



Queenstown Lakes District Council

Wanaka Network Operating Framework

August 2018

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1. Introduction

Queenstown Lakes District Council has commissioned GHD to develop a Network Operating Framework for Wanaka and the surrounding area. The development of a Network Operating Framework is in response to current and predicted future growth in Wanaka and surrounds, to support the development of a Master Plan for the town centre of Wanaka and to inform the integrated transport Programme Business Case.

1.1 Network Operating Framework Purpose and Objectives

A Network Operating Framework is an approach to network planning which road-controlling authorities can utilise to consider all road users and the inter-relationship with land use, transport networks, and transport infrastructure and services. The framework provides a collaborative and integrated approach to managing the transport system through a 'one network' approach.

Development of a Network Operating Framework aims to recognise the diverse needs of road users. With a strategic and collaborative approach, stakeholders and road user groups have input into the development of a framework to understand the needs of users in the existing network and focus invest in future schemes that suit needs and demands of its users.

A Network Operating Framework aims to provide a 'backbone' to support the development of Network Operating Plans, transport investments (through business cases and master planning to supplement and support investment decisions. The Network Operating Framework provides road agencies strategy guidance on how to respond to land use and transport network interactions in the road network. The Network Operating Framework will:

- Support decisions as part of a wider decision making framework.
- Provide a collaborative approach to planning outcomes.
- Take a wider view of the network.
- Provide transparency in decision-making.
- Compliment Business Case development and Master Planning.
- Assist with informing understanding of network interventions.
- Form an iterative process to encourage an integrated transport network.

The Network Operations Framework takes the approach of considering the network needs of general traffic, freight, public transport users, pedestrians, and cyclists while considering the inter-relationship of those modes with land use. It will give guidance on network operations planning and where to consider trade-offs in terms of relative encouragement between modes.

This Network Operating Framework is considered 'live' and will evolve as there are changes in the strategic environment, new projects come on-line, further data and analysis becomes available, and new technologies.

1.2 Stakeholder Involvement

Representatives from the following stakeholder groups were involved in the development of this Wanaka Network Operating Framework during a workshop held 10th May 2018 in Wanaka:

- Queenstown Lakes District Council
- NZ Transport Agency
- Otago Regional Council
- Wanaka Community Board
- Lake Wanaka Tourism
- Wanaka Chamber of Commerce
- Active Transport Wanaka

1.3 Purpose of this report

This report has been prepared by GHD for Queenstown Lakes District Council. The purpose of this report is to outline the Network Operating Framework developed, the process undertaken, and document the discussions.

2. Network Operating Framework development process

The Austroads Network Operations Planning Framework and Part 4: Network Management guidelines informed the development of this Network Operating Framework. The development of this Network Operating Framework incorporated one workshop in two sessions to develop the strategic objectives and network principles, and the networks and places roles of each transport corridor. Each of the modes have mode priorities developed. This was a collaborative exercise with stakeholders on maps to determine the mode priorities for each of the different modes.

2.1 Process Overview

The Network Operating Framework process has two phases dependant on requirements. The first being development of the strategic setting whereby mode based objectives are developed and network mode prioritisation maps are prepared. This provides the foundation for planning and assessing the transport network, informing Strategic and Programme Business Cases and Master Planning such as the Network Operating Framework.

The second phase allows both quantitative and qualitative assessment of the network to understand network prioritisation and performance in a greater level of detail. Typically, this could be undertaken to assess network interventions and to understand current network performance, and generally required multi-modal performance and volume data.

Phase 2 of the Network Operating Framework was not progressed, as the purpose of phase 1 is to inform development of the master planning.

Figure 1 below outlines the steps in the Network Operating Framework process with the strategic setting and assessment phases represented either side of the dotted line.

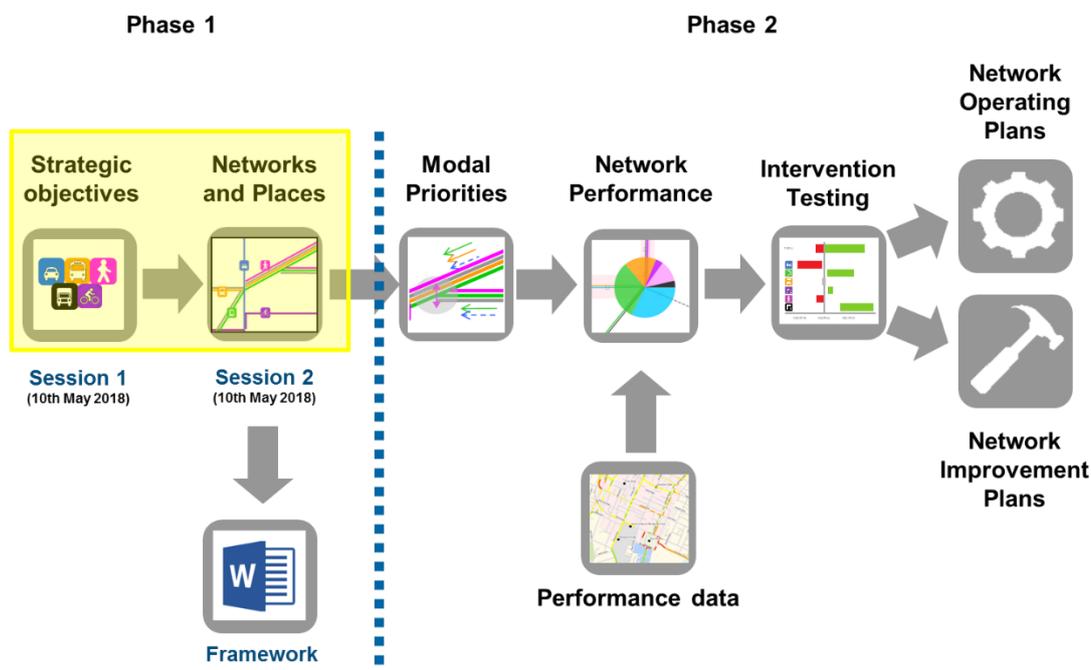


Figure 1 Network Operating Framework Process

The following section the steps undertaken for developing the strategic setting (phase 1).

2.2 Phase 1 Development

Strategic Objectives and Principles

Strategic Objectives and Principles set the strategic context and mode based aspirations for the network to inform the development of the NOF. These underpin and guide the development of the Strategic network. The development of Strategic Objectives outline the aspirations and approach for operations for each mode in the network. Strategic Objectives are developed for the following five modes:

- Pedestrians – Walking, motorised scooters, mobility impaired users
- Cyclists – Commuter and recreational
- Public transport – Publicly available transport including tourist coaches and school buses
- General traffic – Private vehicles, taxis and small commercial vehicles i.e. couriers
- Freight traffic – Heavy commercial vehicles

Once the initial Strategic Objectives are developed, Principles corresponding to each road user mode are developed. The Principles provide guidance for how to apply the Strategic Objectives at a network level by attributing modal priority routes throughout the network. For each mode, there are two Principles, Primary and Secondary, to identify mode based route priorities.

For general traffic, four levels of principles are developed to allow a greater level of prioritisation (from local access through to preferred access routes) to recognise the extent general traffic operates on the network.

The following is an example of a Strategic Objective and Principles for Cycling:

Strategic Objective: Provide a cycling network for people on bikes as a safe, everyday mode of transport and recreation.

Primary routes: Direct convenient connections to town centre, schools and commercial centres

Secondary routes: Connect residential catchments, recreational facilities and other key nodes.

Development of Strategic Objectives and guiding Principles draw on National, Regional, and local planning and policy literature with key stakeholders, Queenstown Lakes District Council, NZ Transport Agency and Otago Regional Council. These are refined through a collaborative session and tested through the development of the Network Operating Framework.

Network Links and Places

It is fundamental to the NOF process to identify the key origins and destinations as transport infrastructure and services provided support movements between these places. Transport infrastructure is a response to the movements and reflect the land uses of cities and towns.

During this workshop the land uses (key destinations and activity areas) are reviewed making additions and modifications where agreed.

The Principles, for each mode (road user), are used to define priority connections throughout the network in a workshop with stakeholders on maps.

Modal Priorities

The strategic road network and assigned activity areas is developed in GIS. These modal priority maps provide a framework for making decisions and trade-off between modes around the network. At a high-level, these identify the level of priority for each mode relative to other modes based on the assigned route priority. The modal priority networks were informed through discussions and an interactive session held in a stakeholder workshop on 10th May 2018.

3. Network context

Wanaka is a tourist town located on the southern banks of Lake Wanaka in the Otago Region. In the 2013, Wanaka was home to 6,471 people, and there were 2,781 occupied dwellings and 1,752 unoccupied dwellings in the town (Statistics NZ, Census, 2013). Data is currently limited; however, the unoccupied dwellings are likely holiday homes. These numbers have increased significantly and the latest population count is 12,491 (Ten Year Plan 2018 – 2028 Consultation Document, QLDC, 2018 – includes Hawea and Luggate). The recent 2018 Census will confirm population increase.

Wanaka is the gateway to Mt Aspiring National Park and a key tourist destination due to the natural beauty of the surrounding landscape as displayed in Figure 2 below.

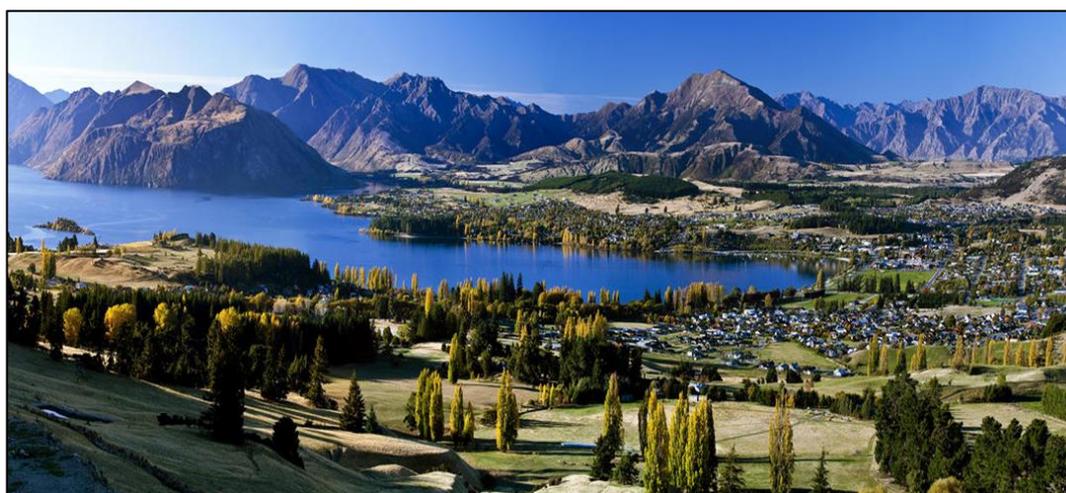


Figure 2 Wanaka Town¹

Wanaka town is a resort town and tourist town popular throughout the year. During peak periods such as major events, the ski season, the peak of summer and tourist times of the year, population numbers in the town can increase significantly. For example as shown in Table 1 below, in 2018 the resident and visitor population of the Wanaka Ward on an average day estimated to be 20,436. However, during the 2018 summer season (peak days) the estimated average population is 46,939. Further to this, the town is growing in both resident numbers, and visitor numbers. By 2028, the average day population is estimated to increase to 26,779, and the summer season peak day average is estimated to increase to 59,638 (Ten Year Plan 2018-2028 Consultation Document, Queenstown Lakes District Council, 2018).

Table 1 Wanaka Ward growth estimates²

	2018	2028 (estimated)	2038 (indicative)
Dwellings (Wanaka ward)	7,600	9,400	10,000 – 12,000
Permanent residents	12,491	16,650	20,000 – 22,000
Visitor nights*	2,250		
Visitors**	7,945	10,129	12,000 – 13,000
Average day population	20,436	26,779	30,000 – 35,000
Peak day numbers	46,939	59,638	70,000 – 75,000

* Visitor nights is based on Wanaka town centre i.e. not Wanaka Ward.

** Some visitors present in Wanaka for the day stay in surrounding towns.

¹ Image source: <https://www.newzealand.com/in/wanaka/>

² Data sources: Ten Year Plan 2018-2028 Consultation Document, Queenstown Lakes District Council (2018) supplemented with data from draft Wanaka Strategic Case Evidence, Stantec (2018).

