets. QTT has made a considerable contribution to the Trail network in terms of promotion of the trails and to the maintenance/enhancement of the trail network – for example:-

- Upgrade of the Gibbston River Trail Network (\$385,000 investment)
- Provided funding (\$17,000) to assist in the upgrade of the Frankton Track
- Upgrade of the Kelvin Peninsula Loop (\$78,000 investment)
- Successful in securing funding from the Ministry of Business, Innovation and Employment 'Maintaining the Quality of Great Rides' fund to provide funding with the maintained to the Twin Rivers Trail (Old McDonald's Hill section), Twin Rivers Trail (Upper Kawarau Trail), Glenda Drive to the Wakatipu Gun Club in excess of \$250,000.

We are committed to ensuring a viable pathway for taking the Queenstown Trail network to the next level of development and sustainable management.

Connectivity

We understand that Queenstown is progressing through some great change and will do so over the next 10 years. Connectivity of the recreational trail network to commuter trails and the development thereof requires great consideration in the draft Transport Strategy for the following reasons.

- Population growth and increased need for local connectivity (work, schools, leisure)
- Growth in visitors (domestic and international)
- Rapid expansion of cycling throughout New Zealand, Australia and in many of Queenstown's source markets
- Increasing traffic congestion in and around Queenstown and the opportunity of a shift of commuters to consider cycling as the preferred method of transport
- Strong appeal for cycling and mountain biking in other destinations (Rotorua, Taupo, Nelson Tasman, Wellington)

We appreciate the 10 Year Plan under the category of 'Roading Future Proposed Capital Works Projects' contains a placeholder for commuter trails which has been applied as part of the Queenstown Town Centre Strategy and the Frankton Flats Strategy Implementation plans. We request the scope of these plans include consultation with QTT and where appropriate QTT involvement in trail development.

The Opportunity of Cycles as a Viable Transport Option

EBikes

There is no mention in the draft Transport Strategy for the provision of evolving forms of transport, such as the EBike. Provision downtown of EBike charging stations and appropriate parking for this form of transport in our opinion needs to be considered.

Public Bike Share System

Following on with the alternative/evolving form of transport options to move people in and around Queenstown, we suggest consideration over the next 10 years for a bike sharing system (refer recent news reports from Christchurch (<http://bit.ly/1ELqA73>)).

Bike Parking

We are supportive of the opportunity for increased bike parking in / around the downtown area be it covered or uncovered.

Signage/ Mapping

Increase in visibility and clear signage instruction of where to find cycle parking along with an increase in cycle parking to support the strategies as outlined in the draft Transport Strategy and 10 Year plan. An online form (mobile friendly) of the signage/mapping system would be hugely beneficial in assisting visitors to our town in reference to cycling options.

Designated Cycle Lanes on Roads

QTT is very supportive of dedicated cycle lanes on roads to ensure the safety of cyclists and motorists and to assist with cycling as a safe alternative form of transport when using the roading network.

Education

Both the draft Transport Strategy and 10 Year Plan are encouraging alternate forms of transport for our community (and visitors). An education programme in particular for the children / youth of our community in respect to how to manage on our roads is vital. Also, education for drivers in dealing with cycles on the roads also vital.

Kindly direct any questions in reference to the above points to Mandy Kennedy, CEO, Queenstown Trails Trust – mandy.kennedy@queenstowntrail.org.nz / [REDACTED].

Thank you again for the opportunity for us to submit to the draft Transport Strategy..

Yours sincerely

Mandy Kennedy
CEO
Queenstown Trails Trust
April 27, 2015

Submission Form



Contact Details

Civic Centre, 10 Gorge Road, Queenstown
Private Bag 50072, Queenstown

Phone: 03 441 0499 Fax: 03 450 2223

Email: services@qldc.govt.nz

Name or representative: **Fiona Black**
Organisational name (if applicable): **Real Journeys Limited**
Address: **PO Box 1, Te Anau 9600.**
Business hours telephone: **03 249-9033**
After hours telephone: **[REDACTED]**

Signature:  Date: 22 May 2015

I DO NOT wish to be heard in support of my submission

Real Journeys Background:

In 1954 Les and Olive Hutchins began operating the Manapouri-Doubtful Sound Tourist Company, running four day excursions to and from Doubtful Sound. In 1966 Les and Olive acquired Fiordland Travel Ltd., with its Te Anau Glow-worm Caves and Milford Track Lake Transport operation and began trading as Fiordland Travel Limited. Continued expansion followed with the purchase of the vintage steamship "TSS Earnslaw" in Queenstown in 1969 and with the establishment of cruises in Milford Sound in 1970.

