

Wānaka Community Board
21 November 2019

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

Department: Property & Infrastructure

Title | Taitara Wānaka Masterplan and Integrated Transport Programme Business Case

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to seek endorsement from the Wānaka Community Board to progress the Wānaka Masterplan (WMP) and Wānaka Integrated Transport Programme Business Case (WITPBC) in a staged approach.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Wānaka Community Board:

1. **Note** the contents of this report;
2. **Note** the content of the Wānaka Masterplan (WMP);
3. **Note** the content of the Wānaka Integrated Transport Programme Business Case (WITPBC);
4. **Endorse** the progression of the Single Stage Business Case (SSBC); and
5. **Direct** officers to report back to the Wānaka Community Board on completion of the Single Stage Business Case (SSBC) and before progressing other elements of either the Wānaka Masterplan (WMP) or Wānaka Integrated Transport Programme Business Case (WITPBC).

Prepared by:



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5/11/2019

Reviewed and Authorised by:



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7/11/2019

CONTEXT | HOROPAKI

- 1 As part of Council's strategic transport programme, the opportunity to address the town centre's transport networks and the public realm (within the Town Centre) have been combined. The resultant joint document contains both the Wānaka Masterplan approach and the Wānaka Integrated Transport Programme Business Case. Both documents are attached to this report. (Attachments A and B respectively).
- 2 The Wānaka Masterplan is a snap shot in time that examines the current problems and opportunities in the town centre and the projects which may change over a 30-year horizon, including how the transition may be achieved. Community input is key to shaping these outcomes.
- 3 The Wānaka Integrated Transport Programme Business Case is the second of the strategic planning phases (following the Strategic Case) which sets the wider direction for addressing transport issues in the town, and also considers the wider influences on the network. This identifies a preferred programme of interventions at a project level. The results from these projects combine in an integrated multi-modal network to achieve the desired outcomes.
- 4 As a high level approach, the programme is seeking to promote a hierarchy of transport options with walking and cycling, shared use and public transport being favoured over private car use. This aligns with the strategic direction identified by central government (Government Policy Statement on Land Transport 2018) which has prioritised safety, access, environment and value for money as the key requisites for investment. This investment is managed through the NZ Transport Agency (NZTA) who dictate the process. Without significant investment through the NZTA, larger projects are unlikely in the short to medium term. Where funding assistance is available, it is generally at 50% or higher, depending on the alignment with the investment criteria.
- 5 Officers have been working collaboratively with counterparts from both the NZTA and Otago Regional Council (ORC) (who regulate public transport) to align transport outcomes.
- 6 Largescale transport programmes are timed to align with Council's Long Term Plan, the Regional Land Transport Programme (ORC) and the National Land Transport Programme (NZTA). These are co-ordinated in three-year cycles (2018 – 2021, 2021 – 2024, etc). Smaller interventions can occur in the interim and will be progressed when resources are identified.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 7 A high level of detailed feedback was received to this programme, the results of which have been shared previously with the Board (Item 1, 15 August 2019). The message from the community was divided in parts, but clear that more investigation and detailed understanding was required before progressing some aspects. This has been duly noted by officers and now forms the basis of the recommended approach from here onwards. In brief, a composite Single Stage Business Case (SSBC) will be progressed to inform the

subsequent stages. The findings and direction of the wider programme are discussed below, noting that these must be considered mainly indicative at this time.

- 8 The Wānaka Integrated Transport Programme Business Case provides a proactive plan for the future that allows for anticipated growth in travel demand, as population and visitor numbers in Wānaka continue to grow. The Wānaka Masterplan provides a slow speed, high quality urban realm with a focus on pedestrians in the town centre and adjacent to the lakefront, whilst ensuring parking and access is maintained. This aims to reduce through traffic in the town centre, with vehicles redirected to Brownston Street and to a new town centre bypass. Clear gateways are intended to mark the entrance to the town centre and warn drivers of slower speeds and higher pedestrian activity. Intersection and corridor upgrades will be required at key locations to ensure traffic continues to flow smoothly and safely around the town centre. Riverbank Road is proposed to be upgraded to provide an outer bypass and enhanced access to the industrial area.
- 9 As part of these improvements, roundabouts or traffic lights will be installed at many of the busiest intersections so that it is easier for pedestrians and cyclists to cross the road as well as ensuring traffic is directed to streets that are designed to accommodate the desired function. This will be supported by effective wayfinding so that visitors can easily get to where they need to go and quickly find suitable parking.
- 10 Parking management, road network optimisation, walking and cycling networks, the Albert Town Bridge and public transport investigations are also proposed.