It is noted that the above estimates and projections have been sourced from Council adopted Population Growth projections in 2017. These numbers are considered to be conservative and not reflective of the significant growth experienced in the past 12 to 18 months. Projections will be updated when the 2018 Census data is available to be incorporated, with further projections in June 2019.

Local events such as 'Warbirds Over Wanaka' also increase visitor numbers during the peaks. Some events, such as Challenge Wanaka require roads be closed for the event as well as attracting visitors. As would be expected, these peak visitor days are putting stress on the town's transport network and infrastructure, particularly in terms of traffic flows and parking.

In addition to the above Wanaka Ward growth estimates, Commercial Accommodation Monitor (CAM) data has been provided by Lake Wanaka Tourism. CAM data showed Wanaka region guest nights in commercial accommodation for the year ending April 2018 totalled 937,286 (refer Figure 3 below). This is approximately 2,568 average daily guest nights, nearly 15% higher than estimated in Table 1.

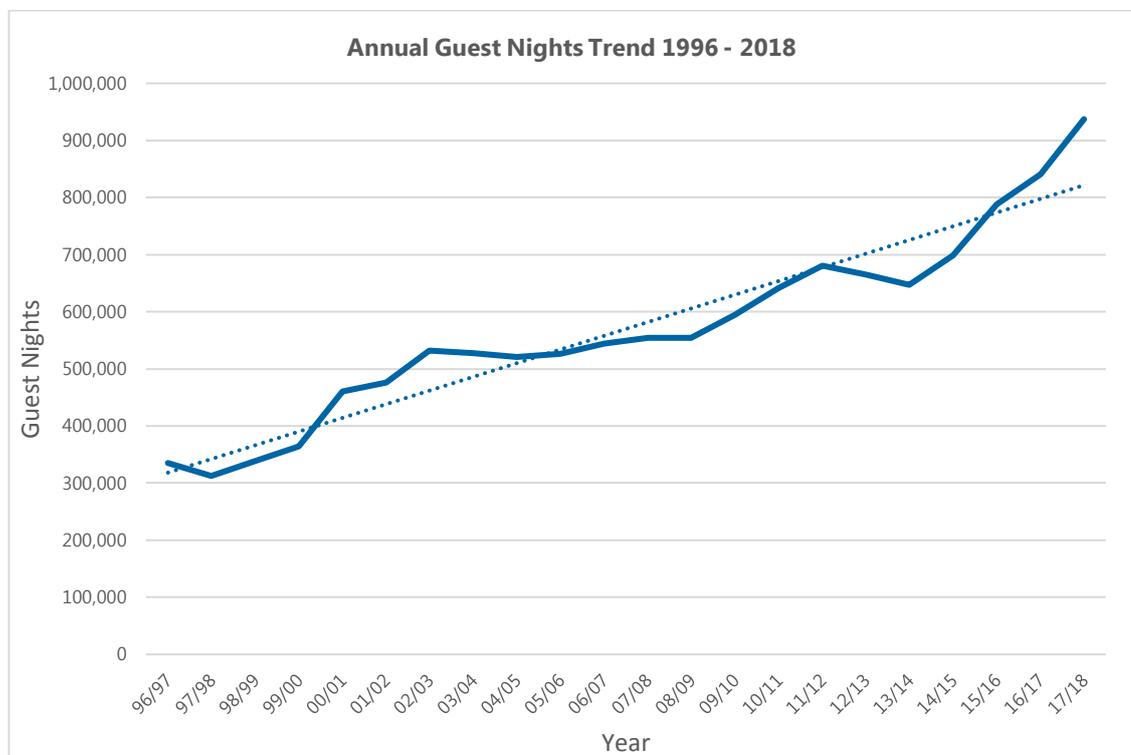


Figure 3 Annual Guest Nights Trend (1996 – 2018)³

³ Data source: Lake Wanaka Tourism (Commercial Accommodation Monitor Data)

3.1 Geographic area

The development of this Wanaka Network Operating Framework generally encompasses the Wanaka Town area, including Albert Town. The study area spans from around the lakefront, the Clutha River, Cardrona River and Roys Peak as shown on Figure 4 below. The key links into Wanaka include Albert Town – Lake Hawea Road (SH6), Wanaka-Luggate Highway (SH6), Cardrona Valley Road and Wanaka Mount Aspiring Road.



Figure 4 Wanaka NOF geographic study area⁴

⁴ Map source: <https://www.openstreetmap.org/>

4. Strategic policy and planning

The following outlines plans developed in the past ten years that consider growth and development, and the transport network, in the Wanaka area. Further information summarising planning and policy at a national, regional and local level are in Appendix A, Table 3.

4.1 Queenstown Lakes District Council Ten-Year Plan 2018-28

The Queenstown Lakes District Council Ten-Year Plan 2018-28 Consultation Document outlines the strategic direction of the district for the next decade, and the big issues it expects to face in this time. In particular, the document states that *maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka* (Ten Year Plan 2018-2028 Consultation Document, QLDC, 2018).

The Ten Year Plan describes the need, and plan for Wanaka to have a strategic town centre masterplan developed to address the predicted population growth (residential and visitor), and seasonal growth numbers the town is expecting over this ten year period. The transport network will play a significant role in this Wanaka Masterplan. The Ten Year Plan calls for a balanced transport approach to the master planning. This must include parking solutions, public transport, shared vehicle and pedestrian access areas, alternative transport methods, and civic facilities and routes such as dedicated cycle pathways.

4.2 Otago Southland Regional Land Transport Plan 2015

The Otago Southland Regional Land Transport Plan (RLTP) developed in 2015 and updated in 2018 is a requirement of the Land Transport Act. The RLTP is required to be eligible for funding from the NLTP. The RLTP notes that the transport network of Wanaka is not fit-for-purpose. *“For traffic into, out of, and through Wanaka, the route choices from new development areas to the centre are limited, leading to delays and risk taking on the road.”* The RLTP also notes that the transport network does not support modal choice very well, even though walking and cycling is as popular as it is for tourist and recreational purposes.

The risk of the transport network ending up like Queenstown noted severe congestion, highly variable travel times and disgruntled residents. The Otago Regional Council has limited mechanisms to address the predicted future options, before they become real problems.

The only project relating to Wanaka in the programme is seal extension of Ballantyne Road.

4.3 Wanaka Structure Plan Review (2007)

The Wanaka Structure Plan provides the preferred growth patterns set out by the council for development in Wanaka. The plan provides for some new urban zones while promoting intensification in existing rural residential zones. The transport improvements identified to support this growth and change in land use patterns included:

- New East/West distributor, i.e. road parallel to River Bank Road and Golf Course Road
- Bus route/services linking key destinations
- Walking facilities
- Slower traffic on Ardmore Street and the town centre
- Ardmore Street redesign to prioritise amenity and pedestrian safety
- Traffic volume reduction on Lakeside Drive
- Identify opportunities for increased number of on street parks.

4.4 Wanaka Transport and Parking Strategy (2008)

The Wanaka Transport and Parking Strategy recommendations included:

- Improving the urban environment of the town centre and around the lakefront.
- Developing a sustainable transport network that supports active transport modes.
- A network that supports future growth.
- A staged approach to forming an arterial network to improve the east-west connections and reduce traffic on Ardmore Street along the waterfront.
- Provisions for suitable parking around the town centre.

4.5 Wanaka Transport Programme Business Case (Draft 2016)

The Wanaka Transport Programme Business Case considered all the problems, both existing and future, and developed a programme of future implementations. The key problems identified in the Programme Business Case were:

Increasing Demand

An increasing gap between the demand of the network and the network capacity of the current network forecast in the face of growing transport demand. The poor connectivity of the network exacerbates this issue.

Road user expectations

The existing transport network is unable to cope with the diverse demands. In the face of growth, the network does not prioritise the needs of visitors over residents. The network resource is finite and the resources to expand the network are limited, there is a need to identify the user groups prioritised.

The unregulated nature of the network is suitable for when traffic volumes are low. The increase in growth results in the increasing conflict between visitors and residential transport demand. This is evident based on:

- Low numbers of off-street car parking due to all day parking.
- No provision for campervans.
- Substandard connections to destinations i.e. Mt Aspiring Road is unsealed and narrow.

Projects outlined in the Programme Business Case included:

- Ballantyne Road safety corridor
- Town Centre shared space
- Cross town – State Highway connection (Ballantyne Road – Hedditch Street)
- Road network review
- Cycling and Waling Catchment Audits/MIPs
- Active mode routes for schoolchildren and businesses
- Intersection improvements
- Anderson Road Corridor Improvements
- Crown Range Road route safety study
- Grey spot study

4.6 Wanaka Strategic Case (Draft 2018)

The Wanaka Strategic Business Case outlines that there is significant growth in land use, recreational and tourist visitors in and around Wanaka. The transport network has limited route choices to access the town centre from the new developments. Between 2012 and 2016 there has been a 10 percent annual increase in traffic volumes and heavy vehicle volumes increased 30 percent between 2015 and 2016. Circulating traffic looking for car parks increases general traffic congestion. Wanaka has limited infrastructure for other modes of transport and therefore residents are reliant on their motor vehicles.

The Strategic Business Case identifies a range of problems and benefits including the following:

- Lack of cycleway infrastructure
- Gaps in pedestrian facilities
- Lack of connectivity between the town centre and the lakefront

Strategic Case update

The draft Wanaka Strategic Case is currently being updated (as of July 2018) following an Investment Logic Mapping (ILM) workshop on July 2nd 2018. The updated Strategic Case will incorporate the draft ILM that identified two problem and benefit statements (in draft)⁵:

Problem Statement 1 – Rapid growth is making it difficult to plan for the future, leading to disjointed infrastructure, poor access to key destinations, and restricted mode choice for residents and visitors.

Problem Statement 2 – Growth in travel demand and limited network connectivity for all modes results in overreliance on certain routes, eroding levels of services on those routes, and creating severance and conflict.

Benefit Statement 1 – Improved travel choice.

Benefit Statement 2 – Improved access between communities and activities, for all modes.

The problem statements align with discussions held during the Network Operating Framework workshop.

⁵ ILM meeting notes, Stantec (July 2018)

5. Land use and growth

The Network Operating Framework is a process to integrate land use with the transport network. Land use planning and growth discussions formed an important part of the workshop sessions. The discussions conveyed a wider understanding of development and growth in the wider Wanaka area that informed development of the strategic maps.

Existing and future land uses and key activity areas was discussed in the workshop to encourage emphasis on connecting key existing and future land uses during the strategic network mapping process. Key land use types identified include:

- Schools and community facilities
- Retail, tourism and commercial areas
- Residential
- Industrial

5.1 Land use planning in Wanaka

Queenstown Lakes District Council are currently in the process of updating the District Plan. The Operative District Plan, primarily based on the 2002 zoning, is the current document for land use and zoning until the Proposed District Plan becomes Operative. A 2007 Structure Plan provided direction for future new zones in the Operative District Plan.

5.1.1 Operative District Plan

Until the Proposed District Plan is ratified, the Operative District Plan is the current District Plan for zoning and land use. The District Plan outlines several key areas of focus and supporting objectives in the Queenstown Lakes District Council District Plan as outlined below:

Consolidation and maintenance of existing town centres and activities therein

Viable town centres which respond to new challenges and initiatives but which are compatible with the natural and physical environment.

Built form

Maintenance and enhancement of a built form and style within each town centre that respects and enhances the existing character, quality and amenity values of each town centre and the needs of present and future activities.

Town centre and building appearance

Visually exciting and aesthetically pleasing town centres, reflect physical and historical setting.

Amenity

Enhancement of the amenity, character, heritage, environmental quality and appearance of the town centres.

Pedestrian and amenity linkages

Attractive, convenient and comprehensive network of pedestrian linkages within town centres.