Since 2002 Fiordland Travel Ltd has operated all its tourism excursions under the 'Real Journeys' brand and in 2006 changed its company name to Real Journeys Limited. Real Journeys is now the largest tourism operator in the region with operational bases in Milford Sound, Te Anau, Manapouri, Queenstown, and Stewart Island. The company offers a range of quality tourism excursions including: day time and overnight cruises on Milford and Doubtful Sounds (with daily coach connections from Te Anau and coach / flight connections from Queenstown); trips to Te Anau Glow-worm Caves; guided Milford Track day walks and in Queenstown, cruises on Lake Wakatipu aboard the "TSS Earnslaw", combined with Walter Peak High Country excursions and dinning options at the Colonel's Walter Peak Homestead.

Our Submission on the Draft QLDC Queenstown Town Centre Transport Strategy:

Real Journeys Limited strongly supports the council's initiative to develop a Queenstown Town Centre Transport Strategy because Real Journeys are very concerned that the traffic congestion in the Queenstown town centre adversely affects visitor perceptions of Queenstown which will inevitably lead to a decline in visitor numbers in Queenstown. Such a decline will have serious consequences for Queenstown and the region. Consequently Real Journeys maintains the QLDC needs to take action now to reduce traffic congestion in the Queenstown Town Centre.

Real Journeys contends that QLDC needs to incorporate the use of water taxi's and park and ride facilities into the Queenstown Town Centre Transport Strategy as a means of reducing the traffic in central Queenstown. Specifically, facilitate the development of proposals such as the proposed the "Narrows" passenger ferry service across Lake Wakatipu including the provision of wharf facilities and walkways. Such water taxi services have the potential to significantly reduce commuter traffic into the Queenstown Town Centre ex Kelvin Heights and Frankton and such water taxi options should be supported and provided for by council.

Also to reduce commuter traffic and campervan traffic into the Queenstown Town Centre Real Journeys believes the QLDC should develop a park and ride facility for Queenstown commuters and visitors alike. That is, develop a free of charge large car park at Frankton; where Queenstown commuters and in particularly campervan drivers can leave their vehicles for the day and travel to and from Queenstown on a cheap bus service. To be attractive to potential users; the bus service or water taxi service would need to be cheaper than the cost of car parking in the Queenstown Town Centre for the day; that is use a "carrot" approach. Moreover to be effective this park and ride proposal would need to be promoted widely to visitors and to rental vehicle companies. Hence Real Journeys believes the QLDC Queenstown Town Centre Transport Strategy needs to factor a strong communication strategy component into the Queenstown Town Centre Transport Strategy implementation plan.

In addition to offer further benefits; it would be highly desirable to link such park and ride facility into cycling infrastructure to enable commuters and visitors alike to cycle to and from the Queenstown Town Centre. Such an option would not only reduce the use of fossil fuels with the contingent environmental advantages; it would also have benefits in terms of public health and wellbeing.

With respect to the development and provision of public transport to and from the Queenstown Town Centre Real Journeys maintains the council needs to ensure appropriate infrastructure in terms of bus shelters are also provided for. All bus stops on the public transport routes into the Queenstown Town Centre should have bus shelters because the council cannot expect commuters or visitors to use the currently available public transport and forego the use of their vehicles if patrons are required to wait without shelter in unfavourable weather conditions.

To improve the effectiveness of the public transport options in Queenstown the QLDC needs to also advocate for the adoption of new technology for instance: payment via mobile phone

applications and GPS tracking of buses so that patrons can be advised the expected time of arrival of the next bus at bus stops.

Moreover Real Journeys believes the close proximity of the pedestrian crossings to the roundabouts' in the Queenstown Town Centre needs to be addressed. The current position of many of the pedestrian crossings in the Queenstown Town Centre exacerbates the traffic congestion in Queenstown by slowing traffic flow; and is particularly problematic for our coaches. Often when a coach driver has committed to driving through a roundabout a pedestrian will step out on to the crossing on the exit from the roundabout requiring the coach to stop in the middle of the roundabout halting all through traffic. Hence Real Journeys considers the pedestrian crossings on the main arterial route through Queenstown need to be moved further away from the roundabouts' to facilitate traffic flow. Real Journeys appreciates that the Draft Queenstown Town Centre Transport Strategy is a higher level document and is not focused on details such as pedestrian crossings however we contend that for the Queenstown Town Centre Transport Strategy to be effective it needs to be wide ranging and also consider such traffic engineering details.

