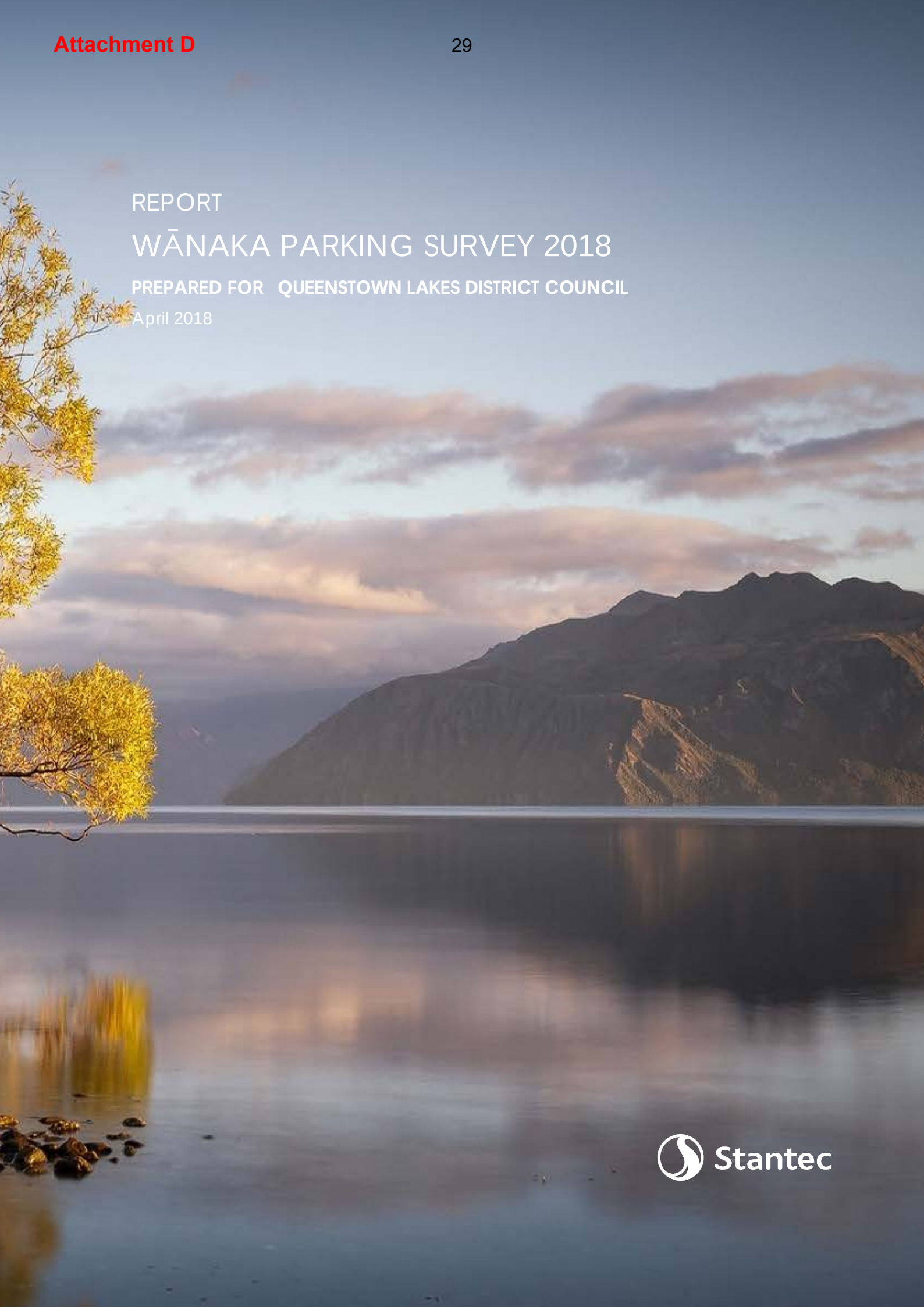

REPORT

WĀNAKA PARKING SURVEY 2018

PREPARED FOR QUEENSTOWN LAKES DISTRICT COUNCIL

April 2018

Stantec

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			Prepared by	Checked by	Reviewed by	Approved by
1	2/5/2018	Final	EG	BG	IB	IB

Queenstown Lakes District Council

Wānaka Parking Survey 2018

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APPENDICES

Appendix A Survey Results

1. Introduction

Queenstown Lakes District Council (QLDC) engaged Stantec New Zealand (Stantec) to conduct the 2018 edition of the annual parking survey in central Wānaka. Parking surveys were carried out over the course of a day at 7am, 10am, 12pm and 3pm on Wednesday 21 March 2018. This survey is a continuation and expansion from an annual series of traffic and parking surveys that have been carried out since 2012 either directly by QLDC or with Stantec involvement.

The methodology adopted to carry out the survey is a repetition of the same methodology as was established in 2017 with an increased survey area and new recording technology (as discussed below). This allows a means of direct comparison with results from previous years. As the parking survey scope changed in 2017, comparisons can only been made to last year's results.

The objective of the annual parking survey is to allow QLDC to report on the availability of public parking in the town centre and surrounding areas, both on street and off street.

The following report presents the data and analysis of the 2018 Wānaka parking survey.

2. Wānaka Parking Survey Methodology

The original survey methodology for determining parking availability involved counting short term parking durations across the town centre. Weekends, public holidays, Mondays and Fridays are avoided because it has been suggested that these might not provide typical results.

The scope and methodology of parking surveys was expanded upon in 2017. Parking occupancy surveys now covers central Wānaka and surrounding streets and includes both on street, off street pubic parking and metered parking. The extent of the surveyed area is indicated in Figure 1.

Figure 1 - Wānaka Parking Occupancy Survey Extents

As per last year's methodology, the 7am time slot was kept in addition to the 10am, 12pm and 3pm time slots conducted in previous years.

For the revised parking survey methodology, an inventory of identified parking locations within the town centre was established in pocket RAMM. A desktop exercise was undertaken using a combination of existing RAMM data for parking markings and signage, and correlation with aerial imagery and Google Street view images. This inventory was prepared for only council controlled on or off street parking and did not generally include for any private parking spaces. The inventory records the location, number of parks and type of parking e.g. P60, loading zone, free all day parking etc. Any illegal or non-formalised parking (e.g. parking on grass berms behind no stopping lines) was not included in the inventory or the survey data collection. This inventory was then uploaded into a mobile data collection application and surveyors walked around 4 different routes recording the number of spaces occupied at each of the 4 time intervals.