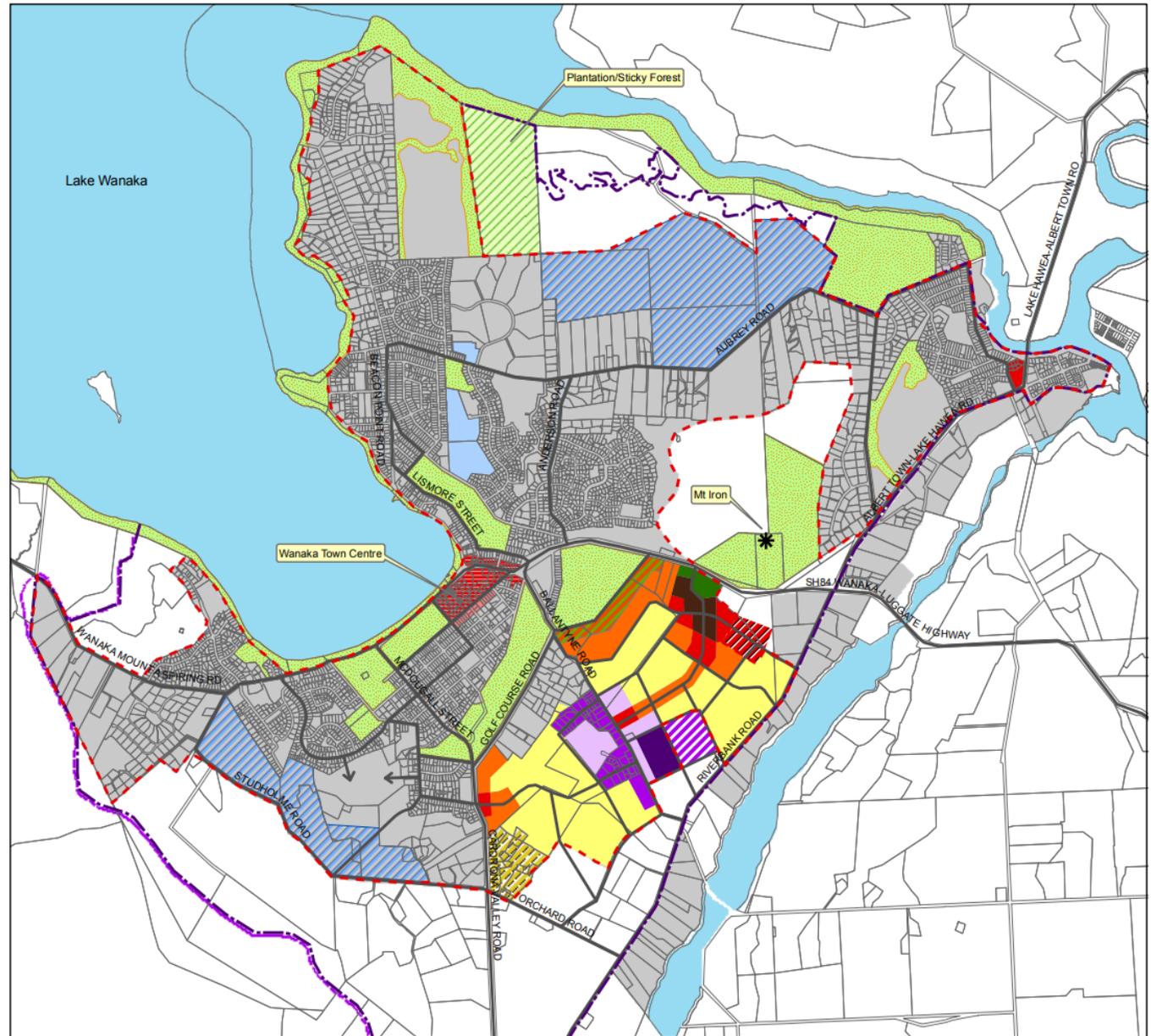
5.1.2 Wanaka Structure Plan

Queenstown Lakes District Council have previously undertaken structure planning for the land surrounding Wanaka Township. The Structure Plan provided direction for future new zones in the Operative District Plan (currently under review). The intent was to allow Wanaka to develop in a managed way meeting the needs of the rapidly growing community.

An overview map of the proposed zoning and land use for the Wanaka town area from the Wanaka Structure Plan (2007) is in Figure 5. The structure plan is 10 years old; however, a number of the developments are now in progress.

Zoning Proposed

- - - Structure Plan Inner Growth Boundary
- - - Structure Plan Outer Growth Boundary
- - - Outstanding Natural Landscape (ONL) Line
- - - ONL Line Not Confirmed
- Road Network (Indicative)
- Retail Core
- New Open Spaces/Reserves
- Wanaka Town Centre
- Education
- Area Subject to Further Study
- Visitor Accommodation Overlay
- Urban/Landscape Protection
- Existing Open Spaces/Reserves/Golf Club
- Deferred Mixed Business/Office/Technology
- Deferred Future Commercial/Retail
- Commercial/Retail
- Mixed Business
- Existing Business/Industrial
- Industrial Yard based
- Medium/High Density Residential
- Low Density Residential
- Landscape Protection Area
- Mixed Use Zone
- Existing Zoned/Developed Areas
- Water



Indicative zone boundaries only, subject to review at implementation stage

Figure 5 Proposed Zoning for Wanaka (Wanaka Structure Plan, 2007)

5.1.3 Proposed District Plan

Queenstown Lakes District Council are currently reviewing the Operative District Plan in stages and notified the Proposed District Plan in 2015, which comprised 33 chapters and most of the land in the District.

The Proposed District Plan has a Strategic Directions (Chapter 3) which sets out the overarching strategic directions for the District. The objectives and policies of the Strategic Directions Chapter are further elaborated on in the remaining chapters (Chapter 4 Urban Development, Chapter 5 Tangata Whenua, and Chapter 6 Landscapes) required to implement Chapter 3.

For Wanaka, a distinction between the Proposed District Plan and the Operative District Plan is the introduced urban growth boundaries and a policy framework. This supports consolidation of urban development within the Wanaka urban growth boundary. Urban development on Rural Zoned land outside the urban growth boundary is to be avoided, unless through a plan change. One reason for this policy approach is to provide certainty for development, economic resilience and to assist with the Council undertaking investment to the water, wastewater, roading and transport network infrastructure. Expansion of future urban land will be encouraged through plan changes rather than ad-hoc development via resource consents on Rural Zoned land.

The urban growth boundary as shown in Figure 6 (Proposed District Plan) below is considered to have sufficient residential, industrial and business zoned land to allow growth to 2048. The growth boundary is important as it provides direction regarding where to invest network infrastructure.

The Proposed District Plan maps have been included in Appendix B

The key objectives outlined in the Proposed District Plan⁶ are as follows:

- Wanaka Town Centre remains the principal focus for commercial, administrative, cultural, entertainment and visitor activities in the Upper Clutha area.
- Wanaka is a compact, convenient and attractive Town Centre that has opportunities for controlled expansion and intensification.
- Wanaka Town Centre retains a low scale built form that maintains a human scale.
- New development achieves high quality urban design outcomes that respond to the town's built character and sense of place.
- Appropriate limits are placed on town centre activities to minimise adverse environmental effects received both within and beyond the Town Centre.
- Pedestrian, cycle and vehicle linkages are safe and convenient, enabling people to easily negotiate their way through and around the Town Centre.

The key changes between the existing operative district plan and the proposed district plan are as follows.

- Introduction of the urban growth boundary to consolidate urban development.
- A policy framework that supports consolidation of urban development within the Wanaka urban growth boundary.

⁶ <https://www.qldc.govt.nz/assets/Uploads/Planning/District-Plan/PDP-Stage-1-Decisions/Chapters/Chapter-13-Wanaka-Town-Centre.pdf>

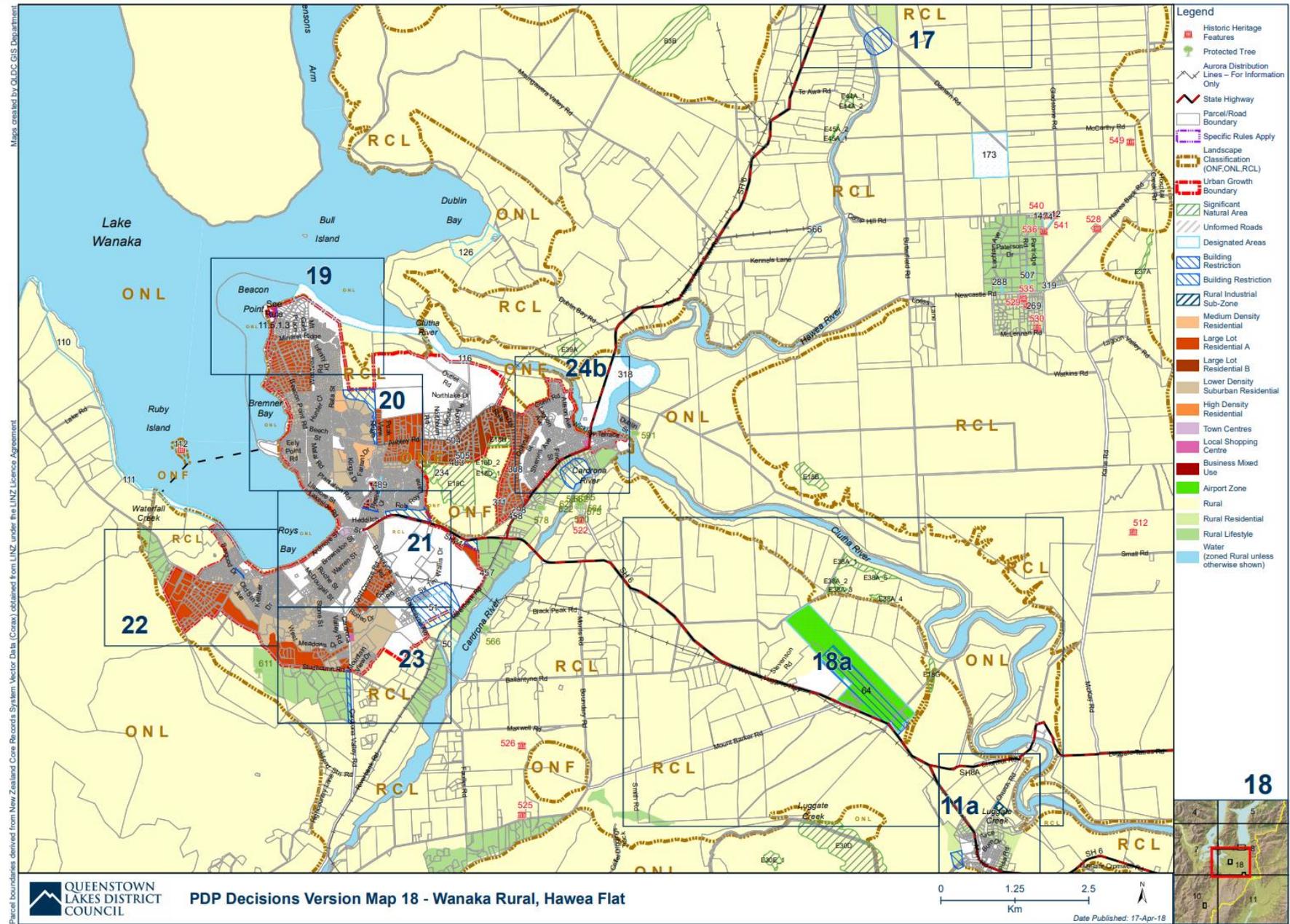


Figure 6 Proposed District Plan (Queenstown Lakes District Council, 2017)

5.2 Land use development

The following is a summary of each of the areas around Wanaka and the potential for growth in the future.

5.2.1 Wanaka Town Centre and surrounding area

The Wanaka Town Centre and the surrounding area is predominantly existing developed residential and commercial areas. The area between the town centre and the golf course is zoned as high density housing, with the majority being low density housing or open spaces. There is scope for some growth in this area under the current planning regulations.

5.2.2 North Wanaka – Beacon Point and Peninsula Bay

North Wanaka is predominantly low density residential with some areas zoned as business zones. East of Beacon Point residential area, there is a significant area of general rural zoned land between Northlake and North Wanaka which would need to change for growth to occur.

5.2.3 South Wanaka – Meadowstone and Rippon

The area south and west of Wanaka is zoned as low density, rural residential and rural most of which is developed. Unless there are zone changes, growth will not be occurring in this direction. There would be some opportunity for existing sections to be sub-divided to drive the future population increase.

5.2.4 Three Parks Zone

The Three Parks zone is a mixed use area that comprises of low and medium residential sub zones. There are approximately 500 residential sections as part of this development. Three Parks also includes tourist and communities facilities subzone, business subzone and a commercial core subzone. The development includes two planned supermarkets, with the first intended to open 2019. The overall development may take 15 years to be fully developed.

