

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER Plan Change 50 (Queenstown Town Centre Zone
Extension) to the Queenstown Lakes District Plan

SUPPLEMENTARY STATEMENT OF EVIDENCE OF DON MCKENZIE

INTRODUCTION

1. My full name is Donald John McKenzie. My qualifications and experience are set out in paragraphs 2.1 and 2.2 of my primary evidence presented to this hearing and dated 10 November 2014.
2. This supplementary statement addresses three key matters that have been raised through the hearing process since I prepared my primary evidence; namely:
 - (i) The traffic generation rates adopted in the transport assessment and associated traffic modelling;
 - (ii) Travel mode shift and travel demand management (“**TDM**”) allowances within the transport modelling and analysis;
 - (iii) Passenger transport expectations for the Plan Change activities.
3. I have read the Code of Conduct for Expert Witnesses outlined in the Environment Court's Consolidated Practice Note (December 2014) and have complied with it in preparing this evidence. I also agree to follow the Code when presenting evidence to the Council. I confirm that the issues addressed in this brief of evidence are within my area of expertise and that I have not omitted to consider material facts known to me that might alter or detract from my opinions.

MATTERS ARISING FROM THE HEARING

Traffic Generation Rates and Complementary Use Factors

4. The vehicle trip generation rates for the hotel, residential and convention centre activities anticipated within the Lakeview site that I used in the TDG Integrated Transport Assessment (“**ITA**”) (and associated traffic modelling) were based upon professionally accepted and published trip generation rates (and associated mode split rates).
5. My analysis of the trip generation of Lakeview activities first adopted the base generation rates for each activity type and then applied a range of complementary use factors depending on the activity. I used these complementary use factors to recognise and make allowance for the expectation that for example, much of the hotel accommodation traffic activity within the future Lakeview site would be drawn from conference/convention/visitor attendees already attracted to the Lakeview site and accounted for within the Convention Centre traffic generation totals.

6. I consider that the activities likely to be located within the Lakeview site will draw on and be complementary to each other, on the basis of their geographic proximity to each other, the rates of attraction to similar tourist and visitor catchment populations, and my own experience and appreciation of the Queenstown environment where shared-purpose trips are frequent rather than being the exception. Accordingly, I applied the following shared-use factors to the base trip generation forecasts for what would otherwise have been stand-alone activities:

- (i) Convention Centre: no shared use (major generator of activity)
- (ii) Hotel: 70% of hotel traffic would be drawn from other Lakeview activities
- (iii) Apartments/Residential: 30% of residential traffic would be drawn from other Lakeview activities
- (iv) Hotpools: 40% of traffic would be drawn from other Lakeview activities

Travel Mode Patterns

7. Within the trip generation rates that I adopted in my analysis and that I discussed previously, there was already some allowance for a proportion of multi-occupant vehicles for the hotel and the Convention Centre. In the case of the latter, and on the basis of my professional understanding of the traffic generating characteristics of tourism activity including my experience of such activities within the Queenstown environment, I adopted a proportion of 60% of the convention attendees expected to attend by bus at 50 people per bus, 30% by car at 1.5 persons per car, and 10% by foot.
8. In assessing the impacts that the Lakeview site would have on existing vehicle movements in Queenstown the trip generation rates for the Lakeview site were added to current vehicle movement rates derived from the Inner Links modelled area. Travel Demand Management discounts¹ were applied to those parts of the Inner Links modelled area outside the Lakeview area (that is, those parts of the Town Centre area including the current Town Centre zone and parts of Central Queenstown along Frankton Road, Lake Esplanade and Gorge Road).

¹ Travel Demand Management discounts were those reductions in trip generation resulting from the Council's developing transport strategy to encourage greater adoption of walking, cycling and public transport; with corresponding reductions in private car transport.

9. It was confirmed to me by Abley Consultants staff that the trip generation rates of the Lakeview activities were not discounted by the “20%” traffic demand management factor talked about by Mr Mander.
10. The assessments that I presented to the hearing in my primary statement therefore included full travel demand and did not assume any significant changes in travel behaviour or changes in the relative uptake of public transport and active modes.
11. If a similar range and scale of traffic demand management initiatives to those assumed in the Inner Links modelling for the surrounding areas of the Queenstown Town Centre were to be introduced into the Lakeview site assessment, then the modelled traffic volumes would be in the order of up to 20% lower than those reported on in the ITA and in my primary statement of evidence. My estimates of trip generation are therefore conservatively high and would over-estimate actual demands should these activities be developed on-site.

Passenger Transport Expectations

12. Based on my experience of the local travel patterns of visitor attracting activities and my own discussions with passenger transport operators in the Queenstown environment, there does not appear to be any paradigm shift away from a mix of organised passenger transport (coach and other higher occupancy vehicles) and smaller individually transported visitors to centres such as Queenstown. There are no publicly available statistics which show the numbers or frequency of tour coaches within Queenstown – this data typically being held closely by the coach operators. I have however been able to access classified traffic count data from the four NZTA regular traffic count sites² around Queenstown (two sites on each of SH6A and two on SH6) and have tabulated the sum of these count sites in the attached table.
13. The data from these four count sites over the past five years shows that total vehicle counts have increased since 2011 and that the heavy commercial vehicle (HCV) counts including both coach vehicles and other heavy vehicles have generally demonstrated an overall growth trend across the past five years of data.

² SH6A: Frankton and Stanley Street; SH6: Frankton NE of Junction and Airport

Year	Total Vehicles (veh/day)	HCV Vehicles (HCV/day)	%HCV
2009	52310	2860	5.47%
2010	53341	3351	6.28%
2011	52671	3403	6.46%
2012	55757	3441	6.17%
2013	58596	3220	5.49%

Table 1: Summation of Four Queenstown State Highway Traffic Count Sites (2009-2013)

14. On the basis of both this information and the experiences and observation of local passenger transport operators I have spoken with, I consider that the proportion of coach vehicles (and those visitors adopting such modes) within the Lakeview site without any specific or formalised encouragement or requirement otherwise, will be broadly consistent with the level of such activity that is currently evident within the Queenstown environment. This trend in itself is one of generally consistent levels of proportions of coach vehicles with the tourism transport sector.

15. As identified for the Convention Centre activity and now proposed for all major commercial activities in excess of 400 sqm at the Lakeview sub-zone, there is an additional level of travel demand management and travel planning that will apply to a wide range of activities enabled through the Plan Change via the requirement to prepare an ITA. The ITA process will trigger a consideration for each of these activities to implement a greater opportunity for higher occupancy vehicles, walking and other alternative means of transport.

16. In my opinion, this actively and deliberately encourages all activity development within the Plan Change area to lift the proportion of visitors to the site travelling in non-car, higher occupancy modes and to effectively reduce the traffic generation impacts on the wider Queenstown road network.

Don McKenzie

TDG

22 December 2014