A sample of the inventory was validated on the ground prior to the 2017 surveys and some further corrections were identified following the 2017 data. As such the data presented should be generally accurate in terms of total numbers of available spaces. The occupancy levels are recorded against the inventory so therefore the level of accuracy of the occupancy count is considered good to allow for comparison with previous and future surveys.

3. Summary of Results

In 2017, the updated survey methodology for Wānaka's ongoing parking survey program was adopted and the 2017 data became a baseline for future comparison and analysis. A full output of the 2018 results are attached as an excel spreadsheet in Appendix A.

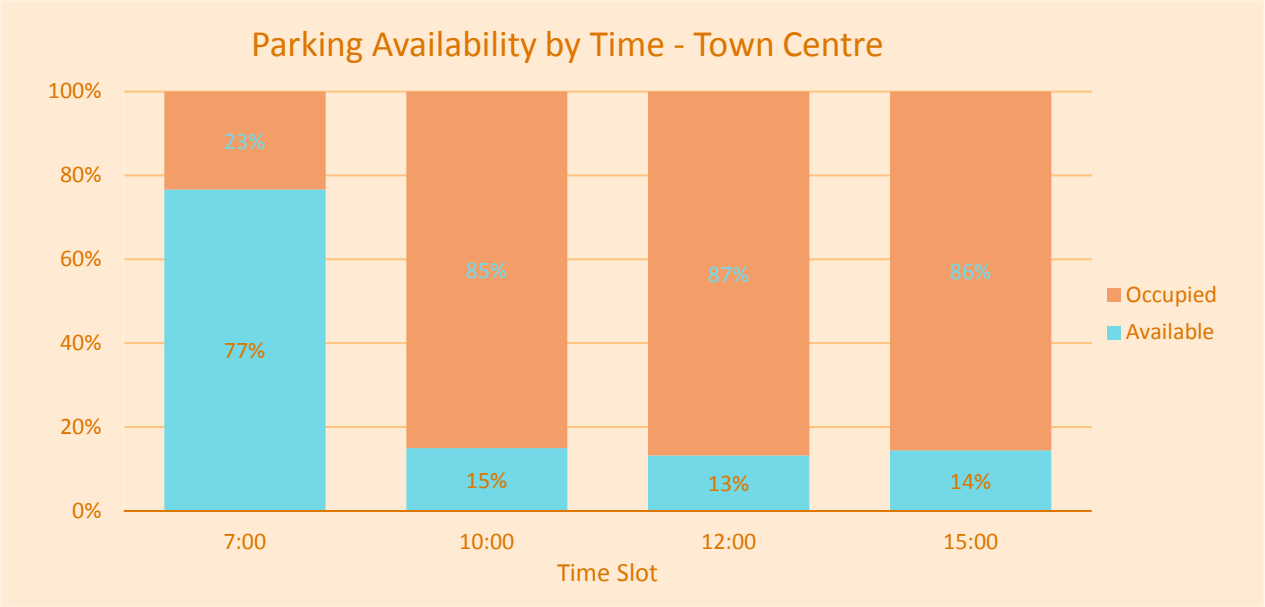
Parking availability throughout Wānaka has been divided into zones based on a traffic generation model prepared by Ableys' and is shown in Figure 2. This is the same analysis methodology as used for Queenstown, however, it may be appropriate for QLDC to review the zones to better reflect the main CBD parking areas versus the peripheral CBD and more urban residential zones.

Figure 2 - Abley's Parking Region Model

3.1 Town Centre

The following discussion and graphs present the results for the regions 31 and 33 which are identified as Wānaka's town centre. Parking spaces were generally highly occupied throughout the latter three time slots for the majority of these areas. Figure 3 indicates the overall occupancy of the town centre for the listed time periods.

Figure 3 - Town Centre Parking Availability per Survey Period



Occupancy of car parking in Wānaka's town centre for the 2016 surveys was an average of 73% between the hours of 10:30am and 1pm. In 2017, the average occupancy was between 72% - 74% with a peak of 78%. 2018 saw occupancy rates increase by approximately 10% more than in previous years across every survey time period. This trend is also consistent with the 2018 modal split data which indicates that the quantity of inbound vehicles into Wānaka's town centre has increased by approximately 25% from previous years, Figure 4 illustrates a comparison between 2017 and 2018 occupancy.

Figure 4 - Percentage Occupancy of Wānaka's Town Centre by Year

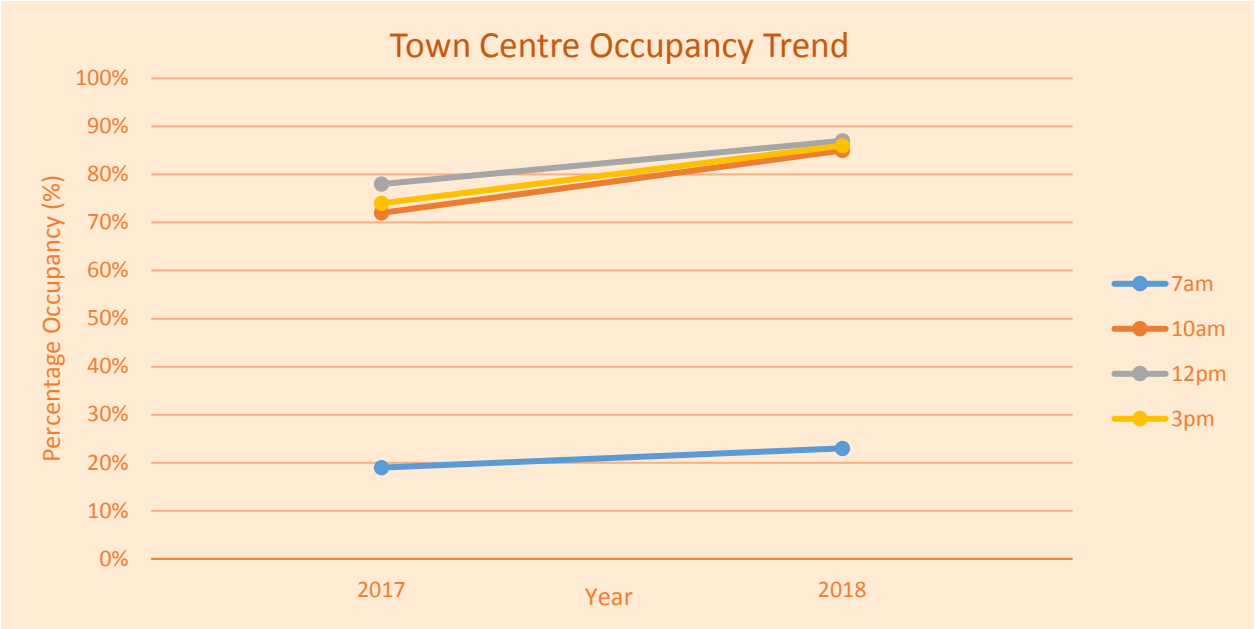


Figure 4 will become more useful as additional data is gathered in future years and will be indicative of an overall trend in parking occupancy in Wānaka's town centre.