5.2.5 Albert Town

Albert town is zoned a township zone that allows for commercial activities, visitor accommodation to be integrated in with low density residential. The Riverside Park subdivision sold out in 2015. There is still capacity with empty sections for housing development that will contribute to an increased population of Albert Town.

5.2.6 Northlake Village

The Environmental Court approved the zone between the Clutha River and Aubrey Road to become a 1,500 home development in 2016. The area is zoned primarily for low density housing. It is anticipated that there will be some commercial development in the subdivision including office spaces and restaurants.

5.2.7 Wanaka Airport

There are currently no scheduled air passenger services flying in and out of Wanaka Airport. In Queenstown, the annual passenger numbers are approximately 2 million into Queenstown Airport with a forecast demand near 7 million. Constraints at Queenstown Airport, regarding flight times, runway lengths, sound restrictions and development space mean capacity constraints for flights could induce demand at Wanaka. The forecast growth in passenger numbers will drive growth in tourism, industrial, and commercial activities.

Recently the airport engaged the community through a series of workshops regarding the expansion of airport (May 2018). There was some support as well as opposition. The expansion would allow the growth of passenger numbers beyond the constraints of Queenstown Airport. The expansion would require the extension of the airport runway as well as the necessary landside infrastructure. The increased passenger numbers will have a significant impact on the transport network for all travel modes. A poll taken at one of the consultation workshops indicated that a majority of the stakeholders present would prefer the airport to allow jet planes.

Commercial airlines have expressed interest in Wanaka Airport significant opportunity for Wanaka to grow its tourism offering if this occurs. This would require significant lengthening of the runway.

5.2.8 Satellite towns

Through workshop discussion, the impact of the satellite towns have on the Wanaka Town Centre needed to be considered. Council planners noted that there is significant growth forecast in the near future outside of the central Wanaka area.

Lake Hawea

Lake Hawea is approximately 15 km from the town centre of Wanaka. There is a proposed new residential sub-division (Special Housing Area) of approximately 400 new residential properties that was approved by Council in June 2018. The development would be situated south of Cemetery Road. Other developments include Sentinel Park, with approximately 300 sections. Many of the future residents will be employed in Wanaka. This will generate a significant number of new road users.

Luggate

Luggate is approximately 15 km south of Wanaka Town Centre and just south of the Airport. There is a mixture of low-density housing zones and some rural residential zoned land. Luggate Heights and Luggate Park are recent low-density developments sold and will have residential development in the future.

Cardrona

Cardrona is currently a small town approximately 25 km south of Wanaka at the base of the ski field. There is a proposed development of 480 mixed-density residential lots, 80-bed four and a half star hotel, and a golf course. The land zoning has changed to a special housing area.

5.2.9 Future Development Summary

There is a significant amount of future residential development to occur in areas that are under construction or residential lots that are sold and yet to be built on. There are satellite towns surrounding Wanaka that will have regular commuters into Wanaka town centre. The population of permanent residents and number of visitors is increasing significantly, which the 2018 Census will confirm. The future development at the airport will also be a key driver for growth and road users of all modes. This in the future have an impact on all modes of travel.

6. Network Operating Framework development

When considering a balanced transport network approach using numerous transport solutions, it is important that there is a consideration of how the different road user groups use the network. As a tourist town, Wanaka Town Centre can see large numbers of pedestrians as well as camper vans and tourist vehicles on top of the 'usual' resident travel patterns.

This Network Operating Framework takes an integrated approach to support master planning, land use and mode prioritisation in Wanaka. Within the study area, it is also important to consider the key factor of variable user numbers, which will affect the way the transport network operates, and its efficiencies.

6.1 Operating Framework Horizon

The Network Operating Framework horizon considers a future point in time based on population and land use growth assumptions to allow consideration of a future aspirational network function. This allows consideration of future changes in land use and growth to encourage forward thinking for network planning avoiding a focus on current challenges only. Development of the strategic road network has this horizon in mind to determine how stakeholders 'aspire' to operate the network. The time horizon reflects a 'step' towards the networks long-term aspiration cognisant of the long-term aspirations.

During the workshop the Otago Regional Council, Queenstown Lakes District Council, New Zealand Transport Agency and other stakeholders agreed that a **5-year aspiration** for the transport network and a **20-year consideration** for land use. The workshop group considered the timeframes appropriate given the rapid current development and pressures on the network. The 5-year timeframe allows focus on significant current changes occurring with the network such as developments outlined in Section 5.2 assumed including:

- Three Parks
- Northlake Village
- Albert Town
- Hawea
- Wanaka Airport
- Growth in events and visitors

The group also acknowledged that the Network Operating Framework was to take into consideration the longer-term (20-year) growth possibilities and land uses to support this growth. This is to reflect how a number of factors can affect the rate of development, in residential and commercial. Transport planning needs to take into consideration any planned future development.

7. Strategic Objectives and Principles

Strategic objectives provide a guideline for the development of a strategic road network. These were established (in draft form) drawing on existing policy and planning goals and visions, and stakeholder knowledge, to develop a common set of Strategic Objectives and Principles for the network. The Strategic Objectives and Principles also considered wider regional objectives.

During the workshop, attendees were involved in an interactive session for each mode to describe what was important to their organisation and the community. The notes and corresponding workshop discussion formed an understanding of the overarching Strategic Objective for each mode and the corresponding Principles. The strategic discussion further refined the Strategic Objectives and Principles for pedestrians, cyclists, public transport, freight, and general traffic. The key output from the discussion included the following points:

- Development of a network to satisfy active transport needs creating an urban network.
- Safety improvements will always be important and considered.
- Develop funding strategy to support needs and access provincial growth fund if possible.
- Strengthening existing network improving connections between key nodes, to and within the Wanaka town centre considered on a mode-by-mode basis.

The key objectives that the stakeholders were targeting as outcomes from the Network Operating Framework discussions were the following:

- Make Wanaka a less car centric place by improving the active mode transport facilities.
- Provide connectivity between the schools and the pool at Three Parks.
- Provide access routes for connections between residential catchments, community facilities/schools and commercial areas.
- Improve connectivity between (and within) Wanaka, Queenstown and Airports.

The Strategic Objectives and Principles frame the aspirations of Queenstown Lakes District Council, Otago Regional Council, and New Zealand Transport Agency and key stakeholders in regards to the operation of the network as it relates to each mode.

The following provides an outline of the key themes, discussions and basis for the formation of each modes Strategic Objectives and corresponding Network Principles. A summary of the Strategic Objectives and Principles is included at the end of the section in Table 2.

7.1 Pedestrians

Wanaka has a walking and cycling plan developed in 2007 that highlighted the missing links that existed at that time. The state highway is a severance between the schools and the new pool/recreation complex. The key themes of the discussion were similar to the cyclist modes. There is a need to connect the town centre, the lakefront, schools and recreation areas. Further, the group considered:

- The importance within town centre areas for pedestrian prioritisation.
- Pedestrian movement be encouraged between key activity areas and destinations, and between town centres, schools, community facilities and residential catchments.

Strategic Objective

A network for pedestrians that provides safe and enjoyable connections within the town centre and direct connections to the lakefront and residential areas.

Principles

Primary pedestrian routes

Provide linkages that enables movements in areas of high amenity and direct connections between schools, town centre and lakefront.

Secondary pedestrian routes

Provide linkages to primary routes from residential and community areas and community recreational facilities.

7.2 Cyclists

The cycling network for the Wanaka is predominantly recreational (including tourist) cycle routes that are separated and unsealed. Some end of trip infrastructure already exists in the form of bike parking. The current car dominance is not the preferred future for Wanaka.

The key theme in discussions revolved around developing a network that was suitable for residents to use for commuting as well as supporting tourist movement between tourist nodes. Stakeholders noted the need to develop a network of cycle infrastructure to connect the wider area (satellite towns of Hawea, Luggate and Cardrona) and tourist routes to the town centre. The need for safe crossing infrastructure for cyclists was emphasised. Discussions re-iterated:

- Community desire for a step-change in active transport and demand for commuter and day-to-day cycling connections.
- Catering for tourism and recreation with links to destinations and attractions.

Strategic Objective

Provide a cycling network for people on bikes as a safe, everyday mode of transport and recreation.

Principles

Primary cycling routes

Provide direct and convenient connections to the town centre, schools, recreational facilities and commercial centres.

Secondary cycling routes

Connect residential catchment routes and other key nodes to primary cycling routes.

7.3 Public Transport

At present, there is no frequent/scheduled public transport in the traditional public transport sense operating in Wanaka. However, currently public transport operates in the form of school buses, tourist buses and shuttle services. The tourist buses provide connections from other regions to Wanaka and to tourist activities, especially between ski fields and the town centre.

Key themes in the discussion included connections with the airport, town centre and the satellite towns. A future system needs to incorporate each of the elements as well as additional public transport supporting tourist activities. School buses were included as public transport. In general, the discussion on public transport considered the need to cater for and consider:

- Coaches and tourism for pick-up/drop-off.
- School buses and routes.
- Longer-term 'traditional' public transport provision.
- Potential public transport hub / connection point for accommodation providers.

Strategic Objective

Provide a connected network for movement of people to and between the town centre, and commercial, residential and tourism areas.

Principles

Primary Public Transport routes

Routes that provide major connections between the airport, suburbs, satellite towns and Wanaka town centre.

Secondary Public Transport routes

Local routes that enable movement of people from commercial centres and the town centre to primary public transport routes (i.e. pick up and drop off points). Including school buses and tourist buses with access to accommodation and ski fields.

7.4 General Traffic

General traffic movements occur on all links throughout the transport network. The workshop discussions recognised that general traffic networks should also allow for other modal networks, create mode choice, and provide safe journeys.

The key theme of the discussion around general traffic in Wanaka is that stakeholders do not want a car dominated town centre. Stakeholders considered that a multi-modal approach was required for the best outcomes. The group noted there is a high proportion of inter-regional movements each day, especially on peak days, that enter and then leave the township as opposed to movements within Wanaka.

Four principles, adopted for general traffic, are in line with application of the Network Operating Framework process. The use of four principles for general traffic (as appose to two for other modes), reflects the level of granularity required to represent and prioritise the different types of general traffic movements through a network.

Strategic Objective

Promote a General Traffic network that compliments other modal networks and promotes inter-modal connectivity. Encourage routes that are safer and more predictable while making trade-offs in areas with high amenity.

Principles

Preferred Traffic routes

Provides for longer distance traffic avoiding areas of high land use conflict.

Traffic routes

Provides for connections between residential catchments and commercial areas, and longer distance general traffic and connectivity to preferred traffic routes.

Local Primary Access routes

Provide access and cross town corridors that connect the town centre, community facilities, schools and localised tourism areas to traffic routes.

Local Secondary Access routes

Local connections that connect parking to enable walking into the centre. Collect and distribute between primary local access routes.

7.5 Freight

The key themes included the discussions revolved around the efficient movement of freight to and from the required destinations along corridors that minimise disruption on active modes and avoid areas that have a potential for land use conflict.

The key industrial areas in Wanaka is off Anderson Road and south of the golf course (including future development at Three Parks). Freight network provision and aspirations are to consider:

- Current, and future, freight distribution hubs (local/regional).
- Town centre serviced by smaller commercial vehicles.
- Freight time-based access restrictions.

Strategic Objective

Promote freight movement on corridors that provide reliable interregional connectivity and access to industrial and commercial areas.

Principles

Primary freight routes

Provide interregional movements avoiding key land use areas of high amenity or community value conflicts with restricted access.

Secondary freight routes

Provide connections linking primary routes to commercial and industrial centres.

