

QLDC Council
14 December 2017

Report for Agenda Item: 4

Department: Property & Infrastructure

Queenstown Town Centre Arterials Indicative Business Case

Purpose

The purpose of this report is to present the Queenstown Town Centre Arterials Indicative Business Case to allow work to proceed on the preferred option within the detailed business case.

Recommendation

That Council:

1. **Note** the contents of this report;
2. **Approve** the Queenstown Town Centre Arterials Indicative Business Case.
3. **Approve** works to proceed on the preferred option within the detailed business case.

Prepared by:



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30/11/2017

Reviewed and Authorised by:



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30/11/2017

Background

- 1 Property & Infrastructure are leading a multi-disciplinary team to identify and address the challenges facing the Town Centre through a Masterplan. The Masterplan is a 35-year vision that sets the direction for the future of the Town Centre.
- 2 The district is currently experiencing significant and unprecedented population, traffic, residential and tourism growth. Projected visitor growth is significant. Long range forecasts predict that domestic visitors will double and international visitors will nearly triple by 2026.

- 3 Access to the Town Centre is a major challenge with significant congestion on the arterial routes, very low use of public transport, inefficient parking and an ad hoc approach to passenger transport contributing to a very constrained and dysfunctional transport network. The state of this network supports car domination and this is reducing the Town Centre's ability to be a walkable, social and engaging area.
- 4 The need to address the town centre roads has been recognised since the 2005 Future Links Transport & Parking Strategy and considerable change has occurred since the 2014 Indicative Business Case for Inner Links. The Town Centre Arterials project is now seen not as a 'bypass route' but as a catalyst for positive interventions, that improve liveability and visitor experience, while reducing car dominance in the town centre.
- 5 Arterial route improvements will play a crucial role in improving town centre access while supporting (and benefiting from) integrated initiatives around parking reform, public realm upgrades and public and passenger transport. The preferred Arterial Route will take through-traffic away from Shotover and Stanley Streets allowing them to develop their place-functions through the masterplanning exercise.
- 6 The Town Centre Arterials preferred route option includes three stages:

Stage 1: Replacement of Stanley Street (with Melbourne and Henry Streets)

Stage 2: Intersection of Henry Street and Memorial link with Gorge Road

Stage 3: Replacement of Shotover Street (with Man and Thompson Streets connection with the One Mile roundabout)
- 7 The Queenstown Town Centre Arterials Indicative Business Case is part of a wider programme of projects that form a Masterplan Programme for the Queenstown Town Centre. This programme brings together a set of business cases and documents to describe an integrated investment story. In addition to the Queenstown Town Centre Arterials Indicative Business Case, these are focused on the following:
 - Masterplan (Spatial Framework including Public Realm improvements)
 - Public and Passenger Transport
 - Parking
 - Community and Civic Facilities (the business case for the development of a Community Heart has yet to be developed).
- 8 The Queenstown Town Centre Parking Indicative Business Case was approved by Council in October. The Masterplan and Public and Passenger Transport Facilities business cases will be presented alongside this business case.

Comment

- 9 The Better Business Case framework has been followed as it provides clear investment objectives; is evidenced based and includes transparent options analysis to achieve co-investor agreement.

Options

- 10 Option 1: Reject the Business Case and do nothing.

Advantages:

- 11 No capital expenditure required.

Disadvantages:

- 12 Congestion in the town centre will continue to increase along with resident and visitor dissatisfaction.
- 13 An opportunity for economic growth and development of the town centre will be lost.

- 14 Option 2: Approve the Business Case preferred option.

Advantages:

- 15 Enables the re-development of Stanley St for a new public and passenger transport facility with dedicated space and priority access.
- 16 Progressively removes traffic from the core of the town centre to allow an enhanced atmosphere for residents, shoppers, workers and visitors.
- 17 Enables Shotover Street to be realised as the town's busiest high street with less pedestrian-traffic conflicts and promoting a more vibrant town centre.
- 18 Improves and increases pedestrian and cyclist connectivity as the town centre extends and redevelops.
- 19 Provides easier access to new parking facilities and reduces circulation, currently causing congestion, within the town centre core.
- 20 Enables the upgrade of town centre streets to more pedestrian friendly shared spaces.
- 21 Aligns with the Queenstown Integrated Transport Strategy and contributes to the Town Centre Masterplan vision.

Disadvantages:

- 22 Considerable capital expenditure is required.
- 23 The timeframe for delivery of the full route is anticipated to be 5-6 years.

- 24 This report recommends **Option 2** to ensure that QLDC provides a forward thinking integrated strategy for achieving the objectives of the Town Centre Masterplan and enabling its key projects.

Significance and Engagement

- 25 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy, because the proposed new arterial route will cause a significant change to the roading network. This will allow development and economic growth of the Town Centre. Together with the associated changes within the Town Centre Masterplan, the overall outcome will be positive.
- 26 This matter relates to strategic risk SR1 Current and future development needs of the community, as documented in the Council's Risk Register. The risk is classed as high. This matter relates to this risk because the change to the community will result in significant transport network and behavioural changes in and around the town centre.

- 27 The recommended option considered above mitigates the risk by:

Treating the risk – through a staged approach, good communications and multi-agency integration.

Financial Implications

- 28 The expected budget for the detailed business case is \$690,200 and this is provisioned for within the Town Centre Masterplan Implementation budget. The costs associated with the design, consenting and construction of the physical works will be subject to the LTP consultation process.

Council Policies, Strategies and Bylaws

- 29 The following Council policies, strategies and bylaws were considered:

- Queenstown Town Centre Transport Strategy
- Queenstown Integrated Transport Strategy

- 30 The recommended option is consistent with the principles set out in the named policy/policies.

- 31 This matter is included in the 10-Year Plan/Annual Plan. Relocating the arterial route away from Stanley and Shotover Streets is a key issue to reducing congestion, enabling other key projects and increasing the liveability experience within the town centre.

- 32 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by having a robust business case supporting the investment;

- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

Consultation: Community Views and Preferences

33 The persons who are affected by or interested in this matter are Queenstown residents, visitors, business owners and operators.

34 In July 2017, QLDC published a community engagement document for the Queenstown Town Centre Masterplan and conducted several community engagement events encouraging feedback across a wide variety of mediums. 61% of respondents agreed that the preferred route would help achieve a more people focused town centre and 74% agreed that it was important to have easy access to carparking directly off the arterial route. 56% of respondents supported the demolition of the Memorial Centre on the proviso that a new facility was built to replace it.

35 With regard to Stage 2 of the arterial route it is proposed that three options are taken forward for further investigation within the detailed business case. Two of the options require the demolition of the Memorial Centre and one does not.

36 Consultation regarding the physical works will be dealt with under the LTP consultation process.

37 QLDC has worked in partnership with NZTA and ORC in the development of the Business Case. The Queenstown Arterials Indicative Business Case has been formally submitted to NZTA to approval to proceed to detailed Business Case.

Attachments

A Queenstown Town Centre Arterials Indicative Business Case (circulated separately)