As might be expected, occupancy is low at 7am then remains between 85% and 87% throughout the remainder of the day. In last year's survey, the 1pm timeslot had the highest occupancy with a peak of 4% above the 10am and 3pm survey periods. In 2018, the percentage occupation remained relatively constant between 10am and 3pm with no prominent peaks. This suggests that Wānaka is experiencing an increase in both peak usage intensity and duration.

Dungarvon Street and Helwick Street along with streets perpendicularly spanning between the two had the highest occupancy of all suburban roads in the survey area. This is possibly due to drivers parking further from town seeking free all day parking as these streets are the closest all day parking option.

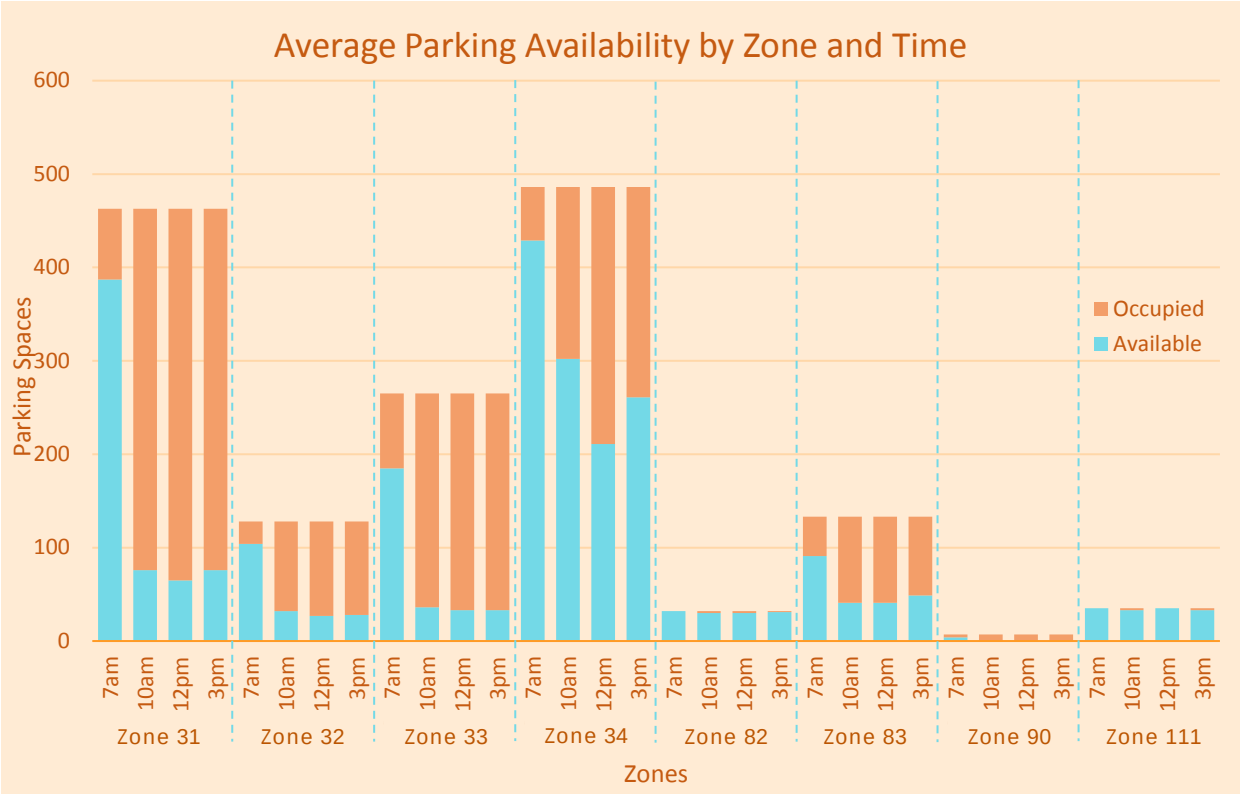
It is noted that some parking spaces were made unavailable on the day of the survey. This was due to construction or other works taking place, which blocked off some parking areas. The affected parking spaces were excluded from the data collection as to not dilute the survey results.

3.2 Greater Wānaka

The following discussion and graphs have been based on analysing the parking data as per the zones prepared by Abley's.

Figure 5 below shows the average parking availability per zone across the full day (all 4 time slots). Parking spaces were generally less occupied in zones out of the town centre and less than 25% occupied at 7am. The increase in residential occupancy from 7am to 10am suggests that most of the residential on street parking is occupied by commuters or visitors as opposed to residents.

