

Wānaka Community Board
15 August 2019

Report for Agenda Item | Rīpoata moto e Rāraki take: 1

Department: Property & Infrastructure

Title | Taitara Wānaka Town Centre Masterplan and Wānaka Integrated Transport Programme Business Case

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to provide an update to the WCB on progress of the Wānaka Town Centre Masterplan and Wānaka Integrated Transport Programme Business Case.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Wānaka Community Board:

1. **Note** the contents of this report.

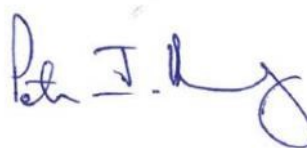
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31/07/2019

Reviewed and Authorised by:



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1/08/2019

CONTEXT | HOROPAKI

- 1 As part of the Way to Go (W2G) strategic transport programme, the dual projects in Wānaka have progressed substantially through the programme to business case level. Technical reviews are now underway and the final documents are being refined. Officers are keen to share the specific progress of both documents, and to provide insight to the WCB on the remaining steps.
- 2 It has been noted that a significant amount of feedback has been received from a mixture of consultation and engagement. Given the strength of comments and the volume in relation to certain elements of the plans, a summary is provided.
- 3 The next steps are also identified, including how the project team will respond to the themes raised in consultation and engagement. This includes a consideration to accommodate the progression of Stage 2 of the Lakefront Development Plan.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 4 The draft Masterplan (and elements of the ITPBC) were presented to the Community from 13-28 June 2019. The purpose of this engagement was to inform the community on the progress of the Wānaka Town Centre Masterplan and Wānaka Integrated Transport Programme Business Case preferred options. Feedback was sought on the community's support or opposition to the overall direction of the Masterplan, with open questions to allow people to identify what they liked or did not like.
- 5 QLDC received 1297 submissions:
 - a. 86% were from residents
 - b. 11% were from occasional residents
 - c. 1% were from domestic visitors, international visitors or not stated
 - d. 33% were from people under 45 years of age
 - e. 63% were from people over 45 years of age
- 6 Respondents were asked whether they supported the overall direction of the draft Wānaka Town Centre Masterplan and the response varied by age:
 - a. Under 30 tending to be more supportive
 - b. 30 – 44 being equally divided between those who supported and those who opposed
 - c. 45 + age bracket tending to be more opposed
- 7 Several key themes (mentioned by around 10% or more of respondents) emerged where people were asked “what do you think we got right?” and “what do you think we got wrong or was missing?”

- a. **Golf Course Road bypass** - 39% of respondents identified Golf Course Road bypass as something we got wrong. Concerns were primarily associated with the land having been gifted for the use of golf, and that many value the asset (for recreation and green open space) and do not want to see it changed. Of those who answered yes in terms of support for the overall direction, 23% of those thought the Golf Course Road bypass was something we got wrong. Of those who answered no regarding support for the overall direction, 50% gave this as one of or the only reason for opposing.
- b. **Parking** - 30% of respondents did not support the parking proposals. Concerns included how the elderly, disabled and families would access the town centre and lakefront with 4% mentioning this. There were also concerns about the impact of Three Parks on the viability of businesses in the town centre if access is less convenient. However, others thought Three Parks would be beneficial for access to the town centre as traffic flows would be reduced. 22% of respondents supported the parking proposals. Comments included overall support for the town centre changes, as well as support for removal of lakefront parking and relocating it because of the negative impact on views of the Lake and the way it generates traffic. There was also support for the provision of additional parking.
- c. **Shared Space/Pedestrianisation** - 14% mentioned shared space/pedestrianisation as something we got right, 13% as something we got wrong. Some felt we got it wrong as we didn't go far enough – they wanted it completely closed, others had concerns about how it would work safely in practice. Others thought it was a good compromise to accommodate those concerned about full closure.
- d. **Pembroke Park** - The views of the changes to Pembroke Park were balanced, with 10% in support and 10% opposed. Those in support liked the idea of connecting the park to the lakefront whereas those opposed felt distances would be too great to walk from the new parking area to the Lakefront.
- e. **Cycleways** - 9% mentioned cycleways as something we got right, 5% as something we got wrong – but primarily because they wanted more facilities for cyclists.

Project response

- 8 Through several engagement events in June 2019, members of the business community in particular, sought a greater input into the Masterplan and many highlighted that they were not supportive of some of the core elements. Business representatives sought assurances from Council that there would be further opportunities to have input into the decision-making processes and outcomes. At these events, Council management provided assurances to participants that the Masterplan would function as an overarching framework, and further engagement and affected party consultation would be undertaken as core Masterplan elements were investigated and developed. Feedback from the June 2019 Community Engagement has informed development of the next steps in developing the Town Centre and wider Wānaka transport plans.