Table 2 Wanaka Strategic Objectives and Network Principles Summary

Mode	Strategic Objectives	Network Principles
	<p>A network for pedestrians that provides safe and enjoyable connections within the town centre and direct connections to the lakefront and residential areas.</p>	<p><u>Primary pedestrian routes</u> Provide linkages that enables movements in areas of high amenity and direct connections between schools, town centre and lakefront.</p> <p><u>Secondary pedestrian routes</u> Provide linkages to primary routes from residential and community areas and community recreational facilities.</p>
	<p>Provide a cycling network for people on bikes as a safe, everyday mode of transport and recreation.</p>	<p><u>Primary cycling routes</u> Provide direct and convenient connections to the town centre, schools, recreational facilities and commercial centres.</p> <p><u>Secondary cycling routes</u> Connect residential catchment routes and other key nodes to primary cycling routes.</p>
	<p>Provide a connected network for movement of people to and between the town centre, and commercial, residential and tourism areas.</p>	<p><u>Primary Public Transport routes</u> Routes that provide major connections between the airport, suburbs, satellite towns and Wanaka town centre.</p> <p><u>Secondary Public Transport routes</u> Local routes that enable movement of people from commercial centres and the town centre to primary public transport routes (i.e. pick up and drop off points). Including school buses and tourist buses with access to accommodation and ski fields.</p>
	<p>Promote freight movement on corridors that provide reliable interregional connectivity and access to industrial and commercial areas.</p>	<p><u>Primary freight routes</u> Provide interregional movements avoiding key land use areas of high amenity or community value conflicts with restricted access.</p> <p><u>Secondary freight routes</u> Provide connections linking primary routes to commercial and industrial centres.</p>
	<p>Promote a General Traffic network that compliments other modal networks and promotes inter-modal connectivity. Encourage routes that are safer and more predictable while making trade-offs in areas with high amenity.</p>	<p><u>Preferred Traffic routes</u> Provides for longer distance traffic avoiding areas of high land use conflict.</p> <p><u>Traffic routes</u> Provides for connections between residential catchments and commercial areas, and longer distance general traffic and connectivity to preferred traffic routes.</p> <p><u>Local Primary Access routes</u> Provide access and cross town corridors that connect the town centre, community facilities, schools and localised tourism areas to traffic routes.</p> <p><u>Local Secondary Access routes</u> Local connections that connect parking to enable walking into the centre. Collect and distribute between primary local access routes.</p>

8. Multi-modal network prioritisation

To provide an effective, multi-modal network, a balanced approach takes into account the needs of all transport and road users. A Network Operating Framework takes this approach through development of a strategic road network that defines a roads priority by mode. This moves away from a traditional road hierarchy classification and focuses more on the need to recognise the variety of transport modes, their inter-relationships and the strategic intent for the network. The strategic transport network defines user priority by mode, place and time of day.

Once the strategic road network is established, the network can be input into the SmartRoads Network Operating Framework software tool at a future stage, to provide aspirational performance targets and granular detail on modal priorities. Aspirational performance targets determine the difference between existing and aspirational network performance.

The following section outlines the strategic road networks. Individual maps are in Appendix C.

8.1 Road User Groups

The following road user groups were included mapping the strategic road network:

- Pedestrians and Cyclists
- Public Transport
- General vehicle traffic and freight traffic

During workshops, stakeholders established an aspirational strategic road network for each road user group. The routes established followed the Principles identified earlier in the process.

8.2 Pedestrians

The pedestrian network in line with the defined strategic networks, aims to promote walking as a safe, efficient, enjoyable as an alternative mode to vehicles. It was identified that there needs to be suitable connections between schools, recreational facilities and the residential areas as well as connecting the town centre to the lakefront.

The primary pedestrian routes identified were around the lakefront from Eely Point to Sunrise Bay. All the streets in the town centre are primary routes. The connection to the schools, medical centre from the town centre is also considered primary.

A RV parking facility suggested at the workshop be located near the intersection of Ballantyne Road and Golf Course Road. The pedestrian route from this RV parking location to the town centre is considered to a primary route. The primary route is continued on to the recreational centre at Three Parks.

The secondary routes identified are about connecting tourist destinations. The stakeholders consider the existing shared path from the town centre to Puzzling World and Mount Iron to be a secondary route.

8.3 Cyclists

The cycling strategic network, in line with the Strategic Objective and Principles, aims to promote cycling as an everyday mode choice for transport, recreation, and tourism.

Primary routes in the study area include:

- The lakefront from Beacon Point to Sunrise Bay
- Aubrey Road from Gunn Road to Wanaka Primary School
- Anderson Road
- Wanaka Town Centre to Schools (via Hedditch Street, Lismore Street, through Lismore Park and Totara Terrace)
- Albert town to Wanaka (via Frye Crescent, Sherwin Avenue and separated tracks around Mt Iron and a shared path along SH84)
- Connection from Puzzling World to Wanaka Town Centre via Three Parks, Ballantyne Road and Ardmore Street
- Schools to Three Parks connection (to recreation centre)

Secondary routes in the area include the following:

- Lakeside Drive, from Ardmore Street, and Beacon Point Road to Aubrey Road
- Aubrey Road, from Lakeside Road to Schools
- Connection from Albert Town to Lake Hawea
- Brownston Street
- McDougall Street and Cardrona Valley Road
- Golf Course Road
- Ballantyne Road (from Three Parks to Golf Course Road)

8.4 Public Transport

The existing public transport strategic network aims to promote connectivity and reliability between the town centre and other regions as well as other tourist destinations. The existing network connects residential areas to the schools. The future network is to promote connectivity between residential and commercial catchments. The future selection of routes will support the Primary and Secondary bus routes.

Primary public transport routes are core bus routes that are primarily for inter-regional movements in the Wanaka area. The routes are the following:

- SH84 and SH6 (both Albert Town – Lake Hawea Road and Wanaka – Luggate Highway)
- Brownston Road (Ardmore Street to McDougall Street)
- McDougall Street (from Brownston Street) and Cardrona Valley Road

Secondary routes are for connecting the town centre with tourist activities and connecting the residential catchments with the schools. These routes include the following:

- Wanaka Mount Aspiring Road
- Alison Avenue, Gunn Road and Aubrey Road
- Plantation Road and Kings Drive
- Ballantyne Road to Three Parks

8.5 General Traffic

The general traffic strategic road network developed from the strategic objectives and principles aims to provide a network that complements other modal networks and provides inter-modal, inter-regional and commuter connectivity.

Preferred traffic routes provide for longer distance travel, which avoid land use conflict. In Wanaka, there are two preferred traffic routes:

- Albert Town – Lake Hawea Road (SH6)
- Wanaka – Luggate Highway (SH6)
- It was noted Mount Barker Road is potentially a future high priority traffic corridor based on development around the airport.

Traffic Routes are for longer distance general traffic and connectivity to preferred traffic routes. The routes in the Wanaka area are:

- Wanaka – Luggate Highway (SH84 from Andersons Road to SH6)
- Riverbank Road
- Ballantyne Road
- McDougall Road/Cardrona Valley Road
- Wanaka Mount Aspiring Road

Local Primary Access Routes provide access to/from local destinations within the local area. They may also provide circulation routes/gateways into the activity centre. These routes are:

- Aubrey Road (from Albert Town-Lake Hawea Road to Wanaka Primary School)
- Anderson Road
- Golf Course Road
- Plantation Road (from Anderson Road to Mount Aspiring College)
- Wanaka – Luggate Highway (from Anderson Road to Ardmore Street)
- Brownston Street (Ardmore Street to McDougall Street)

Local Secondary Access Routes collect and distribute between primary local access routes. The routes identified are:

- Plantation Road (from Mt Aspiring College to Beacon Point Road)
- Beacon Point Road (from Plantation Road to Penrith Park Drive)
- Aubrey Road (From Wanaka Primary School to Beacon Point Road)
- New route running in a north-south direction through Three Parks (Sir Tim Wallace Drive)
- New route running in an east-west direction through Three Parks
- New route from Cardrona Valley Road to Three Parks south of Wanaka Medical Centre

8.6 Freight

The freight strategic road network aims to provide connectivity to inter-regional freight routes and industrial and commercial distribution hubs.

Primary Freight Routes facilitate inter-regional trips to Wanaka, these are:

- Albert Town – Lake Hawea Road (SH6 to the West Coast)
- Wanaka Luggate Highway (SH6 to Cromwell)
- SH84 (SH6 to Ardmore Street)
- Ballantyne Road and Riverbank Road (to complete a loop around Three Parks)

Secondary Routes promote inter-regional connectivity between industrial and commercial distribution hubs and to regional links. Secondary routes include Anderson Road to the industrial hub, new routes through Three Parks, Brownston Street and Wanaka Mount Aspiring Road, and Riverbank Road to Cardrona Valley Road.

9. Modal priority conflicts

The following locations are where future conflicts may occur where roads or corridors have several modes competing for priority. This Network Operating Framework does not specifically provide 'solutions' to priority conflict areas, however, the following section discusses how the different modes could be considered when addressing competing demands.

This section is to be read in conjunction with the maps attached in Appendix C.

During the workshop, stakeholders were able to identify where they considered modal conflicts would occur in the future in the Wanaka area based on the emphasis they put on each mode for each transport corridor. The conflicts occur on the roads or corridors that have several modes at a single location. The key conflicts points stakeholders identified are shown in Figure 7 below.

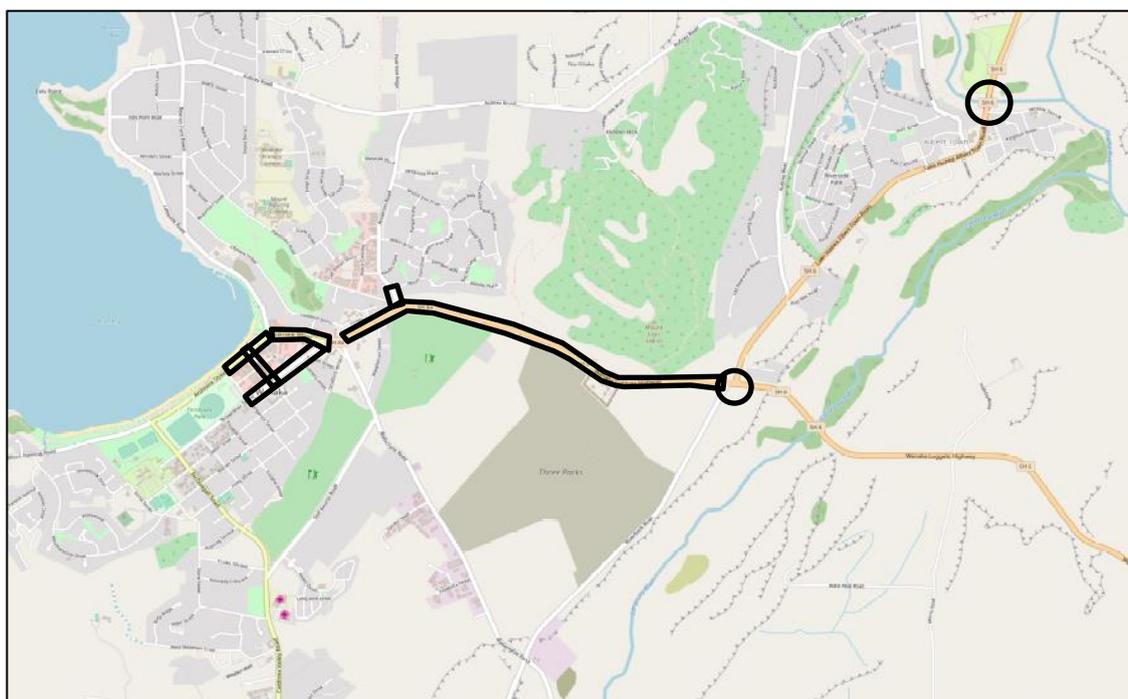


Figure 7: Modal conflict areas

9.1 Town Centre and Lakefront Connection

The stakeholders identified a desire to connect the lakefront to the town centre for pedestrian movements. Ardmore Street has approximately 6,000 vehicles per day that conflicts with pedestrian movement between the town centre and the lakefront. There is a need to continue movements associated with servicing the town and the public transport hub at the I-site location. The parking facility between Ardmore Street and the lakefront also severs the connection. The stakeholders considered the road have a place function, rather than a movement or throughput function. As a result, vehicle movement is not encouraged and instead is for access only.

Stakeholders considered that making Ardmore Street one-way alongside Pembroke Park and altering the road environment between the town centre and the lakefront a shared space or closing the road.

9.2 Ardmore Street – Lakeside Road to SH84

Ardmore Street between Lakeview Drive and State Highway 84 has a conflict between place and throughput. Currently this section of road is the main link into the town for vehicles, while being a primary walking route, with multiple crossing facilities. A significant number of on-street carparks and street facing businesses attract vehicles. These will continue to increase the vehicle count on this road without mechanisms to encourage traffic on alternative routes.

There needs to be higher levels of consideration for active modes on this section of Ardmore Street. The result is that the performance could be affected reduced for general traffic, public transport and freight, however, this is in an area where walking and cycling are considered priority. Some modal conflict may arise in the future affecting how the marina and boat ramps accessed in the future.

