

**Hearing of Submissions  
Proposed Beach Street Pedestrianisation  
15 FEBRUARY 2017**

**Minutes of a hearing of submissions on the Proposed Beach Street Pedestrianisation held in the Council Chambers, 10 Gorge Road, Queenstown on Wednesday 15 February 2017 commencing at 2.00pm**

**Present:**

Councillor Craig Ferguson, Councillor Penny Clark and Councillor John MacDonald

**In attendance:**

Mr Andrew Edgar (Senior Engineer) and Ms Jane Robertson (Senior Governance Advisor)

**Commencement of the hearing**

The Governance Advisor called the meeting to order and ask the elected members to determine the Chairperson for the hearing.

**On the motion of Councillors MacDonald and Clark it was resolved that Councillor Ferguson chair the hearing.**

Councillor Ferguson took the chair.

**Declarations of Conflicts of Interest**

No declarations were made.

**Confirmation of Agenda**

**On the motion of Councillors Ferguson and Clark it was resolved that the agenda be confirmed without addition or alteration.**

**Hearing of submissions**

**1. Steve Wilde, Downtown QT**

Mr Wilde stated that having instigated the proposal, he considered it appropriate to speak to plans to formalise it. He observed that the trial had been interesting and had served to identify what activities and initiatives worked and those that did not. He acknowledged the support of the retailers in the street, as the closure had put financial pressure on some and he thanked them for seeing it through.

He supported continuing the system of allowing deliveries to take place between 5am and 10am, although Downtown QT would also support the Council introducing a permit system that would allow delivery vehicles to access the area at any time. As other parts of the Queenstown CBD may be closed to vehicular traffic in the future, he noted that this may be the better long-term option.

Mr Wilde did not consider there were insufficient loading zones in the area. He agreed that there had been some problems with use of the loading zones in Cow Lane during the building construction on the former Vudu Café site, but this had ceased now the project was finished. He added that if Council chose to introduce a permit system allowing deliveries at any time, it may be possible to return the loading zones in Cow Lane back into car parks, which would please many people.

Mr Wilde supported a drop off delivery zone being established at the top of Beach Street.

There was discussion about how emergency vehicles would access the road if it was permanently closed. Mr Wilde noted that the fire service had a key for the bollards but was satisfied provided that a safety plan was in place. In any case, access was always available from the bottom of the street.

Mr Wilde acknowledged that the market had been detrimental to economic activity but the trial street closure itself had not had a negative effect. He noted that no business on the street was saying it did not want permanent closure of the street.

There was further discussion about the need for new streetscaping that would provide new paving and eliminate gutters, the latter of which was important for accessibility.

2. Mike Byers, Bidfood Ltd

The Governance Advisor noted that Mr Byers had been in contact advising that he could not now attend the hearing owing to a conflicting commitment. He had sent an email and this was circulated to the panel and read aloud by the chair:

I would ask you to refer on my behalf please to point #2 on my submission

*Bidvest Foodservice Queenstown supports the proposal to declare Upper Beach Street a Mall as proposed in the QLDC statement of Proposal dated August 2016 on the basis that.....*

*1. There is no further reduction of loading zones within the CBD*

***2. Further loading zones are planned to deal with the congestion created by the pressure on existing LZ's within the CBD up to 4pm***

*3. That should the proposal not be accepted as a whole Bidvest Foodservice have as a minimum 1 month to consult with staff as per employment law to make any necessary changes with rostering and internal processes*

3. Marie Roxburgh, Public Health South

Ms Roxburgh presented a map entitled 'Smoke-free Outdoor Policies – Progress with Local Councils in New Zealand' [Attachment A] which showed that the Queenstown Lakes District was well behind other parts of New Zealand on making public areas smoke-free. She believed it was a great opportunity to address this by making upper Beach Street smoke-free.

Ms Roxburgh also presented the results of a survey undertaken on 2 February which showed that the vast majority of respondents supported making the street smoke-free [Attachment B]. She did not believe that adoption of such a policy needed to be enforced, but was an educational step that would not require any more Council resource and may actually reduce cleaning costs.

**4. Roger Tompkins**

Mr Tompkins stated that he lived in Park Street and he was concerned about some of the changes Council had implemented recently including the closure of Beach Street, longer enforcement of parking limits and new loading zones. He noted that parking enforcement until 9pm was stopping a lot of people coming into town during the evenings and parking pressure was also making a lot of people park in nearby suburban streets especially Park, Hallenstein, Brisbane and Dublin Streets. He viewed these changes as ill-conceived and lacking consultation.

Mr Tompkins believed that congestion in the CBD would be relieved if trucks and buses were taken away. To do so, he suggested that deliveries be made between 10pm and 8am, and that a transport hub for buses away from Athol Street be created. He suggested that the recreation ground could be used as a temporary solution to alleviate parking until the transport hub was created, with the rugby club moved to the high school when it shifted to Frankton. This would relieve the pressure on the CBD and return it to being an appealing alpine village.

