



Lakes District Transport Forum

Queenstown Forum – Monday 11th May 2015, 83 attendees

Wanaka Forum – Wednesday 13th May 2015, 20 attendees

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Introduction

The aim of this report is to capture the outcomes of the Queenstown and Wanaka Transport forum in a way that can help the Task Force shape its recommendations. It records the community's long term aspirations, their views about current challenges facing transport in the Lakes District, priority issues and issues that need to be addressed in the shorter term.

A Shared Vision for the Future:

The input from the forum showed some long term aspirational goals that were generally agreed. They are summarised below:

Integrated Strategic Planning for Infrastructure

- Agencies work together to realise the long term vision for the QLDC region.
- Robust plans are in place that are accountable, flexible and have clear lines of responsibility
- QLDC region has an integrated transport plan that combines public transport/commercial and private user needs that meet the needs of residents and visitors now and into the future.

- NZTA/QLDC and other stakeholder agencies use clear and open communication on transport plans/solutions/issues for the region.
- The integrated transport solution embraces and leads in the use of new technology for transport solutions.

Public Transport

- QLDC region has an integrated/flexible/affordable and reliable public transport system.
- The Public Transport system incorporates and encourages the use of road, cycling, water, and new technologies for both visitors and residents to move freely around the district.

Community

- Community culture embraces the use of alternative (to car) transport solutions utilising the roads/air/water/cycleways/walkways available in the district.
- A robust educational/motivational communication strategy is in place to encourage visitors and residents to use alternatives to private vehicles when travelling around the district.
- All aspects of the community (including families/elderly/commuters/visitors/residents) have access to the facilities that they need via the integrated transport solutions in place.

Funding

- QLDC region has funding models in place to adequately fund infrastructure to meet the current and future needs of residents and visitors.
- Funding incorporates a range of sources including government/local government/residents/developers/visitors

Environmental

- Transport solutions embrace new technologies, minimise effects on the environment and are sustainable.

Describing Future Success

Forum attendees were invited to supply their ideal 'headline' for the Lakes District in 2035. The following themes and ideas were put forward. ** indicates where an idea was described more than once.

Queenstown

- Queenstown Transport system a model for the world***
- Light rail a reality for travel from Lake Hayes/Frankton/Queenstown***
 - Airport lightrail opens**
 - Monorail reduces roadkill to zero
 - Lightrail moves to 24hr operation
- Harmonised transport system a reality**
- Queenstown walkers highest global average/fittest in the world**
- Water transport rides the wave of popularity*

- Queenstown first vehicle free town*
- Queenstown introduces energy neutral/sustainable transport*
- Pizza delivered by drones
- Traffic no longer an issue in Queenstown
- Last carbon powered car leaves the road
- Queenstown parking 2020 solution a great success
- The Kingston Flyer moves to Queenstown and becomes electric powered
- Queenstown Airport moves to a bigger location
- Queenstown transport needs sorted until 2070
- 90% of commuters cycle to work. Light weight batteries perfected
- Public Transport choices now a reality.
 - 30 people on the 2.30pm bus
 - Walk, bike, bus now the way to go
 - Free public transport for all
 - Lake and river ferry network completed
 - Bullet train from Cromwell/Five Rivers a success for commuters
- Last gas station closes, Hydrogen vehicles cause H2O shortage
- Poo powered transport a reality in the Lakes District
- Capping the population solved our transport problems
- Electric cars drop their price to \$250
- Electric bikes subsidised by the Government
- Conference Centre levelled to make way for bigger one!
- Hendo's Hole reexcavated for Park n Ride
- Roads are quiet
- Safe multi bike trail around the whole district/ 1000km of bike trails success
- Gondala network links Wakatipu suburbs and centres
- Plug ins for transport available at Queenstown Gardens
- Road tolls a success this summer
- Car rental companies collapse from lack of customers*
- Minimise, motorised transport in basin
- Bridge must be consistent with vision/Boyd Road Bridge opens/3rd Kawarau bridge planned.
- Carfree, helicopters banned
- Queenstown voted best place to visit and live in the world/most stressfree
- Bed tax covers infrastructure costs
- Queenstown has the most martin jetpacks per capita
- Queenstown Airport voted worlds most friendly