9.3 Helwick Street

Stakeholders considered that in the town centre, more emphasis placed to pedestrians and less each of the other modes, especially general traffic. Helwick Street currently has a significant number of vehicles each day, Annual Average Daily Traffic (AADT) of approximately 5,000 and provides a significant number of on-street parks, which would attract a significant number of vehicles. The stakeholders considered that Wanaka be less car-centric and by prioritising pedestrians over vehicles, this achieves that aspiration.

9.4 Brownston Street

Brownston Street is the east-west connection through Wanaka south of the town centre. It is the only existing route, other than Ardmore Street, to connect the west side and the east side of Wanaka. Brownston Street is the edge of the CBD, which means that there will be a conflict between vehicles entering and exiting the town centre and vehicles by passing the town centre.

The route is a primary walking route, primary access general traffic route, secondary freight route, primary public transport route and a secondary cycle route. The removal of vehicular traffic from Ardmore Street between the lakefront and the town centre will exacerbate this issue.

There will be some conflict between all modes on Brownston Street as it has a high number of vehicles per day, approximately 9,000. By reducing the emphasis placed on the general traffic on Ardmore Street, the number of vehicles moving East-West on Brownston Street will also increase.

The adjacent land use to Brownston Street is both residential and commercial. In addition to this is the on-street parking. These land uses are conducive to conflict between the adjacent land use and the roadway. The result is that the throughput may be compromised for all modes.

9.5 State Highway 84 and Three Parks Access

State Highway 84 is the main entrance into Wanaka and the highway prioritises movement, rather than access. The stakeholders identified a need to connect the school to the Three Parks area that includes a pool as well as other facilities. The highway severs the walking connection for pedestrians. There is no existing pedestrian infrastructure along the north side of the highway east of the roundabout at the intersection of Anderson Road. Pedestrian infrastructure should promote pedestrian access and safety while considering impacts on general traffic.

The new school in Three Parks is likely to have pupils that live on the northern side of SH84 and will need to cross SH84 to get to school. The increased development will also likely lead to an increase in traffic volumes on SH84, which in turn will contribute to the severance the highway

causes. The severance also affects the connection between the existing schools and recreation centre in Three Parks.

The preferred cycling route connecting Albert Town and Wanaka crosses from the north side of the highway to the southern side of the highway at a point west of Puzzling World. Conflict will arise between the competing movements with cyclists attempting to cross the road, which is a traffic route and primary freight route.

The shared path on the south side of SH84 from Puzzling World to the town centre is narrow and steep and has potential for conflict between cyclists (primary route) and pedestrians (secondary route). To facilitate and further encourage connections consider improved infrastructure for walking and cycling connections on SH84.

Each of the five modes intersects at the entrance of Three Parks along SH84. The location is a primary route for freight, cyclists and public transport, a secondary route for pedestrians and a traffic route for general traffic. The land use of the Three Parks area will attract all modes that will generate competing demands for access.

9.6 Anderson Road

A short section of Anderson Road, from SH84 to Plantation Road, has with conflicting mode prioritisation. The short section of Anderson Road assigned a Primary Cycle route, a Secondary Freight route and a Local Primary Access Route for General Traffic. The conflict regards the competing needs of each of the travel modes. Constraints on the corridor make the future aspirations to provide for each of the travel modes challenging. The corridor will need to provide freight access to the Anderson Heights Business Park whilst also providing cycling and general traffic facilities for the schools and residential areas.

9.7 SH6, SH84 and Riverbank Road intersection

Each of the non-active modes go through the staggered T-intersection. The route is a primary route for Public Transport and Freight, and a preferred route for General Traffic. This may lead to issues at the intersection in the future. The layout of the intersection may not be suitable for high traffic volumes as they increase in the future, particularly the side roads (SH6 to Hawea and Riverbank Road). The conflicts may result in delays, which could be significant, especially during the peak season and event days.

9.8 Albert Town Bridge

The Albert Town Bridge is a one-lane bridge that crosses the river adjacent to Albert Town. The Road is a primary freight route, a preferred traffic route, a primary Public Transport Route and a secondary cycle route. The growth in Lake Hawea and increasing traffic volume from the West Coast will only exacerbate the issue. Indicative modelling previously has suggested that the level of service will drop reduce during evening peaks. The multiple modes using a one lane bridge is an existing conflict point and will continue to be while each of the modes are emphasised on the bridge.

10. Application of Network Operating Framework

This Network Operating Framework focussed on the development of Strategic Objectives and Principles followed by assigning network priorities. The following outlines the future applications of the Network Operating Framework.

10.1 Town Centre Master Plan and Transport Programme Business Case

Queenstown Lakes District Council have indicated in their ten-year plan that the master planning process for Wanaka town centre is to commence in 2018. A Master Plan for the town centre of Wanaka is expected to be undertaken concurrently with an integrated transport Programme Business Case with a similar geographic scope to this Network Operating Framework. The programme business case and the master plan will need to develop in an iterative manner and incorporate and test elements of the NOF. The programme business case will look at multi-modal interventions as well as travel demand management for a 30-year period.

The Network Operating Framework is a tool that provides the required transport inputs for the masterplan by considering the conflict points on a future aspirational transport network. The outputs indicate which transport corridors are suitable for altering to provide for modes i.e. support a place function, and what roads are required to place an emphasis on throughput to cater for the transport requirements.

10.2 Network Operating Framework lifecycle

This Network Operation Framework is a live document based on the outcome of workshop sessions with stakeholders. This Network Operating Framework will inform strategic planning through Master Planning and Business Cases in the future. Conversely, changes in policy, land use and the network, as well as outcomes from Master Planning and Business Cases may alter thinking will more refined understanding. As such, the Network Operating Framework is live and an iterative approach is undertaken so that the framework compliments and supports outcomes. This may result in changes to primary or secondary routes for modes of transport; however, these would be justified and informed at future stages.

10.3 Network Operating Plans

The Network Operating Framework can assist with the development of Network Operating Plans. These will be relevant to event days occurring in Wanaka, such as Warbirds over Wanaka, Challenge Wanaka, Wanaka Rodeo etc. The Network Operating Plans will be predominantly for the development of traffic management plans on these days for each of the traffic modes, given the required closures for the different events. This could consider strategies such as diverting traffic away from the affected areas.

Appendix A – Strategic Objectives and Principles

Table 3 Wanaka Strategic Objectives and Network Principles

Policy and Planning documentation	Strategic Objectives and Network Principles
<p> Pedestrians</p> <p>Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities. Key Strategic Priorities:</p> <ul style="list-style-type: none"> • Safety • Access <p>Supporting Strategic Priorities:</p> <ul style="list-style-type: none"> • Value for Money • Environment <p>Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:</p> <ul style="list-style-type: none"> • a mode-neutral approach to transport planning and investment decisions • incorporating technology and innovation into the design and delivery of land transport investment • integrating land use and transport planning and delivery <p>Environment in the GPS 2018 supports a mode shift to lower emission forms of transport, including walking, cycling, public transport and lower emission vehicles (such as electric vehicles). It also recognises the public health benefits of reducing harmful transport emissions and increasing uptake of walking and cycling.</p> <p>Access in the GPS 2018 and the increased focus on urban centres is to ensure that transport and land use planning reduces the need to travel by private motor vehicle by supporting a mode shift for trips in urban centres from single occupant private vehicles to more efficient, low cost modes like walking, cycling and public transport.</p> <p>NZTA Statement of Intent 2017-21: This Statement of Intent outlines the Transport Agency’s strategy of working to deliver three big changes that form the foundation of their new direction:</p> <ul style="list-style-type: none"> • One connected transport system: Transform the performance of the land transport system by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone. • People-centred services: Simplify our customers’ lives and our partners’ work with innovative services and experiences that make it easy for them to do what they need to. • Partnerships for prosperity: Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships. <p>These changes have been targeted into eight focus areas that have clear measurable outcomes for customers and New Zealanders:</p> <ul style="list-style-type: none"> • Shape the land transport system • Target rapid growth • Connect and develop regions • Keep people safe • Improve customer experiences • Deliver connected journeys • Achieve Organisational excellence • Transform the Transport Agency <p>Otago Southland Regional Land Transport Plans 2015-2021: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money. Walking, delivering on priorities:</p> <ul style="list-style-type: none"> • Users being able to access the network, in a manner that is convenient and affordable to users and funders. • The network is reliable and resilient, helping community resilience. • The social cost of crashes and accidents is substantially reduced. <p>Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.</p>	<p>A network for pedestrians that provides safe and enjoyable connections within the town centre and direct connections to the lakefront and residential areas.</p> <p><i>Primary pedestrian* routes:</i> Provide linkages that enables movements in areas of high amenity and direct connections between schools, town centre and lakefront.</p> <p><i>Secondary pedestrian* routes:</i> Provide linkages to primary routes from residential and community areas and community recreational facilities</p> <p>* Pedestrian network principles consider all forms of active travel (e.g. mobility scooters, running, walking) with the exception of cycling.</p>

Otago Regional Council Annual Plan 2017 – 2018: Our transport activities contribute to the following community outcomes. *The environmental, economic, social, cultural needs of the Otago people are met.*

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.
- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.
- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2017-18: Our long-term council outcome is to provide high performing infrastructure and services that: meet current and future user needs and are fit for purpose, are cost effective and efficiently managed on a full life-cycle basis, and are affordable for the District.

Queenstown Lakes District Council 10-Year Plan 2018-28 Consultation Document: The 10-Year Plan outlines one of the big issues facing the district is maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka.

The ten-year plan specifically states a Wanaka Masterplan as being Big Issue #4. The response will include parking solutions, public transport, shared vehicle and pedestrian access areas, alternative transport methods, and civic facilities and routes such as dedicated cycle pathways. An investigation for the development of a Wanaka Town Centre Masterplan is underway to help address the town's predicted growth. This plan is in the early stages of development but it has been recognised that it delivers a strategic and connected approach to the Wanaka Active Travel Plan, the Wanaka Lakefront Development and Wanaka Parking Projects. The final Wanaka Lakefront Development Plan is due to start to be implemented in 2018 and is based on four big moves: enhancing the ecology, providing continuous access, improving landuse and providing a range of facilities and activities. It aims to address poor ecology which is highly modified, lack of continuous access for pedestrians, disconnection from the town centre and dominance of parking along the lake edge.

Queenstown Lakes District Council 10-Year Plan 2015-25 Volume 1: The Council provides a road and footpath network that accommodates seasonal and future growth.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

Queenstown Lakes District Council Transport Strategy Summary 2016: Queenstown town centre transport strategy- Preserve and improve resident and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

Wanaka Transportation and Parking Strategy 2008: The Wanaka Transportation and Parking Strategy seeks to contribute to the regional and national objectives for transport and, with particular regard to Wanaka:

- improve the urban environment around the town centre and lake front
- plan an appropriate transport network to cater for future growth, while maintaining the character of Wanaka and encouraging the use of sustainable modes
- plan for appropriate parking provisions, particularly within and around the town centre.

The Wanaka transportation and parking strategy will be implemented over a twenty-year period. As well as setting out the future roading network and parking facilities for Wanaka, the Strategy relies on measures that will influence the use of a wider range of transport modes. The Strategy therefore also seeks to improve public transport, cycling and walking choices, as well as raising high public awareness and buy-in to these transport options.

Wanaka Structure Plan Review 2007: Community outcomes for Wanaka are outlined in this plan as:

- Managing growth in a way that protects the landscape and the environment
- A vital town centre servicing the daily needs of Wanaka
- A connected settlement that is easy to get around by foot and cycle
- Grow the strength of our economy
- Provide infrastructure for a growing population
- Protect rural character

Draft Queenstown Lakes District on foot, by cycle strategy 2008: The council's strategy is in line with the national vision. *A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment.* The broad outcomes sought by this strategy are to see more people walking and cycling and greater satisfaction within the community with the ease, safety and security of walking and cycling in the district. If these things are achieved, a positive contribution is being made to the quality of the district as a place to live and visit.

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten year Plan 2015-2025.



Cyclists

Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities.