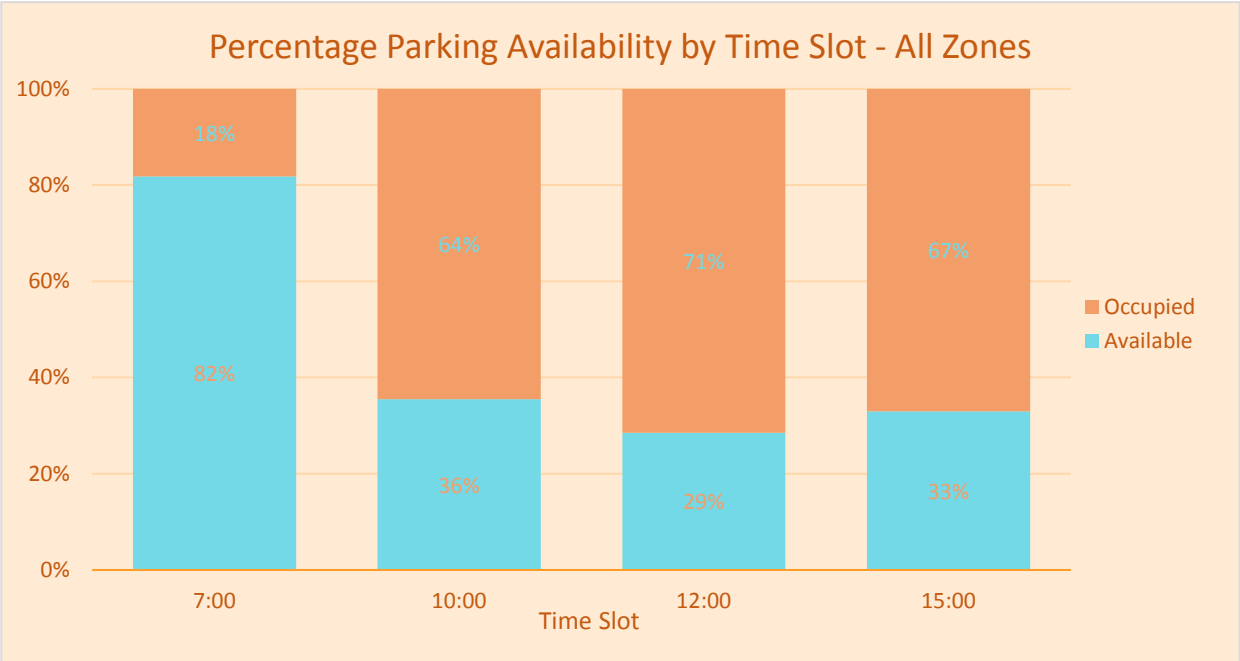
Figure 5 - Average Parking Availability by Zone and Time



Note that the quantities displayed for zones 82, 83, 90 and 111 are not representative quantities of the whole zone. This is because the survey extents (as shown in Figure 1) only partially encroaches into the above mentioned zones.

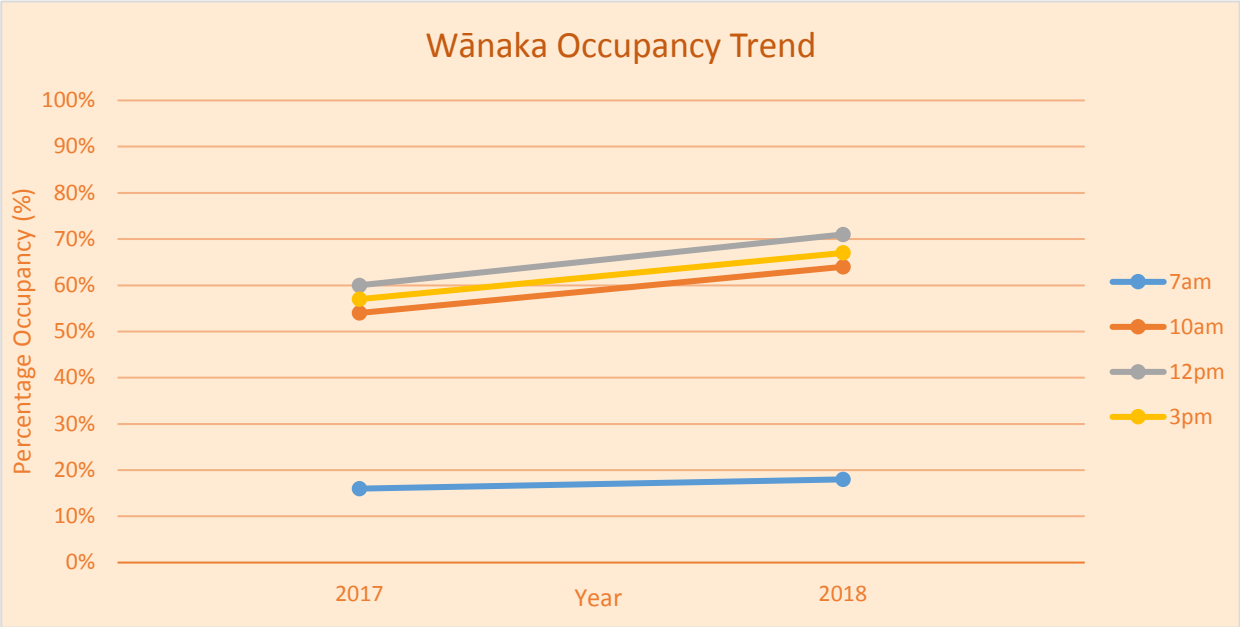
Figure 6 indicates the overall occupancy in Wānaka for all of the surveyed zones, separated by time period.

Figure 6 - Parking Availability by Time for All Zones



Considering that few vehicles enter Wānaka before 7am, it can be inferred that residential on-street overnight parking occupies up to 18% of all available parking captured in this survey's sample area. Occupancy then rises to an average of 67% throughout the day due to incoming traffic. As seen in Figure 7, this is a significant increase from last year's results.

Figure 7 - Percentage Occupancy of All Zones of Wānaka by Year



The parking occupancy of all of the surveyed zones in Wānaka increased by 10% across the 10am, 12pm, and 3pm time periods but only 2% at 7am. This suggests that the base volume of overnight parking is still relatively consistent and incoming traffic has increased.

The outer areas of Wānaka (zones 32, 34, and 83) also experienced an increase in occupancy which suggests that visitors and commuters are venturing further from the town centre in search of car parking.

Parking availability is higher in the surrounding suburbs than the town centre, however it is noted that some of the more central residential streets are still heavily occupied (namely Helwick Street and Dungarvon

Street). Additionally, many suburban on street parking locations do not have road markings and vehicles are able to park at drivers' discretion. This was observed causing some partial or full driveway blockages and streets with restricted traffic flow.

4. Limitations and General Comments

Limitations of current methodology:

- The ArcGIS Application was used to capture parking availability throughout the town using parking data framework obtained via aerial imagery and through google street view. In 2017 a randomly selected portion of this inventory was validated on site and was generally found to be accurate. Since then we received positive feedback from the surveyors that the majority of the inventory was sufficient for them to enter the data.
- No private parking is included in the inventory or survey. A methodology needs to be agreed if this information is required as there are implications with data collection, such as access to private properties etc.
- It is noted that there were some parking spaces made unavailable on the day of the survey. This was due to construction/other works taking place, which blocked off parking areas. The affected parking spaces were excluded from the data collection so as not to dilute the survey results.
- The parking survey data obtained is only as accurate as the surveyors recording the data.
- It is important to note that the quantities displayed for zones 82, 83, 90 and 111 are not representative quantities of each whole respective zone. This is because the survey extents (as shown in Figure 1) only partially encroaches into the above mentioned zones.
- Vehicles parked on verges were not counted as a part of this survey, however this appears to be less of an issue in Wānaka than in Queenstown.