Next steps – consultation and engagement

- 9 **Golf Course Road bypass** - Further analysis and modelling needs to be undertaken to explore more palatable options for the community regarding the location of a town centre bypass. This would include detailed discussions with potentially affected parties (as part of an Indicative or Single Stage Business Case) to arrive at a solution that can be supported by most of the community.
- 10 **Parking** - There is support and desire to progress the Parking Management Strategy immediately, with many raising concerns about how parking is managed in the town. As part of the next stage of work for this activity, concerns around protecting some parking for residents could be addressed (for example) by developing a residents parking permit that could allow residents to park for free or in allocated time restricted areas. Campervan and boat trailer parking also need to be a part of this strategy.
- 11 **Shared Space/Pedestrianisation & Pembroke Park** - The shared space/pedestrianisation proposals for the town centre appeared divisive, but in fact only 14% noted support and 13% were opposed, with others not mentioning this at all. This was the same for Pembroke Park, with only 20% of respondents noting this, and equal numbers in support and opposed. It could be that these matters were overshadowed by opposition to the Golf Course Road bypasses and comments on the parking changes. It is proposed to talk to the community again about Pembroke Park and the town centre pedestrianisation after resolving the bypass option and Parking Management Strategy.

Next steps - progressing the business cases and interventions

- 12 An outline of the proposed stages of work is provided below and will be complemented by Low Cost Low Risk (Minor Improvement) Projects as quickly as they are identified and allocated funding.

Parking Management Strategy 2019 - 2020

- 13 A parking management strategy is a high priority as it will allow many of the issues that were identified by the community to be further explored and addressed. This will include considering campervan and boat trailer access and parking, as well as ensuring sufficient parking is provided close to the town centre and lakefront for those who need it the most. The purpose of the strategy is to understand and quantify demand and make the best use of the existing parking supply.

Network Optimisation Single Stage Business Case 2019 - 2020

- 14 The Network Optimisation Single Stage Business Case (SSBC) will focus on delivering the overarching transport elements within the town centre and surrounds to ensure the network is operating efficiently and effectively. Many of these elements are interdependent and enable future town centre placemaking improvements, but it is expected that placemaking would proceed in the longer term. Other elements provide high priority safety and efficiency improvements to support the operation of the transport network to address the continued and future growth. Key interventions to be included

within this SSBC are centred around achieving optimal traffic flows on Brownston Street, SH84 (on approach to the town centre), and exploring the need for, and possible location of, the town centre bypass.

Walking and Cycling SSBC 2021 - 2024

- 15 Walking and cycling are already popular in Wānaka, and the recommended option includes providing a high-quality cycle network, cycle parking and electric bike charging points to support further uptake of cycling for commuters, students and visitors. Routes will be provided from new developments to key destinations so that cycling or walking continues to be a real choice, even when traffic volumes increase as a result of growth.

Public Transport SSBC 2021 - 2024

- 16 The preferred option includes the introduction of a public transport service in Wānaka to provide independent access for young people and the ageing population and to enable the changes to the town centre arising from the Masterplan. The preferred option provides for bus services to local urban areas as well as connections to outlying settlements.

Town Centre Masterplan SSBC 2024 - 2027

- 17 The Wānaka Town Centre Masterplan and Integrated Transport Programme Business Case (PBC) provide a potential vision and framework for the town centre and wider Wānaka through this time of change. While it incorporates ideas and feedback from stakeholders and the Community, more investigation work and engagement with the Community is needed, if it is to be developed further.

Funding and integration

- 18 Funding of \$510,000 has been allocated and approved within the NLTP 2018-21 to progress the Network Optimisation SSBC. Beyond this, there are no other specific funding allocations set aside by Council or NZTA to invest in core improvements. However, the purpose of the ITPBC was to identify the scope and scale of investment required to address agreed problems and better plan for the future and so will inform the 2021 LTP.
- 19 The proposed approach above to proceed with the Network Optimisation and Parking Management Strategy workstreams does not provide immediate guidance with regard to the parking requirements of the Lakefront Development Plan (LDP). It is therefore proposed that an interim approach should be taken to assist specifically with the advancement of Stage 2 of the LDP project. This should be limited to actions which are low cost and potentially reversible, but allow the remainder of the LDP works to continue. Traffic Engineering services will be procured to advise this project.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 20 This matter is of [high] significance, as determined by reference to the [Council's Significance and Engagement Policy](#) because of the level of Community Interest. It should be noted that significant levels of consultation across a wide range of stakeholders and the general public has been completed throughout the suite of related transport workstreams.
- 21 The persons who are affected by or interested in this matter are residents/ratepayers of the Wānaka community, visitors and businesses.
- 22 The Council will continue to consult, including to individual property owners and stakeholders as necessary, through the progressive Business Case Approach, and through the LTP.

> MĀORI CONSULTATION | IWI RŪNANGA

- 23 The Council has included active consultation and engagement with Tanagata Whenua through the suite of transport projects.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 24 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00012 Community Core infrastructure is Insufficient- Poor infrastructure planning within the QLDC Risk Register. This risk has been assessed as having a low inherent risk rating.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

- 25 Funding of \$510,000 has been allocated and approved within the (N)LTP 2018-21 to progress the SSBC.

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

- 26 A large number of Council policies, strategies and bylaws were considered and a full record will be provided when the completed documents are brought back to the WCB.
- 27 This matter is specifically included in the Ten Year Plan.

LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

- 28 The recommended action:

- 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 because it optimises the

Community's wish to address growth, when combined with the alignment with Council and strategic transport partner's funding rounds;

- Can be progressed through current funding under the Ten 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.