Key Strategic Priorities:

- Safety
- Access

Supporting Strategic Priorities:

- Value for Money
- Environment

Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

NZTA Statement of Intent 2017-21:

This Statement of Intent outlines the Transport Agency's strategy of working to deliver three big changes that form the foundation of their new direction:

- One connected transport system: Transform the performance of the land transport system by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
- People-centred services: Simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to.
- Partnerships for prosperity: Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

These changes have been targeted into eight focus areas that have clear measurable outcomes for customers and New Zealanders:

- Shape the land transport system
- Target rapid growth
- Connect and develop regions
- Keep people safe
- Improve customer experiences
- Deliver connected journeys
- Achieve Organisational excellence
- Transform the Transport Agency

Otago Regional Council Long Term Plan 2015 – 2025: ORC continues to manage the provision of public passenger transport services for Dunedin and Queenstown. The aim is to ensure a viable, quality service is delivered that will attract patronage growth and which will be affordable for passengers and ratepayers alike.

Otago Southland Regional Land Transport Plans 2015-2021: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

Cycling, delivering on priorities:

- Users are able to access the network, in a manner that is convenient and affordable to users and funders.
- The network is reliable and resilient, helping community resilience.
- The social cost of crashes and accidents is substantially reduced.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Annual Plan 2017 – 2018: Our transport activities contribute to the following community outcomes. *The environmental, economic, social, cultural needs of the Otago people are met.*

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

Provide a cycling network for people on bikes as a safe, everyday mode of transport and recreation.

Primary cycle routes: Provide direct and convenient connections to the town centre, schools, recreational facilities and commercial centres.

Secondary cycle routes: Connect residential catchment routes and other key nodes to primary cycling routes.

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.
- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.
- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2017-18: Our long-term council outcome is to provide high performing infrastructure and services that: meet current and future user needs and are fit for purpose, are cost effective and efficiently managed on a full life-cycle basis, and are affordable for the District.

Queenstown Lakes District Council 10-Year Plan 2018-28 Consultation Document: The 10-Year Plan outlines one of the big issues facing the district is maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka. The ten-year plan specifically states a Wanaka Masterplan as being Big Issue 4. The response will include parking solutions, public transport, shared vehicle and pedestrian access areas, alternative transport methods, and civic facilities and routes such as dedicated cycle pathways.

Queenstown Lakes District Council 10-Year Plan 2015-25 Volume 1: The Council provides a road and footpath network that accommodates seasonal and future growth.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

Queenstown Lakes District Council Transport Strategy Summary 2016: Queenstown town centre transport strategy- Preserve and improve resident and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

Wanaka Transportation and Parking Strategy 2008: The Wanaka Transportation and Parking Strategy seeks to contribute to the regional and national objectives for transport and, with particular regard to Wanaka:

- improve the urban environment around the town centre and lake front
- plan an appropriate transport network to cater for future growth, while maintaining the character of Wanaka and encouraging the use of sustainable modes
- plan for appropriate parking provisions, particularly within and around the town centre.

The Wanaka transportation and parking strategy will be implemented over the next twenty years. As well as setting out the future roading network and parking facilities for Wanaka, the Strategy relies on measures that will influence the use of a wider range of transport modes. The Strategy therefore also seeks to improve public transport, cycling and walking choices, as well as raising high public awareness and buy-in to these transport options.

Wanaka Structure Plan Review 2007: Community outcomes for Wanaka are:

- Managing growth in a way that protects the landscape and the environment
- A vital town centre servicing the daily needs of Wanaka
- A connected settlement that is easy to get around by foot and cycle
- Grow the strength of our economy
- Provide infrastructure for a growing population
- Protect rural character

Draft Queenstown Lakes District on foot, by cycle strategy 2008: The council's strategy is in line with the national vision. *A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment.* The broad outcomes sought by this strategy are to see more people walking and cycling and greater satisfaction within the community with the ease, safety and security of walking and cycling in the district. If these things are achieved, a positive contribution is being made to the quality of the district as a place to live and visit.

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.

Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten Year Plan 2015-2025.



Public Transport

Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities.

Key Strategic Priorities:

- Safety
- Access

Supporting Strategic Priorities:

- Value for Money
- Environment

Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

The National Infrastructure Plan: A public transport system that is robust and effective and offers a range of user options that will attract a greater percentage of long term users.

NZTA Statement of Intent 2017-21:

This Statement of Intent outlines the Transport Agency's strategy of working to deliver three big changes that form the foundation of their new direction:

- One connected transport system: Transform the performance of the land transport system by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
- People-centred services: Simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to.
- Partnerships for prosperity: Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

These changes have been targeted into eight focus areas that have clear measurable outcomes for customers and New Zealanders:

- Shape the land transport system
- Target rapid growth
- Connect and develop regions
- Keep people safe
- Improve customer experiences
- Deliver connected journeys
- Achieve Organisational excellence
- Transform the Transport Agency

Otago Regional Council Long Term Plan 2015 – 2025: ORC continues to manage the provision of public passenger transport services for Dunedin and Queenstown. The aim is to ensure a viable, quality service is delivered that will attract patronage growth and which will be affordable for passengers and ratepayers alike.

Otago Regional Public Transport Plan 2014: Regional Public Transport Plan ('Plan') sets out priorities and needs for public transport services and infrastructure in Otago. The plan details:

Provide a connected network for movement of people to and between the town centre, and commercial, residential and tourism areas.

Primary public transport routes: Routes that provide major connections between the airport, suburbs, satellite towns and Wanaka town centre.

Secondary public transport routes: Local routes that enable movement of people from commercial centres and the town centre to primary public transport routes (i.e. pick up and drop off points). Including school buses and tourist buses with access to accommodation and ski fields.

- public transport services available in the region
- policies that apply to those services
- information and infrastructure that supports those services.

The Plan encourages ORC, district/city councils (within regional boundary), and bus operators, to work together to meet the needs of Otago passenger transport customers. For public transport services in Otago, ORC expect:

- coordinated public transport services
- that good service reliability, frequency, coverage, and integration between services will encourage more users
- that the public transport market will enable operators to compete for services, increasing your confidence in services being priced appropriately
- to incentivise operators to increase patronage and reduce the reliance on government money for public transport services
- planning and procurement of public transport services to be transparent.

Otago Southland Regional Land Transport Plans 2015-2021: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

Public passenger transport (scheduled/unscheduled services, taxis, shuttles, private hire), delivering on priorities:

- Users are able to access the network, in a manner that is convenient and affordable to users and funders.
- The network is reliable and resilient, helping community resilience.
- Value for money.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Annual Plan 2017 – 2018: Our transport activities contribute to the following community outcomes. *The environmental, economic, social, cultural needs of the Otago people are met.*

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.
- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.
- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2017-18: Our long-term council outcome is to provide high performing infrastructure and services that: meet current and future user needs and are fit for purpose, are cost effective and efficiently managed on a full life-cycle basis, and are affordable for the District.

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Queenstown Lakes District Council 10-Year Plan 2015-25 Volume 1: The Council provides a road and footpath network that accommodates seasonal and future growth.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
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Wanaka Transportation and Parking Strategy 2008: The Wanaka Transportation and Parking Strategy seeks to contribute to the regional and national objectives for transport and, with particular regard to Wanaka:

- improve the urban environment around the town centre and lake front
- plan an appropriate transport network to cater for future growth, while maintaining the character of Wanaka and encouraging the use of sustainable modes
- plan for appropriate parking provisions, particularly within and around the town centre.

The Wanaka transportation and parking strategy will be implemented over the next twenty years. As well as setting out the future roading network and parking facilities for Wanaka, the Strategy relies on measures that will influence the use of a wider range of transport modes. The Strategy therefore also seeks to improve public transport, cycling and walking choices, as well as raising high public awareness and buy-in to these transport options.

Wanaka Structure Plan Review 2007: Community outcomes for Wanaka are:

- Managing growth in a way that protects the landscape and the environment
- A vital town centre servicing the daily needs of Wanaka
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- Grow the strength of our economy
- Provide infrastructure for a growing population
- Protect rural character

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

To meet this vision and new business model QLDC through this Business Case Approach Activity Management Plan (BCA AMP) must:

- Monitor, address and embed growth in all transport activities
- Focus on customer journeys, from origin to destination, that span across network boundaries and modes. To this end, it will be the catalyst to more collaborative working arrangements across the Otago/Southland region, and with other transport providers such as NZ Transport Agency (NZTA) State Highways, Queenstown Airport Corporation (QAC) and Otago Regional Council (ORC)
- Enable customers to better assess service delivery options and their costs against the nationally consistent customer outcomes of the ONRC in an appropriate way for the QLDC network
- Demonstrate where QLDC's network performance and cost of delivery sits on a comparative basis to similar networks i.e. self-benchmarking analysis
- Use the Business Case Approach (BCA) and the ONRC framework to provide Councillors and co-investors a more consistent and coherent platform for decision making
- Further develop robust evidence-based cases for investment, ensuring understanding of the asset lifecycle, the costs and options
- Enhance its capability to deliver greater value for money from its existing infrastructure assets, and give greater consideration to customer focussed transport solutions for future customers
- Demonstrate best practice activity management that addresses the principles of the business case approach supported by good practice asset management.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Ensuring that roads are able to be the primary corridor for all other infrastructure needs. For example water, sewerage, telecommunications and energy.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

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Freight

Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities.

Key Strategic Priorities:

- Safety
- Access

Supporting Strategic Priorities:

- Value for Money
- Environment

Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

The National Infrastructure Plan

- A network of priority roads that will improve journey time and reliability, and ease severe congestion, boosting the growth potential of key economic areas and improving transport efficiency, road safety and access to markets.
- A rail system that enables the efficient movement of freight and complements other modes of passenger transport and freight movement.
- Sea and air ports that are linked to the overall transport network to support efficient nationwide movement of passengers, domestic goods and exports and imports and are able to respond to technological changes and changing international safety and security standards.

Vision: By 2030 New Zealand's infrastructure is resilient and coordinated and contributes to economic growth and increased quality of life.

NZTA Statement of Intent 2017-21:

This Statement of Intent outlines the Transport Agency's strategy of working to deliver three big changes that form the foundation of their new direction:

- One connected transport system: Transform the performance of the land transport system by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
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Freight – road, rail, delivering on priorities:

- Transport services and infrastructure support economic productivity and growth.
- Users are able to access the network, in a manner that is convenient and affordable to funders and users.
- The network is reliable and resilient.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Annual Plan 2017 – 2018: Our transport activities contribute to the following community outcomes. *The environmental, economic, social, cultural needs of the Otago people are met.*

Promote freight movement on corridors that provide reliable interregional connectivity and access to industrial and commercial areas.

Primary Freight Routes: Provide interregional movements avoiding key land use areas of high amenity or community value conflicts with restricted access.

Secondary Freight Routes: Provide connections linking primary routes to commercial and industrial centres.

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
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Approach:

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Outcome sought:

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- Focus on customer journeys, from origin to destination, that span across network boundaries and modes. To this end, it will be the catalyst to more collaborative working arrangements across the Otago/Southland region, and with other transport providers such as NZ Transport Agency (NZTA) State Highways, Queenstown Airport Corporation (QAC) and Otago Regional Council (ORC)
- Enable customers to better assess service delivery options and their costs against the nationally consistent customer outcomes of the ONRC in an appropriate way for the QLDC network
- Demonstrate where QLDC's network performance and cost of delivery sits on a comparative basis to similar networks i.e. self-benchmarking analysis
- Use the Business Case Approach (BCA) and the ONRC framework to provide Councillors and co-investors a more consistent and coherent platform for decision making
- Further develop robust evidence-based cases for investment, ensuring understanding of the asset lifecycle, the costs and options
- Enhance its capability to deliver greater value for money from its existing infrastructure assets, and give greater consideration to customer focussed transport solutions for future customers
- Demonstrate best practice activity management that addresses the principles of the business case approach supported by good practice asset management.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Ensuring that roads are able to be the primary corridor for all other infrastructure needs. For example water, sewerage, telecommunications and energy.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten year Plan 2015-2025.



General traffic

Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities.

Key Strategic Priorities:

- Safety
- Access

Supporting Strategic Priorities:

- Value for Money
- Environment

Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

The National Infrastructure Plan: A flexible and resilient transport system that offers greater accessibility and can respond to changing patterns in demand by maintaining and developing the capacity of the network. Improved operational management practice and the use of demand management tools especially in urban areas experiencing significant growth.

A network of priority roads that will improve journey time and reliability, and ease severe congestion, boosting the growth potential of key economic areas and improving transport efficiency, road safety and access to markets.

