

Appendix 3: Current Transport Challenges in the Wakatipu Basin (2015)

Traffic congestion	<p>Traditionally, Queenstown roads are at their busiest during the winter ski-season (afternoon peak), followed by the summer peak. It's when the most visitors are in town and the daily peak congestion, while it can be severe, is usually over in a short time.</p> <p>Over the past couple of years traffic volumes in the district have started to grow again after the relatively constant volumes of the previous 3-4 years. With that, congestion has become more pronounced.</p>
We are heavily reliant on the car for getting around.	<p>Looking just at journeys to work, 2013 Census data shows about $\frac{2}{3}$ of people travelling to or through the town centre to get to work travelling by car. On Frankton Rd, however, where congestion is predicted to get much worse, about 80% of journeys to work are by car.</p>

Growth & development has impacted on Queenstown's transport network in a negative way. Better planning for growth and development needs to take place if the situation isn't to worsen.

Queenstown is becoming less pleasant as a result of growing conflicts between cars, pedestrians and, to a lesser extent, cyclists.	<p>Increasing traffic volumes and congestion affect the way we and our visitors perceive Queenstown. A 2008 study undertaken for Queenstown Lakes District Council translated the potential impact of Queenstown become less pleasant this into a material impact – using results of surveys of visitors to indicate that a vehicle dominated and congested town centre will affect visitor perceptions in Queenstown. This will affect Queenstown's reputation, resulting in less return trips and translate into reduced growth in visitors, and reduced growth in earnings from visitors</p>
Poorly integrated land use planning decisions and transport infrastructure.	<p>The integrated development of the transport network with development decisions i.e. land use location and type, has not been achieved in Queenstown. Development areas in Queenstown have little to no alternative modes of transport provided to key destinations i.e. limited numbers of walking and cycling connections are provided. This results in dominant mode of transport being by private vehicle from many residential and commercial areas throughout Queenstown, which contributes to congestion.</p>
Cumulative impacts of growth and development on the transport network are not monitored or understood.	<p>As development occurs at a rapid rate throughout Queenstown, the impacts of this growth on the transport network are not captured holistically. We don't have a clear understanding of what the cumulative impacts of growth are on the transport network now and into the future. A holistic approach is needed to understand the impacts of growth and better inform the development of a sustainable transport network for planned and unknown future growth throughout the region</p>

Rate of growth and development and decisions and timing of transport needs

The often high rate of growth and development within the Queenstown area (currently 7% annual growth), often leads to short term decisions, and/or transport solutions that are out of step with transport needs, i.e. keeping up with change.

Our transport network needs to support our core industry ‘Tourism’ and our local community

Flow of traffic into the district

Airport is constrained - future needs to be considered.
Rental cars and Campervans. Many visitors drive into Queenstown as part of a touring holiday.

Transport solutions need to enhance the natural environment

Environmental sustainability

Pollution from vehicles, aircraft - such as runoff from roads into waterways needs to be minimised so our natural environment is protected.
Peak oil, climate change effects from predominance of car use.
Look for more fuel efficiency and sustainability prioritising clean fuels.

Our own community needs to be part of achieving our Vision

Changing our community culture

Community not envisaging restrictions to car use.
Low level of respect for public transport.
Investment into culture change will be required.

Funding our transport network requires sustainable investment, to reduce potential costs on ratepayers

Funding for our transport network needs to be planned

Small ratepayer base, big area of sprawl - funding effective public transport needs to be carefully planned.