Mr Tompkins noted that there were older members of the local community that still needed to get into town and the Council should not forget these people.

In reply to a question, Mr Tompkins noted that deliveries at night could be undertaken at times when businesses were not busy, adding that it was an acceptable practice in most big cities in the world now.

*The public part of the meeting concluded at 2.37pm.*

**Deliberations**

There was general agreement that it was appropriate to recommend to Council that upper Beach Street should be declared a pedestrian mall, with exceptions. Consideration was therefore given to those exceptions and other related matters.

**Delivery Times**

Members considered the suggestion that deliveries take place at night. They questioned how workable this was, as it would need staff to receive goods after they had finished with customers which by necessity would be very late. This would also necessitate deliver drivers working late night hours and whether this was reasonable. Overall, they concluded that providing access for deliveries between 5am and 10am was adequate.

Streetscaping

Mr Edgar confirmed that there were plans for Beach Street streetscaping but they were not being progressed until there was certainty about pedestrianisation.

The panel stressed that elimination of gutters and improved street surfaces needed to be addressed as part of future streetscaping. Mr Edgar advised that it would now become part of the Queenstown masterplan project.

Loading zones

The panel agreed that there were currently adequate loading zones in the CBD but equally, none should be lost. The future location of loading zones would also be considered as part of the masterplan.

Smoke-free status

Members agreed that declaring upper Beach Street as smoke-free was a good idea but needed to be undertaken as part of a broader smoke-free strategy. The panel agreed to recommend that Council investigate declaring upper Beach Street as smoke-free which may encourage a more wide-ranging review of smoke-free policy.

Whilst not a subject of this hearing, there was discussion about the effects of parking enforcement until 9pm on restaurants. It was noted that this was a trial and Mr Edgar was asked to investigate and advise members separately when it was due to end.

**On the motion of Councillors Clark and MacDonald it was resolved that the panel recommend to Council:**

- 1. That Beach Street between Camp Street and Cow Lane be declared a pedestrian mall, except for goods vehicles between the hours of 5am and 10am each day and emergency service vehicles at all times; and**
- 2. That making upper Beach Street smoke-free be investigated.**

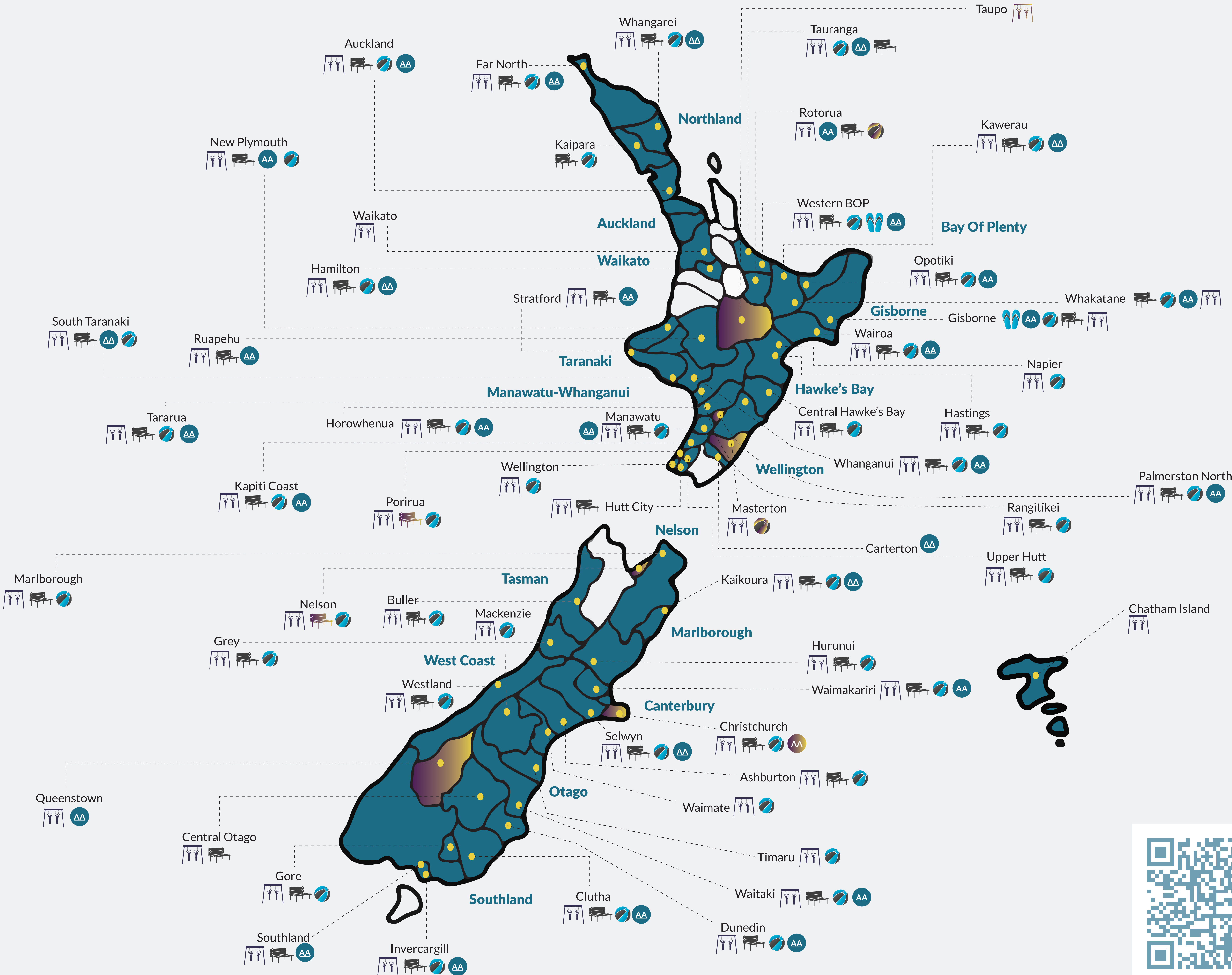
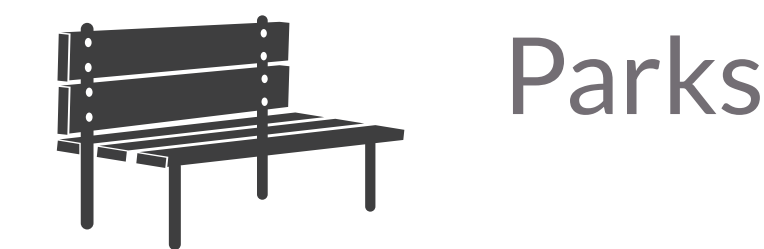
*The meeting concluded at 3.06pm.*