Everyone attending the forum gave one word that described success. These were compiled into a wordle:

Queenstown:



Wanaka and Queenstown Combined Future Wordle:



What are the big issues for Transport in the Lakes District

Attendees were asked to discuss in their groups the big issues for Transport in the region. They then voted to assess the highest priorities/importance. These issues were then workshopped in the next session.

| Theme | Issue | Score | Comments/Details |
|-------------------------|--|-------|--|
| Infrastructure/Planning | Strategic infrastructure planning | 102 | Kawarau Falls Bridge, Eastern Arterial route. Stress on the BP roundabout, Bus priority lanes, Frankton congestion, Shotover Bridge nearing capacity. Edith Cavill bridge one laneInvestment in roads, concern regarding the lack of diversity of transport options. |
| | Lack of integrated transport solutions | 68 | Short term thinking, felt the need to plan for expected resident and visitor growth now. |
| | Lack of vision/planning by agencies | 64 | This related to lack of planning and implementation by agencies that are suppose to work together eg QLDC, NZTA, GOVT |
| | Lack of execution by agencies | 2 | Transport was discussed in a similar format 10 years ago but there wasn't much action. |
| Private Car use/parking | Cultural | 62 | Attitude and mentality of using private cars. People need to be |

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| | | | given the right to choose, have the freedom to use their cars. Currently driving is the 'easy' option. Need to work on educating/ incentivising people to use alternative transport forms. |
| | Parking | 18 | Not enough parking in the right place. Need to encourage ride sharing, alternative options. Off street parking and parking for campervans. |
| | Cars in the CBD | 11 | Cars travelling into and staying in the CBD putting pressure on parking, too many cars overall for the district. Pressure on CBD area for parking, long term and balance between visitors and locals. |
| | Safety/Education | 2 | Safety and education of drivers in the area. |
| | Local Orientated parking | 0 | Bondi used as an example of locals paying less to park. Visitors parking fees in effect subsidise the locals. |
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| Public Transport | Quality, affordability, frequency and reliability | 53 | Lakes District need an integrated, affordable and reliable transport system. Need for point to point public transport solutions. Need for around the clock transport with 6am starts, late finishing for locals. Felt it was currently aimed more at visitors rather than locals. High cost for local users. Potential for light rail around Qtn Hill/CBD/Airport. Need for park n ride facilities. |
| | Better use of the Lakes and Rivers | 2 | Utilising the lake for transport solutions |
| Funding | How do you pay for infrastructure | 43 | Capturing saving, funding models and priorities are conflicting and complex. Use of bed taxes, road tolls or visitor levy to fund infrastructure. Development contributions balanced with small ratepayer base. Need for a transparent, strategic funding model. |

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| | Population density is too low to support the type of system that we need (2) | 2 | Population density is too low to support the type of transport solution that we need. |
| Growth | Urban Sprawl | 18 | Urban growth in place before infrastructure needs are met. Growing out rather than up, the subdivision of rural blocks. |
| | CBD Decentralisation | 14 | CBD is currently full, Queenstown needs to expand beyond it's borders and decentralise. |
| | Visitor and Resident population growth | 12 | Increasing numbers of residents and visitors using cars putting pressure on the region. Also the ability/need for visitors and residents to be able to move freely around the district. |
| | Geographical | 2 | Costs and challenges associated with growing communities in a geographically diverse region. Location of schools, commercial hubs, satellite hubs. Vulnerability of Queenstown network, winter conditions and natural hazards. |
| Airport | Location/growth | 16 | Current location is limited in it's ability to grow due to space. Need to assess the current location of the airport. |
| Cycleways | Quality | 10 | Need for more quality cycleways in the district. The area also needs to be safe for pedestrians and cyclists on roads. Paved cycleways on main commuter routes. |
| Environmental | Pollution | 2 | Pollution from vehicles, aircraft etc. The use of peak oil and climate effects from a predominantly car driven current society. Look more towards efficiency in fuel for the network. Any planned transport solutions need to be sustainable. |

Queenstown Challenge Wordle

At the start of the forum attendees were invited to provide one word that best described the challenges currently facing the area. The results were used to create a wordle:

