

Memorandum

3 Comments from Kirsten Zaki

Comment Details:

"In your plans for PC50 – It is suggested there will be a bus stop outside our home. We don't believe this is safe or the best position for functionality. It is a blind spot for traffic entering from Lake Street!"

The arterial project has been future proofed to provide two bus stops on Man Street to the west on Lake Street to support the Lakeview Development following the completion of the Stage 3 section on the Arterial to connect with the relocated One Mile Roundabout. It is proposed that the Fernhill bus route would be directed via the completed arterial to provide bus services to the Lakeview Development and the Upper Thompson Street residential area. These bus stops are partially indented, and their design and location has been reviewed as part of a safety audit as part of the Lakeview Development road network improvements. No safety related issues were raised with the bus stops as part of the safety audit.

4 Comments from Pro-Invest Development 2 NZ Limited

Comment Details:

"Camp Street adjacent to 50-58 Camp Street should reinstate a coach loading/unloading facility on this section of Camp Street, as generally shown below (plan prepared by Stantec, indicated below) and previously included in Way to Go engagement plans.

Streetscape design that recognises the "Place" function generated by the Town Centre (Isle Street East Sub Zone) zoning of the land on the north side of Man Street, west side of Camp Street;

General provision is made for on-street loading and some short stay car parking possible to support future development that is enabled by the town centre zoning on this site, and those surrounding;

The section of Man Street adjacent to the site has a wide path shown. It is not clear if the path in front of the site will provide for cyclists in addition to pedestrians.

If cyclists are provided for the speed differential between cyclists and pedestrians could be substantial and may present a safety risk to pedestrians, and also to the cyclists if they are utilising the path close to the site boundary where vehicles may be exiting from on-site car park and loading. To assist development planning further clarification of how cyclists will be accommodated safely is desired."

The proposed coach loading/unloading facility in Camp Street adjacent to 50 – 58 Camp Street is not part of the arterial project and would be consider separately by QLDC as part of a resource consent application.

The arterial project only considers streetscape along the length of the arterial project. Streetscape design along Camp Street would be part of the Town Centre improvement project not the arterial project.

There is currently no short-term parking or loading zone on Camp Street fronting 50 – 58 Camp Street and such parking has not been considered as part of the Arterial project. These parking requirements will be considered as part of the Queenstown Parking Strategy.

The 5m shared path along Man Street will be utilised by all active modes including pedestrians, e-scooters, mobility scooters, e-skateboard and e-bikes. As with all shared spaces speed of mobility

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devices is governed by the speed of the slowest mode being the pedestrian. On shared paths pedestrians normal will migrate to the property boundary side of the shared path whereas faster moving mobility devices will tend to use the kerb side of the shared path to help reduce conflicts. Also, the 5 m width of the path will also help mitigated safety and conflicts issues. The shared path will provide priority to active travel uses over vehicles accessways to properties developments. This will mean that vehicles will have to give way to mobility users. Therefore, providing a safer environment for active travel user using the shared path and vehicles access properties crossing the path.

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