# SMOKEFREE OUTDOOR POLICIES

## PROGRESS WITH LOCAL COUNCILS IN NEW ZEALAND



## Survey Results for Smokefree Beach Street 2<sup>nd</sup> February 2017

Surveyed:

Tourists- 49

New Zealand Residents -7

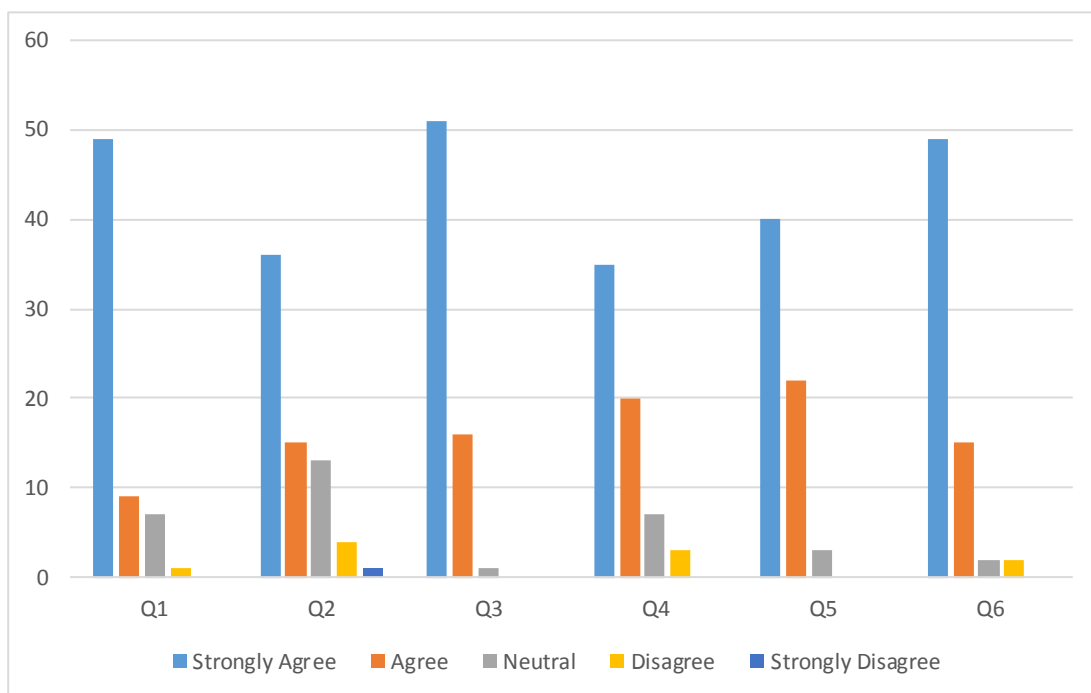
Queenstown Residents – 8

Would you support Beach Street becoming Smokefree

Yes – 40

No – 10

Don't know - 16



Q1 : I would prefer to eat in a smokefree area

Q2: I want to be in an outdoor area that is free from second- hand smoke

Q3: I think adults should not smoke around children and young people

Q4: Smokefree areas would be good for Queenstown's positive image to tourist

Q5: I think smoke free areas would reduce cigarette litter

Q6: I think smokefree areas would reduce fire risk