Submission on the Queenstown Lakes District Council Draft Queenstown Town Centre Transport Strategy

Name of Submitter Remarkables Park Limited (RPL)

Address PO Box 1075
Queenstown

Attn: Alastair Porter
ap@porter.co.nz

Reducing Congestion

RPL supports the council's approach of examining options that would reduce the number of vehicles travelling into and within the Queenstown Town Centre (QTC). The obvious options are public transport, a switch of modes to cycling and walking and careful consideration of future land uses that attract vehicles to drive into the QTC.

Public transport including ferry services

Although public transport is mentioned in the Draft Strategy, RPL is concerned that it has not been given as much prominence or priority as it warrants. The Draft Strategy proposes to defer consideration of public transport until the ORC undertakes its review (which is proposed for 2016) and to allow public transport services to be developed in line with the ORC's plan.

RPL submits that public transport is such an important aspect of a Town Centre Transport Strategy that Queenstown's preferences for public transport should be debated and included in the QLDC's own document now. ORC has, in the past, not shown leadership on public transport as it relates to Queenstown. Accordingly this issue should not be left to a future process for which the outcome is uncertain. QLDC should take the opportunity now and use the QTC Transport Strategy to show ORC what public transport options this community wants and how that forms part of QLDC's overall transport strategy. Public transport must not be simply an adjunct to the Transport Strategy.

RPL notes that the council's draft Ten Year Plan recognises the importance of ferry services as a public transport option for Queenstown. RPL supported that aspect of the draft Ten Year Plan and submitted that the scope of ferry activity should be widened to include the Kawarau River and Jacks Point in addition to the Frankton Arm and Queenstown Bay. It is disappointing to see what appears to be a lesser focus on ferry transport in the draft Queenstown Town Centre Transport Strategy.

Remarkables Jet Limited jointly owns a wharf in Queenstown Bay that is well suited to a ferry service. RPL would like to see this and/or other Queenstown

Bay wharfs identified as being available in conjunction with jetties on Lake Wakatipu and the Kawarau River for ferry transport to and from the Queenstown Town Centre. A well run, regular ferry service on Frankton arm and the Upper Kawarau River could substantially reduce vehicle movements on Frankton Road and reduce congestion on the roads to and within the Queenstown Town Centre. It also has the potential to provide an attractive tourist transport option between the airport and the Queenstown Town Centre. For example, four 40-seat jet ferries operating on a 30-minute schedule, 12 hours per day at 67% capacity could carry 2,572 passengers per day. At an average of 1.5 passengers per vehicle this equates to 1,715 vehicles per day.

Alternative modes

The Draft Strategy relies heavily on switching 20% of motor vehicle users to cycling or walking (“active modes”). RPL considers the intention to be laudable but the goal to be both ambitious and unachievable on a year round basis. Before adopting such a target for the Queenstown community, council should satisfy itself that mode switches of this level have been achieved elsewhere, in similar environments, in a 3-5 year time frame. Behavioural changes happen slowly and this is particularly so in a community that has for decades enjoyed the freedom to drive around the district with few restrictions. Furthermore, the strategy does not quantify the capacity of the Frankton Track (approx. 3m wide – 1.5 m each way) to cope with peak cycling and pedestrian volumes using the track together. Nor does it assess the detraction in the experience for tourist users of the track, who are predominantly walkers.

The second point we would make is that while a significant proportion of the resident Queenstown population enjoys recreational biking in summer and may be persuaded to switch to commuting by bicycle in summer, this is not the case throughout the year. At the time of writing this submission (late May) it is still dark when most commuters are setting off for work in the morning and it is already dark when they are leaving work to head home. It is also cold. It is not enjoyable to cycle in the cold and dark and, as we get further into winter, it also becomes unsafe. Before anyone responds with “harden up”, let’s ask why Skyline stops its very successful downhill biking gondola operation in winter. Its customers would be amongst the hardest cyclists in town yet even most of them stop in winter.