Appendices

Appendix A Survey Results

Legend for Results Sheet

Park Bay Type	
Code	Description
BU	Bus
CA	Car
DS	Disabled
LZ	Loading Zone
MC	Motor Cycle
TX	Taxi

Time Restriction	
Code	Description
2M	2 minute
5M	5 minute
10M	10 minute
15M	15 minute
30M	30 minute
60M	60 minute
120M	120 minute
180M	180 minute
240M	240 minute
1H	1 hour
2H	2 hour
3H	3 hour
4H	4 hour
5H	5 hour
6H	6 hour
7H	7 hour
8H	8 hour
9H	9 hour
10H	10 hour
11H	11 hour
12H	12 hour
AD	All Day
UK	Unknown

Restriction Type	
Code	Description
FAD	Free All Day
M	Metered
P	Parking
PD	Pay & Display

Private Parking	
Code	Description
CSTMR	Customer Parking
EMPYR	Employee
LEASE	Lease Parking
RES	Reserved

FID	Road_Name	Road_ID__n	Asset_ID__	Park_Bay_T	Time_Restr	Restrictio	Capacity	OCCUPANCY @ 7am	OCCUPANCY @ 10am	OCCUPANCY @ 12pm	OCCUPANCY @ 3pm	ZONE
0	ROY'S BAY RECREATION RESERVE	2738	915	CA	AD	FAD	48	0	8	15	18	34
1	MCDOUGALL STREET	1383	826	CA	AD	FAD	15	0	0	0	0	111
2	MCDOUGALL STREET	1383	825	CA	AD	FAD	15	4	4	1	0	34
3	ARDMORE STREET	600	913	CA	AD	FAD	81	12	18	37	32	34
4	MCDOUGALL STREET	1383	828	CA	AD	FAD	10	0	0	0	1	111
5	MCDOUGALL STREET	1383	827	CA	AD	FAD	10	0	0	1	0	34
6	ROY'S BAY RECREATION RESERVE	2738	916	CA	AD	FAD		0	5	24	16	34
7	MCDOUGALL STREET	1383	830	CA	AD	FAD	10	0	2	0	1	111
8	MCDOUGALL STREET	1383	829	CA	AD	FAD	11	0	0	0	0	34
9	BROWNSTON STREET (EAST)	1380	996	CA	AD	FAD	26	0	2	4	1	34
10	UPTON STREET(WEST)	670	832	CA	AD	FAD	2	0	1	0	0	34
11	UPTON STREET(WEST)	670	831	CA	AD	FAD	2	0	1	1	1	82
12	UPTON STREET(WEST)	670	833	CA	AD	FAD	3	0	1	1	1	34
13	ROY'S BAY RECREATION RESERVE	2738	917	CA	AD	FAD	16	1	15	16	18	34
14	UPTON STREET(WEST)	670	834	CA	AD	FAD	2	0	0	0	0	82
15	UPTON STREET(WEST)	670	836	CA	AD	FAD	1	0	0	0	0	34
16	UPTON STREET(WEST)	670	835	CA	AD	FAD	1	0	0	0	0	82
17	ROCHE STREET	672	891	CA	AD	FAD	6	0	0	0	0	34
18	UPTON STREET(WEST)	670	838	CA	AD	FAD	2	0	0	0	0	82
19	ROCHE STREET	672	892	CA	AD	FAD	4	0	0	0	0	34
20	UPTON STREET(WEST)	670	839	CA	AD	FAD	4	1	1	1	1	34
21	BROWNSTON STREET (EAST)	1380	1035	CA	AD	FAD	28	2	9	19	9	34
22	UPTON STREET(WEST)	670	840	CA	AD	FAD	2	0	1	0	0	82
23	ROCHE STREET	672	890	CA	AD	FAD	1	0	0	0	0	34
24	ROCHE STREET	672	887	CA	AD	FAD	6	0	0	0	0	34
25	UPTON STREET(WEST)	670	841	CA	AD	FAD	2	0	0	0	0	82
26	UPTON STREET(WEST)	670	842	CA	AD	FAD	2	0	0	0	0	34
27	ROCHE STREET	672	889	CA	AD	FAD	1	0	0	0	0	34
28	UPTON STREET(WEST)	670	843	CA	AD	FAD	2	0	0	0	0	82
29	ROCHE STREET	672	888	CA	AD	FAD	4	0	0	0	0	34
30	ROY'S BAY RECREATION RESERVE	2738	1063	CA	120M	P	8	0	8	7	8	34
31	UPTON STREET(WEST)	670	844	CA	AD	FAD	1	1	1	1	1	34
32	UPTON STREET(WEST)	670	845	CA	AD	FAD	2	0	0	1	0	82
33	ROYS BAY RECREATION RESERVE 3 H1	2405	975	CA	120M	P	6	1	4	5	5	34
34	UPTON STREET(WEST)	670	846	CA	AD	FAD	2	0	0	0	0	34
35	UPTON STREET(WEST)	670	847	CA	AD	FAD	5	0	0	0	0	82
36	ROY'S BAY RECREATION RESERVE	2738	1064	CA	120M	P	4	0	4	4	4	31
37	UPTON STREET(WEST)	670	848	CA	AD	FAD	1	0	0	0	0	34
38	ROYS BAY RECREATION RESERVE 3 H1	2405	993	CA	120M	P	5	0	4	5	4	31
39	DUNGARVON STREET	604	912	CA	120M	P	10	2	5	7	0	34
40	UPTON STREET(WEST)	670	850	CA	AD	FAD	2	0	0	0	0	34
41	UPTON STREET(WEST)	670	849	CA	AD	FAD	3	0	0	0	0	82
42	ROYS BAY RECREATION RESERVE 5 H1	2422	978	CA	120M	P	8	0	8	8	6	31
43	YOUGHAL STREET(NORTH)	675	893	CA	AD	FAD	8	0	0	0	0	34
44	DUNGARVON STREET	604	974	CA	30M	P	3	0	2	2	3	31
45	UPTON STREET(WEST)	670	852	CA	AD	FAD	4	0	0	0	0	34
46	ARDMORE STREET	600	1055	CA	30M	P	0	0	0	0	0	31
47	ROYS BAY RECREATION RESERVE 5 H1	2422	969	CA	120M	P	6	2	6	5	5	31
48	YOUGHAL STREET(NORTH)	675	894	CA	AD	FAD	3	0	1	1	1	83
49	PEMBROKE PARK H1	2403	1005	CA	10M	P	8	0	4	8	6	34
50	UPTON STREET(WEST)	670	851	CA	AD	FAD	4	0	0	0	0	82
51	BROWNSTON STREET (EAST)	1380	1046	CA	AD	FAD	25	16	25	21	17	34
52	DUNGARVON STREET	604	986	CA	30M	P	3	0	3	2	2	31
53	ROYS BAY RECREATION RESERVE 5 H1	2422	971	CA	120M	P	3	0	3	3	3	31
54	YOUGHAL STREET(NORTH)	675	895	CA	AD	FAD	1	0	0	0	0	83
55	PEMBROKE PARK H1	2403	963	CA	240M	P	35	1	12	33	22	34
56	UPTON STREET(WEST)	670	853	CA	AD	FAD	1	0	0	0	0	34
57	PEMBROKE PARK H1	2403	1004	CA	AD	FAD	2	0	0	0	1	34
58	PEMBROKE PARK H1	2403	967	CA	240M	P	68	4	40	68	57	34
59	UPTON STREET(WEST)	670	854	CA	AD	FAD	3	0	0	0	0	82