Next Steps

- 11 Wānaka is at a crossroads and is growing rapidly. Approvals for new subdivisions across the wider area continue and the retail function within Three Parks will commence in 2019.
- 12 The risk of not progressing on delivering aspects of the Wānaka Masterplan/ Wānaka Integrated Transport Programme Business Case is that the opportunity of taking a proactive approach to planning for growth will be missed. This is likely to mean that significant issues develop on the transport network because of growth, which reduce access to the town centre and other destinations. The rationale for expedited delivery of this programme is to be proactive and seek early investment and delivery of some 'quick wins'.
- 13 On this basis, it is recommended the Board note the content of the Wānaka Masterplan and Wānaka Integrated Transport Programme Business Case as a hold point. This will allow further investigation to be undertaken via a 'Network Optimisation' Single Stage Business Case (SSBC). This business case would focus on delivering the overarching multi-modal transport elements around the town centre and surrounds to ensure the network is operating efficiently, safely and effectively. Key interventions would be 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. Many of these elements are interdependent and enable future town centre place-making improvements, but it is suggested that the place-making elements incorporated within the Wānaka Masterplan should be reviewed after the SSBC is completed. Similarly, further implementations on the wider transport network would be clarified with the additional

evidence that the SSBC will provide. The SSBC will also include a Parking Management Strategy, and identification of Low Cost Low Risk projects.

- 14 Funding of \$510,000 has been allocated and approved within the LTP 2018-21 to progress the SSBC. A further \$200,000 approximately will be utilised from the Wānaka parking facilities budget to allow the parallel parking management study. 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 Wānaka Integrated Transport Programme Business Case 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.

- 15 Option 1 Do nothing, allow the Town Centre and Transport networks to develop on a demand needs basis.

Advantages:

- 16 No early budget implications.

Disadvantages:

- 17 Control over the networks will be significantly reduced.
- 18 Opportunities to enhance the town centre will be progressively more difficult and expensive.
- 19 QLDC will not be meeting the needs of Local, Regional and National transport policies.

- 20 Option 2 Endorse the progression (of the Wānaka Masterplan and Wānaka Integrated Transport Programme Business Case) through an SSBC.

Advantages:

- 21 Increased understanding of the community's inputs.
- 22 Continued alignment with the needs of funding partners.
- 23 Integrated interventions to the town centre and transport networks.
- 24 Alignment with all levels of transport policy.

Disadvantages:

- 25 Early budget implications.
- 26 This report recommends **Option 2** for addressing the matter because it optimises the community's wish to address growth, when combined with the alignment with Council and strategic transport partner's funding rounds.

- 27 **Advice** The options above specifically do not include an option to progress the Masterplan on its own. This is not considered feasible with the wider transport interventions now being identified.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 28 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.
- 29 The persons who are affected by or interested in this matter are residents/ratepayers of the Queenstown Lakes District community, visitors and businesses.
- 30 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

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

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 32 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.
- 33 The approval of the recommended option will support the Council by allowing us to retain the risk at its current level. This will be achieved by identifying and implementing complementary transport networks across all modes.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

- 34 Funding of \$510,000 has been allocated and approved within the NLTP 2018-21 to progress the 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.

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

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

- Reference alignment with and consideration of the principles of the Vision Beyond 2050: <https://www.qldc.govt.nz/vision-beyond-2050/>
- Walking and Cycling Strategy 2008
- Wānaka transport and Parking strategy 2008
- Wānaka Structure Plan 2007
- ODP / PDP
- Wānaka Lakefront Development Plan 2016
- Disability Policy 2018

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

37 This matter is included in the 2018 LTP under Town Centre Masterplans.

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

38 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 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.

ATTACHMENTS | NGĀ TĀPIRIHANGA

- A Wānaka Masterplan (Note that because of its size, this document has been split into four sections)
- B Wānaka Integrated Transport Programme Business Case

NOTE: Because of their size, the attachments are circulated separately.