The mode switch strategy also needs to recognise that many of the Queenstown Town Centre workers are adults with young families in which both parents are working. While these commuters may well be in the age and fitness category that would be able and willing to cycle, cycling is not an option for dropping off children at school or day care centre on the way to work, nor for picking up children and groceries on the way home.

In addition the mode switch strategy needs to take better account of the terrain and topography of the district. The Frankton Track provides a good cycling route and it is pleasing to see that the Draft Strategy identifies the need for an improved cycle link between Park Street and the Town Centre. But only a small

percentage of commuters live within a flat cycling route of the Frankton Track. Commuters from Goldfields, St Andrews Park or Quail Rise, who might be considered to be within cycling distance of the Town Centre, are unlikely to want to struggle up hill in work attire on at least one trip per day.

To assist a switch to cycling the Draft Strategy recommends that business owners be required to provide work place showers etc. This may be well intentioned but it does not deal with the fact that existing commuters work in existing buildings and most of those buildings are not currently equipped with showers, lockers and changing facilities nor readily able to be adapted to accommodate them. Nor are they equipped to provide secure, daytime storage of bikes. The development of new and replacement office buildings and other workplaces happens very slowly and this returns us to our first point that the 20% target for a mode switch to cycling is not realistic.

The real problem with the mode switching strategy is that, even if it is successful, it is at most a solution for part of the year. For the rest of the year the town needs infrastructure that deals with commuters and visitors using the existing modes - predominantly private motor vehicles.

For the above reasons RPL submits that Queenstown's infrastructure needs to be maintained at a level that will accommodate commuters and visitors arriving by private motor vehicles and public transport at the volumes they arrive and will arrive on a cold winter day. Any less will not work. This means that the Inner Links strategy needs to be brought forward and implemented rather than being deferred as proposed in the Draft Strategy.

Other responses to Congestion/ Land Use Anomaly

The Draft Strategy fails to deal with the very real anomaly between council trying to deal with an existing congestion problem on one hand and seeking to zone land for additional intensive town centre development and Conference Centre uses on the other.

If there is already a problem with congestion to the extent that it is detracting from the visitor experience, as recognised in the Draft Strategy, why is council trying to attract more vehicle trip generating activities into the town centre area? Council should instead focus on continually improving the quality of the existing town centre.

RPL submits that the council is charged with considering and providing for the economic development of the whole Queenstown Lakes district. This includes QTC, the Frankton Flats, Wanaka and Arrowtown, as well as the townships of Kingston and Glenorchy. Council's strategy should be to strengthen what is special about the Queenstown Town Centre: its vibrancy, charm, character and walkability. It should not be putting that at risk by trying to cram more in but should instead be encouraging growth in other suitable parts of the district. This is in line with all of council's strategy documents and plans formulated and

adopted prior to Plan Change 50. In doing so council would be taking a positive step to deal with future transport issues.

We note that at Section 2 the Draft Strategy states that an important factor in the future growth of the Queenstown Town Centre is the uncertainty over the future use of the site north of the town presently occupied by the Wakatipu High School. It notes the site is due to be vacant from 2017. RPL congratulates the author of the report on this comment and fully supports its inclusion in the Draft Strategy. RPL made this same point in submissions on PC50 but at that time could not find a single QLDC expert or spokesman who would even recognise or acknowledge that simple fact.

We further note that at the Plan Change 50 hearing a number of parties submitted that it was premature to make a decision on the proposed plan change until there was a workable strategy for dealing with the traffic issues PC50 would generate. RPL is completely perplexed that we now have a draft transport strategy for the town centre to discuss but the hearing for the biggest ever-proposed change to the town centre has closed.

Context of the Draft Strategy

The first page of the Draft Strategy records that this year council intends to confirm its transport strategies for Queenstown Town Centre, Wanaka and Frankton Flats. RPL supports that but notes that one of the key decisions on the future of transport the Frankton Flats is to be made imminently by council and NZTA. Council has asked NZTA to reconsider its analysis of the Kawarau Bridge locations. RPL submits that the new Kawarau bridge should cross between Boyd Road and Mountain Ash Road, which would provide significant present advantages over any previously discussed route, or connect more directly to the EAR from the proposed bridge location. These options need to be given urgent attention, in particular from a long-term integrated planning perspective, to avoid a mistake with long lasting effects on the district being made.

RPL does wish to be heard in support of its submission

Remarkables Park Limited
Alastair Porter

22 May 2015