60	DUNGARVON STREET	604	997	CA	30M	P	1	0	0	0	1	31
61	ROY'S BAY RECREATION RESERVE	2738	1065	CA	120M	P	5	1	5	4	5	31
62	YOUGHAL STREET(NORTH)	675	897	CA	AD	FAD	5	0	0	0	0	34
63	YOUGHAL STREET(NORTH)	675	896	CA	AD	FAD	7	0	0	0	0	83
64	ARDMORE STREET	600	1053	CA	30M	P	10	1	9	9	9	31
65	UPTON STREET(WEST)	670	855	CA	AD	FAD	1	0	0	0	0	34
66	PEMBROKE PARK H1	2403	976	CA	240M	P	22	7	22	22	21	34
67	ROYS BAY RECREATION RESERVE 4 H1	2421	985	CA	120M	P	7	0	6	5	7	31
68	ROYS BAY RECREATION RESERVE 4 H1	2421	984	CA	120M	P	17	0	17	17	16	31
69	UPTON STREET(WEST)	670	856	CA	AD	FAD	2	0	0	0	0	82
70	DUNMORE STREET	602	973	CA	30M	P	18	0	17	16	18	31
71	DUNGARVON STREET	604	1009	CA	AD	FAD	3	1	0	2	2	31
72	ARDMORE STREET	600	1051	CA	30M	P	4	2	3	4	2	31
73	ROY'S BAY RECREATION RESERVE	2738	1066	CA	120M	P	7	0	7	7	7	31
74	UPTON STREET(WEST)	670	858	CA	AD	FAD	2	0	0	0	0	83
75	DUNMORE STREET	602	982	CA	30M	P	2	1	1	0	2	31
76	DUNGARVON STREET	604	1018	CA	AD	FAD	1	0	1	1	1	31
77	ARDMORE STREET	600	1049	CA	30M	P	4	4	4	4	4	31
78	DUNGARVON STREET	604	927	CA	UK	P	33	0	20	31	33	31
79	UPTON STREET(WEST)	670	857	CA	AD	FAD	3	0	0	0	0	83
80	UPTON STREET(WEST)	670	860	CA	AD	FAD	3	0	0	0	0	83
81	DUNMORE STREET	602	989	CA	30M	P	1	0	1	0	1	31
82	DUNGARVON STREET	604	1022	CA	30M	P	1	0	1	1	1	31
83	PEMBROKE PARK H1	2403	964	CA	240M	P	6	5	4	6	6	34
84	DUNMORE STREET	602	929	CA	UK	P	50	6	45	46	42	31
85	ROYS BAY RECREATION RESERVE 4 H1	2421	1008	CA	120M	P	9	1	10	9	8	31
86	UPTON STREET(WEST)	670	859	CA	AD	FAD	3	0	0	1	0	83
87	DUNGARVON STREET	604	1024	CA	30M	P	2	0	0	2	1	31
88	DUNMORE STREET	602	995	CA	30M	P	1	0	1	1	1	31
89	DUNGARVON STREET	604	911	CA	120M	P	2	0	0	2	1	34
90	UPTON STREET(WEST)	670	861	CA	AD	FAD	2	0	0	0	0	83
91	UPTON STREET(WEST)	670	862	CA	AD	FAD	2	1	1	0	0	83
92	DUNMORE STREET	602	1000	CA	30M	P	5	0	4	5	5	31
93	UPTON STREET(WEST)	670	864	CA	AD	FAD	1	0	0	0	0	83
94	ROYS BAY RECREATION RESERVE 4 H1	2421	1020	CA	60M	P	14	3	12	14	14	31
95	HELWICK STREET	601	980	CA	30M	P	2	1	2	2	2	31
96	UPTON STREET(WEST)	670	863	CA	AD	FAD	2	0	2	0	0	83
97	ARDMORE STREET	670	865	CA	AD	FAD	5	1	4	5	5	83
98	UPTON STREET(WEST)	601	979	CA	30M	P	4	0	1	2	1	31
99	HELWICK STREET	604	910	CA	AD	FAD	2	1	2	2	2	83
100	DUNGARVON STREET	601	988	CA	30M	P	2	1	2	2	2	31
101	HELWICK STREET	670	866	CA	AD	FAD	5	1	5	5	3	83
102	UPTON STREET(WEST)	604	909	CA	AD	FAD	2	0	0	2	2	33
103	DUNGARVON STREET	602	1010	DS	30M	P	5	3	4	5	4	31
104	DUNMORE STREET	1380	1050	CA	120M	P	1	0	1	0	0	33
105	BROWNSTON STREET (EAST)	604	906	CA	AD	FAD	0	0	0	0	0	83
106	DUNGARVON STREET	601	987	CA	30M	P	7	6	8	7	6	31
107	HELWICK STREET	2421	1029	CA	AD	FAD	5	1	5	4	5	31
108	ROYS BAY RECREATION RESERVE 4 H1	600	1047	CA	30M	P	1	0	0	0	0	31
109	ARDMORE STREET	2267	1006	CA	10M	P	9	5	9	9	9	32
110	ROYS BAY RECREATION RESERVE 2 F1	670	868	CA	AD	FAD	4	0	3	4	4	83
111	UPTON STREET(WEST)	670	867	CA	AD	FAD	3	2	2	2	1	83
112	UPTON STREET(WEST)	602	1016	DS	30M	P	2	1	2	2	2	31
113	DUNMORE STREET	1380	1054	CA	120M	P	1	0	1	1	1	31
114	BROWNSTON STREET (EAST)	618	1027	CA	10M	P	3	2	2	2	3	32
115	LAKESIDE ROAD	1380	1052	CA	120M	P	6	0	0	2	1	33
116	BROWNSTON STREET (EAST)	602	1019	CA	120M	P	0	0	0	0	0	31
117	DUNMORE STREET	604	908	CA	AD	FAD	3	1	3	3	3	33
118	DUNGARVON STREET	601	1002	CA	30M	P	1	1	1	1	1	31
119	HELWICK STREET	1380	928	CA	UK	P	1	1	1	1	1	31
120	BROWNSTON STREET (EAST)	604	907	CA	AD	FAD	22	3	22	19	20	33
121	DUNGARVON STREET	670	870	CA	AD	FAD	2	2	2	2	2	83