A word cloud visualization of the top 100 terms from the survey. The words are arranged in a horizontal, somewhat circular pattern. The most prominent words, shown in larger fonts, include 'Cars', 'Volume', 'PublicTransport', 'Frankton', 'Bridge', 'Parking', 'Growth', 'Flow', 'Roading', 'Visionless', 'People', 'Shambles', 'Efficiency', 'Blockages', 'Habits', 'Buses', 'Distance', 'Bottlenecks', 'Accessibility', 'Planning', 'Roads', 'Airports', 'Uncoordination', 'Cost', 'Prejudice', 'Persuasion', 'Capacity', 'Inaction', 'Humanity', 'Access', 'Mindset', 'Expectations', 'MassTransit', and 'Vision'. The words are in various colors, including shades of blue, green, orange, and grey.

Combined Queenstown and Wanaka Wordle for current challenges:



Outcomes and Solutions

Attendees were then asked to group according to their area of interest based on the priorities they had voted on. The groups were asked to look at their priority and identify the issue, critical driving influences, ideal future outcomes and potential solutions/next steps.

| Priority | Issue | Critical Driving Forces | Ideal Outcomes | Potential Solutions |
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| Strategic Integrated Infrastructure (2 groups) | Linking Eastern Arterial Route with Kawarau Bridge <ul style="list-style-type: none"> Outdated Planning NZTA needs to rethink QLDC needs to action EAR Lack of Public Transport Frankton Road Congestion | <ul style="list-style-type: none"> Funding/Different authorities Meeting the needs of tourists and residents. Traffic – where is it coming from? Airport can expand x 3 Lack of people to fund infrastructure | <ul style="list-style-type: none"> Improved traffic flow throughout the basin. Better Connectivity NZTA/QLDC better communication Reduction in Commercial transport through Frankton Keep traffic off side roads Transport routes are tourist drawcards using unique vehicles. Integrated public transport system linking housing and resident needs with tourist needs. Including utilising the lake to close the loop. 100yr plan | <ul style="list-style-type: none"> NZTA rethink current Kawarau Falls bridge location. In future look more at predictions and be prepared to reassess if conditions change. All infrastructure should be aesthetically pleasing. NZTA to reassess Boyd Road Bridge option Light rail system with park n ride option* Data Collection – Overall long term plan – block development – Low hanging fruit. Alt Short termism – commitment from agencies – PPP |
| Lack of Vision and Planning | Lack of Vision and Planning by QLDC, GOVT and NZTA | <ul style="list-style-type: none"> Short election cycle Lack of co-ordination of vision between QLDC/GOVT/NZTA Conflicting vested interests | <ul style="list-style-type: none"> QLDC firmly in control of vision and planning. Stronger collaboration and participation of vested interests. Clear Vision from community communicated and accepted Higher Density housing near work places. | <ul style="list-style-type: none"> QLDC to take the lead on vision and planning. Compile and implement developing plans (with accountability). Continuous process – don't leave the vision in the bottom drawer Managed growth Avoid low wage economy Integrated spatial planning. |

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| Integrated Public Transport Solutions (2 groups) | Congestion PT runs late at times due to congestion. | <ul style="list-style-type: none"> • We are lazy and like our cars, potentially need blanket bans • Cost of Public Transport • Locals and Tourists competing on road. • Size of vehicles eg campervans • Lack of parking and cost of parking. • Lack of public transport/hub/centre/station causes more congestion. | <ul style="list-style-type: none"> • No cars in the CBD • Park n Ride, hop on hop off services available for everyone* • Sheltered bus stops. • Underpasses, bypasses • Free rental bikes • Bus transport to outer areas eg Glenorchy, Kingston • Alternatives to road transport readily available. Light rail, cycleways, water transport, gondola's, foot traffic. • Car pooling/sharing is the norm. Encourage carless days. • Driverless cars | <ul style="list-style-type: none"> • Circular free bus every 15min in either direction. Kelvin Bridge, One Mile, Gorge Road, Event Centre. Park n Ride options available at Gorge Road. • Free for locals or low cost for locals, visitors pay. • PT needs to be flexible and reliable. • PT under ORC, potentially change the management process. • Safe bike routes for children and commuters. New buildings to have shower facilities and bike stands with lockers. • Ban Cars from the CBD – trial period Jan 2016. • Water links utilised • Bus lanes with tourists in buses • Alternative route to town or QT Hill. |
| Funding | • | Funder: <ul style="list-style-type: none"> • Ratepayer base • Government • Visitors • Mix and cross Functional eg 4 lanes including for buses. • Users | Budget for: <ul style="list-style-type: none"> • Ability to fix key transport and infrastructure. • Visitor experience or destination management. • Public Transport | <ul style="list-style-type: none"> • Visitor Levy • Private contributions • Community trust • Tolls • Congestion Charging • User Pays • Development contributions • Central Govt • Tourism Investment • Private/Public Partnership |