122	UPTON STREET(WEST)	670	869	CA	AD	FAD	1	1	1	1	1	83
123	UPTON STREET(WEST)	601	1001	CA	30M	P	5	0	2	5	3	31
124	HELWICK STREET	604	905	CA	AD	FAD	1	1	1	1	1	83
125	DUNGARVON STREET	670	871	CA	AD	FAD	4	2	4	3	0	83
126	UPTON STREET(WEST)	604	904	CA	AD	FAD	2	0	1	2	2	33
127	DUNGARVON STREET	2401	970	CA	120M	P	3	2	3	3	3	31
128	DUNMORE STREET CAR PARK H1	2401	966	CA	120M	P	11	1	6	5	12	31
129	DUNMORE STREET CAR PARK H1	601	1014	CA	30M	P	0	0	0	0	0	31
130	HELWICK STREET	618	959	CA	AD	FAD	3	0	3	3	3	32
131	LAKESIDE ROAD	602	1030	CA	30M	P	11	5	11	12	10	31
132	DUNMORE STREET	601	1015	CA	30M	P	3	0	3	3	3	31
133	HELWICK STREET	2401	972	CA	120M	P	3	0	2	3	1	31
134	DUNMORE STREET CAR PARK H1	2326	983	CA	5M	P	23	2	23	23	22	31
135	PEMBROKE LANE	602	1028	CA	30M	P	2	0	0	2	1	31
136	DUNMORE STREET	2401	968	CA	120M	P	2	0	2	2	2	31
137	DUNMORE STREET CAR PARK H1	618	1013	CA	120M	P	12	1	12	12	12	32
138	LAKESIDE ROAD	1380	1056	CA	30M	P	3	1	3	3	3	31
139	BROWNSTON STREET (EAST)	601	1021	CA	30M	P	2	0	3	1	1	31
140	HELWICK STREET	604	901	CA	AD	FAD	6	6	6	6	5	83
141	DUNGARVON STREET	670	872	CA	AD	FAD	3	0	3	3	2	33
142	UPTON STREET(WEST)	618	991	CA	120M	P	2	1	3	3	1	32
143	LAKESIDE ROAD	602	1034	CA	30M	P	4	1	4	4	3	31
144	DUNMORE STREET	670	873	CA	AD	FAD	3	0	3	3	2	83
145	UPTON STREET(WEST)	604	903	CA	AD	FAD	2	1	1	1	1	83
146	DUNGARVON STREET	602	1036	CA	30M	P	2	1	3	3	3	31
147	DUNMORE STREET	601	1023	CA	30M	P	1	0	1	0	0	31
148	HELWICK STREET	604	900	CA	AD	FAD	1	0	1	1	1	83
149	DUNGARVON STREET	1380	1057	CA	30M	P	2	2	2	2	2	31
150	BROWNSTON STREET (EAST)	604	902	CA	AD	FAD	3	0	2	2	2	83
151	DUNGARVON STREET	601	1025	CA	30M	P	11	0	5	6	5	31
152	HELWICK STREET	602	1038	CA	30M	P	2	1	2	2	2	31
153	DUNMORE STREET	602	1041	CA	30M	P	1	0	1	1	1	31
154	DUNMORE STREET	601	1032	CA	30M	P	2	0	2	2	2	31
155	HELWICK STREET	670	875	CA	AD	FAD	3	2	3	3	3	33
156	UPTON STREET(WEST)	670	874	CA	AD	FAD	2	1	2	1	1	83
157	UPTON STREET(WEST)	604	899	CA	AD	FAD	3	2	3	3	3	83
158	DUNGARVON STREET	602	1043	CA	30M	P	2	2	1	1	1	31
159	DUNMORE STREET	601	1031	CA	30M	P	6	1	6	6	6	31
160	HELWICK STREET	670	877	CA	AD	FAD	2	1	1	1	2	83
161	UPTON STREET(WEST)	604	898	CA	AD	FAD	2	2	2	2	2	83
162	DUNGARVON STREET	670	876	CA	AD	FAD	3	0	1	1	1	33
163	UPTON STREET(WEST)	600	1045	CA	60M	P	2	1	1	1	2	31
164	ARDMORE STREET	670	878	CA	AD	FAD	5	0	5	5	5	83
165	UPTON STREET(WEST)	600	1039	CA	30M	P	6	3	5	3	4	32
166	ARDMORE STREET	670	879	CA	AD	FAD	13	2	13	13	13	33
167	UPTON STREET(WEST)	601	1042	CA	AD	FAD	11	1	11	10	10	33
168	HELWICK STREET	601	926	CA	AD	FAD	3	2	3	3	4	33
169	HELWICK STREET	601	1044	CA	AD	FAD	3	3	3	3	3	33
170	HELWICK STREET	600	1040	CA	60M	P	7	5	6	7	7	31
171	ARDMORE STREET	601	925	CA	AD	FAD	7	0	7	6	7	33
172	HELWICK STREET	1380	1058	CA	120M	P	2	2	2	2	1	31
173	BROWNSTON STREET (EAST)	2415	977	CA	10M	P	2	1	0	2	0	31
174	LAKE WĀNAKA CENTRE 1 H1	670	880	CA	AD	FAD	4	0	3	3	4	83
175	UPTON STREET(WEST)	601	924	CA	AD	FAD	2	1	2	2	1	33
176	HELWICK STREET	2624	994	CA	60M	P	2	2	2	2	2	31
177	BULLOCK CREEK LANE	1380	1059	CA	120M	P	4	0	4	3	3	31
178	BROWNSTON STREET (EAST)	601	923	CA	AD	FAD	12	2	8	9	8	33
179	HELWICK STREET	1380	1060	CA	120M	P	2	2	2	2	1	33
180	BROWNSTON STREET (EAST)	2624	999	CA	60M	P	18	2	12	10	8	31
181	BULLOCK CREEK LANE	670	881	CA	AD	FAD	12	6	12	12	12	83
182	UPTON STREET(WEST)	600	1037	CA	60M	P	2	1	2	2	2	31
183	ARDMORE STREET	649	958	CA	AD	FAD	3	0	3	3	3	90

184	LISMORE STREET	600	1033	CA	30M	P	9	2	9	9	9	32
185	ARDMORE STREET	601	921	CA	AD	FAD	6	3	4	6	6	83
186	HELWICK STREET	601	922	CA	AD	FAD	2	2	2	1	2	83
187	HELWICK STREET	1326	882	CA	AD	FAD	9	2	7	9	8	33
188	UPTON STREET(EAST)	1326	884	CA	AD	FAD	2	0	1	1	1	83
189	UPTON STREET(EAST)	601	920	CA	AD	FAD	1	1	1	0	0	83
190	HELWICK STREET	650	960	CA	AD	FAD	1	0	1	1	1	32
191	HEDDITCH STREET	1326	883	CA	AD	FAD	6	1	4	5	6	33
192	UPTON STREET(EAST)	600	1026	CA	60M	P	3	1	3	3	3	31
193	ARDMORE STREET	1326	885	CA	AD	FAD	5	0	4	5	4	83
194	UPTON STREET(EAST)	601	918	CA	AD	FAD	8	1	5	6	5	83
195	HELWICK STREET	600	1007	CA	60M	P	8	1	3	5	5	32
196	ARDMORE STREET	2416	965	CA	60M	P	25	2	21	21	23	31
197	LAKE WĀNAKA CENTRE 2 H1	650	962	CA	AD	FAD	4	3	4	4	4	90
198	HEDDITCH STREET	1380	1061	CA	120M	P	6	1	6	6	6	31
199	BROWNSTON STREET (EAST)	1326	886	CA	AD	FAD	3	1	2	2	2	33
200	UPTON STREET(EAST)	1380	1062	CA	120M	P	1	0	1	1	0	31
201	BROWNSTON STREET (EAST)	601	919	CA	AD	FAD	2	0	1	1	0	83
202	HELWICK STREET	600	1012	CA	60M	P	3	0	3	2	2	31
203	ARDMORE STREET	650	961	CA	AD	FAD	12	0	9	12	11	32
204	HEDDITCH STREET	1380	933	CA	AD	FAD	2	0	2	2	2	31
205	BROWNSTON STREET (EAST)	609	935	CA	AD	FAD	100	53	98	96	98	33
206	CHALMERS STREET	609	934	CA	AD	FAD	5	0	5	5	2	33
207	CHALMERS STREET	600	992	CA	10M	P	9	1	9	5	2	31
208	ARDMORE STREET	609	937	CA	AD	FAD	9	0	7	8	8	33
209	CHALMERS STREET	651	950	CA	AD	FAD	12	0	6	5	4	32
210	LITTLE STREET	651	951	CA	AD	FAD	2	0	2	2	2	32
211	LITTLE STREET	651	949	CA	AD	FAD	5	0	4	5	5	32
212	LITTLE STREET	651	954	CA	AD	FAD	1	0	2	1	1	32
213	LITTLE STREET	608	942	CA	AD	FAD	3	0	3	3	3	33
214	RUSSELL STREET	600	990	CA	60M	P	8	5	8	8	8	32
215	ARDMORE STREET	651	952	CA	AD	FAD	9	1	8	8	7	32
216	LITTLE STREET	651	955	CA	AD	FAD	1	0	1	1	1	32
217	LITTLE STREET	608	943	CA	AD	FAD	1	0	0	1	1	33
218	RUSSELL STREET	651	953	CA	AD	FAD	3	1	2	3	3	32
219	LITTLE STREET	609	936	CA	AD	FAD	3	1	3	3	4	33
220	CHALMERS STREET	651	957	CA	AD	FAD	1	0	1	1	0	32
221	LITTLE STREET	609	938	CA	AD	FAD	1	0	1	1	1	33
222	CHALMERS STREET	651	956	CA	AD	FAD	21	2	6	8	11	32
223	LITTLE STREET	600	981	CA	60M	P	4	0	3	4	1	31
224	ARDMORE STREET	608	944	CA	AD	FAD	4	0	4	3	4	33
225	RUSSELL STREET	609	939	CA	AD	FAD	1	1	1	1	1	83
226	CHALMERS STREET	608	945	CA	AD	FAD	3	0	0	0	0	33
227	RUSSELL STREET	608	998	CA	AD	FAD	1	1	1	1	1	33
228	RUSSELL STREET	609	940	CA	AD	FAD	3	3	3	3	3	83
229	CHALMERS STREET	608	1003	CA	AD	FAD	3	0	0	0	0	33
230	RUSSELL STREET	609	941	CA	AD	FAD	2	0	1	1	2	83
231	CHALMERS STREET	608	1011	CA	AD	FAD	7	2	2	3	3	33
232	RUSSELL STREET	608	1017	CA	AD	FAD	1	0	2	2	2	33
233	RUSSELL STREET	608	946	CA	AD	FAD	2	0	1	2	2	33
234	RUSSELL STREET	608	947	CA	AD	FAD	4	0	4	4	4	33
235	RUSSELL STREET	2625	948	CA	AD	FAD	2	0	2	1	2	33
236	OLD PARADISO ROAD						12	1	4	2	5	31

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