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| Frankton (new group created on evening) | <ul style="list-style-type: none"> | <ul style="list-style-type: none"> • Enable tourists to enjoy the CBD amenities, beach etc. • Growth by decentralisation | <ul style="list-style-type: none"> • Improved connectivity by way of ferry, gondolas, improved public transport • Reduce the increasing demand from locals to choke up the CBD • Improve access in/out of the CBD | <ul style="list-style-type: none"> • Actions resulting from forum • Develop improved bridge over Kawarau Falls in better location. • Complete Eastern Arterial route to ensure better circulation around the Frankton area to reduce congestion at BP corner. • Better concession tickets on the public transport (buses) • Improve public transport |
| Cultural Change – lack of motivation to get out of cars | <ul style="list-style-type: none"> | <ul style="list-style-type: none"> • Unwillingness to give up freedom • Lack of efficient alternatives • Population distribution • “live where you work, work where you live’ • Cost of public transport/reliability/frequency • Lack of trip-end facilities eg shower @ work etc • Climate – perceived temperatures • Safe cycle paths/easier/more comfy • Safe storage of athletic equip in work centres • Accessibility • Cultural norms • Public transport perceived as unsafe | <ul style="list-style-type: none"> • Cycleways that are separate and safe • Carpooling traffic lanes, public transport • Footpaths • Carless days • No need to talk about transport • Transport hubs • No cars, compulsory use of PT, residents and tourists actively promote and use PT. • People think PT, bike, walk before use of car • Parking revenue, residents owning cars to into PT • Stake Holders – airport, bus services (public and private), taxi’s, schools, large employers – hotels, QLDC etc • | <ul style="list-style-type: none"> • Hitching hubs • Carpooling • Carsharing • Free parking for carsharing • Live where you work, work where you live’ • Medium/high density housing • Footpaths • More & wider cycle lanes + safer for all. • Advertising and Education • 1. Promoting fitness choice • 2. Promoting choice • Congestion tax & increased parking charges • Free Wifi/coffee for cyclists • Bike sharing – pay when you hire, refunded when returned • Bike friendly PT • Tailored solutions between visitor and locals needs |

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| | | | | <ul style="list-style-type: none"> • Public/private partnerships with local businesses that already provide transport for employees/clients. • Affordable PT • Info available easily re parking/PT, apps, signs etc for all demographics • Mix of carrot and stick needed |
| Parking | <ul style="list-style-type: none"> • Parking | <ul style="list-style-type: none"> • | <ul style="list-style-type: none"> • Parking available where necessary to locals | <ul style="list-style-type: none"> • Better information eg app about where parking available |
| | <ul style="list-style-type: none"> • Frankton Congestion/Kawarau Bridge | <ul style="list-style-type: none"> • | <ul style="list-style-type: none"> • New bridge location would solve Frankton congestion | <ul style="list-style-type: none"> • Move bridge to Boyd Road |
| | <ul style="list-style-type: none"> • Airport Parking | <ul style="list-style-type: none"> • | <ul style="list-style-type: none"> • Keeps present bridge • Parking building at airport | <ul style="list-style-type: none"> • Parking permits for locals • 48hr limit |
| | <ul style="list-style-type: none"> • Young Children/Mum and Dad issues | <ul style="list-style-type: none"> • | <ul style="list-style-type: none"> • Able to transport children to and from activities | <ul style="list-style-type: none"> • Congestions charging |