Transport vision: A transport sector that supports economic growth by achieving efficient and safe movement of freight and people.

NZTA Statement of Intent 2017-21:

This Statement of Intent outlines the Transport Agency's strategy of working to deliver three big changes that form the foundation of their new direction:

- One connected transport system: Transform the performance of the land transport system by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
- People-centred services: Simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to do.
- Partnerships for prosperity: Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

These changes have been targeted into eight focus areas that have clear measurable outcomes for customers and New Zealanders:

- Shape the land transport system
- Target rapid growth
- Connect and develop regions
- Keep people safe
- Improve customer experiences
- Deliver connected journeys
- Achieve Organisational excellence
- Transform the Transport Agency

Otago Regional Council Long Term Plan 2015 – 2025: ORC continues to manage the provision of public passenger transport services for Dunedin and Queenstown. The aim is to ensure a viable, quality service is delivered that will attract patronage growth and which will be affordable for passengers and ratepayers alike.

Otago Southland Regional Land Transport Plans 2015-2021: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

Private motor vehicles and shared transport, delivering on priorities:

- Users are able to access the network, in a manner that is convenient and affordable to users and funders
- The network is reliable and resilient, helping community resilience.
- The social cost of crashes (and any accidents on the roadway) is substantially reduced.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Promote a General Traffic network that compliments other modal networks and promotes inter-modal connectivity. Encourage routes that are safer and more predictable while making trade-offs in areas with high amenity.

Preferred Traffic Routes: Provides for longer distance traffic avoiding areas of high land use conflict.

Traffic Routes: Provides for connections between residential catchments and commercial areas, and longer distance general traffic and connectivity to preferred traffic routes.

Local Primary Access Routes: Provide access and cross town corridors that connect the town centre, community facilities, schools and localised tourism areas to traffic routes.

Local Secondary Access Routes: Local connections that connect parking to enable walking into the centre. Collect and distribute between primary local access routes.

Otago Regional Council Annual Plan 2017 – 2018: Our transport activities contribute to the following community outcomes. *The environmental, economic, social, cultural needs of the Otago people are met.*

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.
- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.
- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2017-18: Our long-term council outcome is to provide high performing infrastructure and services that: meet current and future user needs and are fit for purpose, are cost effective and efficiently managed on a full life-cycle basis, and are affordable for the District.

Queenstown Lakes District Council 10-Year Plan 2018-28 Consultation Document: The 10-Year Plan outlines one of the big issues facing the district is maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka.

The ten-year plan specifically states a Wanaka Masterplan as being Big Issue 4. The response will include parking solutions, public transport, shared vehicle and pedestrian access areas, alternative transport methods, and civic facilities and routes such as dedicated cycle pathways.

Queenstown Lakes District Council 10-Year Plan 2015-25 Volume 1: The Council provides a road and footpath network that accommodates seasonal and future growth.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

Queenstown Lakes District Council Transport Strategy Summary 2016: Queenstown town centre transport strategy- Preserve and improve resident and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

Wanaka Transportation and Parking Strategy 2008: The Wanaka Transportation and Parking Strategy seeks to contribute to the regional and national objectives for transport and, with particular regard to Wanaka:

- improve the urban environment around the town centre and lake front
- plan an appropriate transport network to cater for future growth, while maintaining the character of Wanaka and encouraging the use of sustainable modes
- plan for appropriate parking provisions, particularly within and around the town centre.

The Wanaka transportation and parking strategy will be implemented over the next twenty years. As well as setting out the future roading network and parking facilities for Wanaka, the Strategy relies on measures that will influence the use of a wider range of transport modes. The Strategy therefore also seeks to improve public transport, cycling and walking choices, as well as raising high public awareness and buy-in to these transport options.

Wanaka Structure Plan Review 2007: Community outcomes for Wanaka are:

- Managing growth in a way that protects the landscape and the environment
- A vital town centre servicing the daily needs of Wanaka
- A connected settlement that is easy to get around by foot and cycle
- Grow the strength of our economy
- Provide infrastructure for a growing population
- Protect rural character

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

To meet this vision and new business model QLDC through this Business Case Approach Activity Management Plan (BCA AMP) must:

- Monitor, address and embed growth in all transport activities
- Focus on customer journeys, from origin to destination, that span across network boundaries and modes. To this end, it will be the catalyst to more collaborative working arrangements across the Otago/Southland region, and with other transport providers such as NZ Transport Agency (NZTA) State Highways, Queenstown Airport Corporation (QAC) and Otago Regional Council (ORC)
- Enable customers to better assess service delivery options and their costs against the nationally consistent customer outcomes of the ONRC in an appropriate way for the QLDC network
- Demonstrate where QLDC's network performance and cost of delivery sits on a comparative basis to similar networks i.e. self-benchmarking analysis
- Use the Business Case Approach (BCA) and the ONRC framework to provide Councillors and co-investors a more consistent and coherent platform for decision making
- Further develop robust evidence-based cases for investment, ensuring understanding of the asset lifecycle, the costs and options
- Enhance its capability to deliver greater value for money from its existing infrastructure assets, and give greater consideration to customer focussed transport solutions for future customers
- Demonstrate best practice activity management that addresses the principles of the business case approach supported by good practice asset management.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Ensuring that roads are able to be the primary corridor for all other infrastructure needs. For example water, sewerage, telecommunications and energy.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten-Year Plan 2015-2025.

Appendix B – Proposed District Plan Maps

PDP Decisions Version:

Map 8 – Wanaka Rural, Hawea Rural, John's Creek (Inset)

Map 11 – Mt Pisa, Luggate (Inset)

Map 17 – Hawea

Map 18a – Wanaka Airport

Map 18 – Wanaka Rural, Hawea Flat

Map 19 – Beacon Point

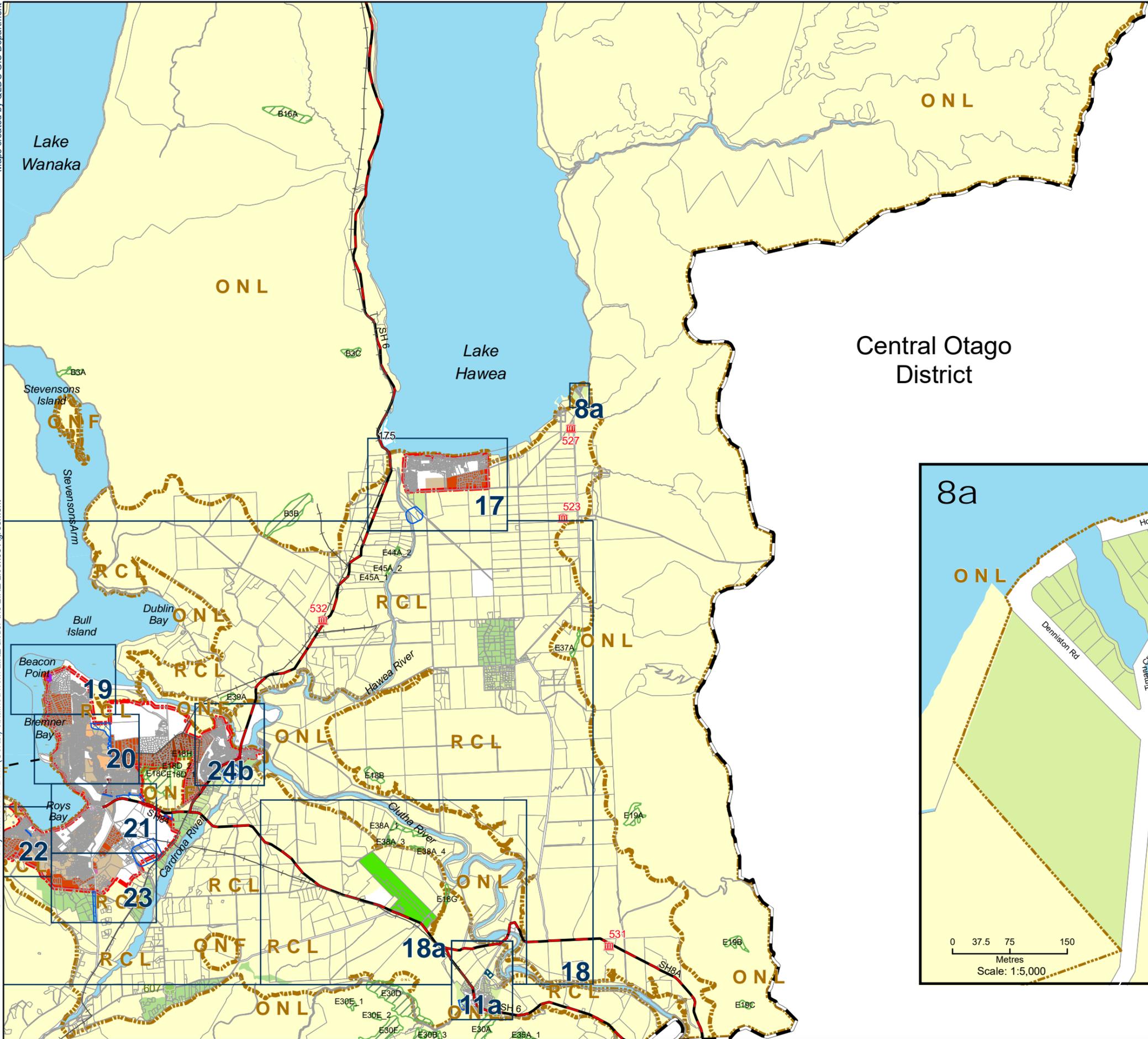
Map 20 – Wanaka

Map 21 – Wanaka Central

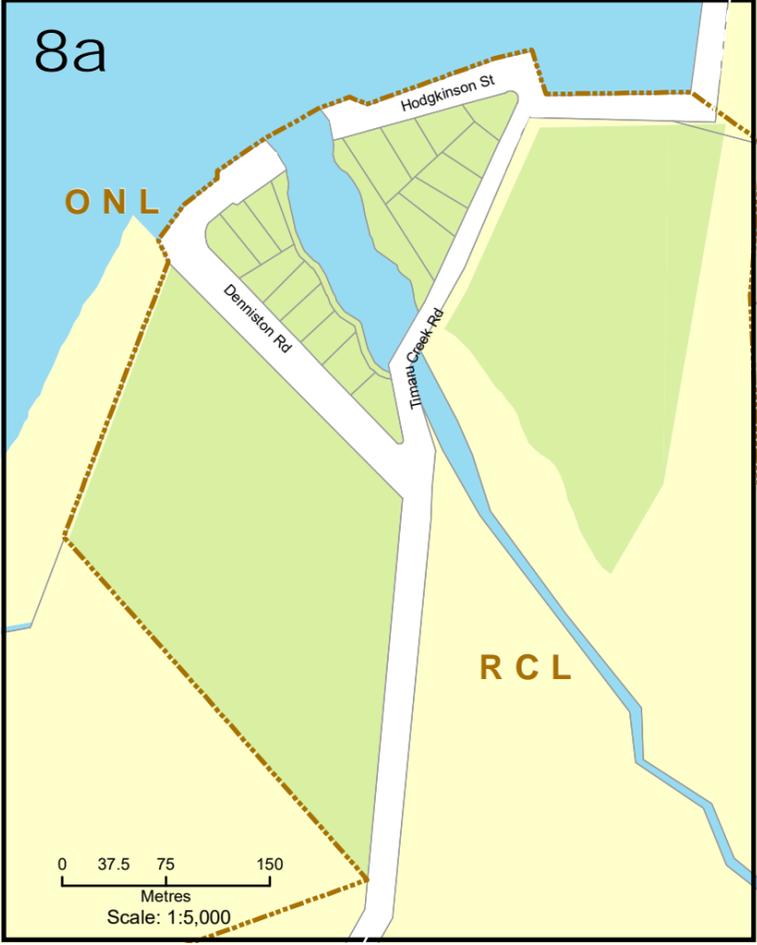
Map 22 – Wanaka (West)

Map 23 – Wanaka Rural

Map 24 – Cardrona, Albert Town

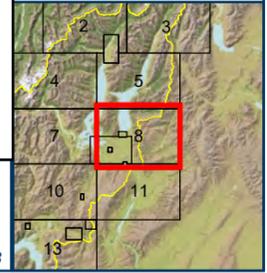


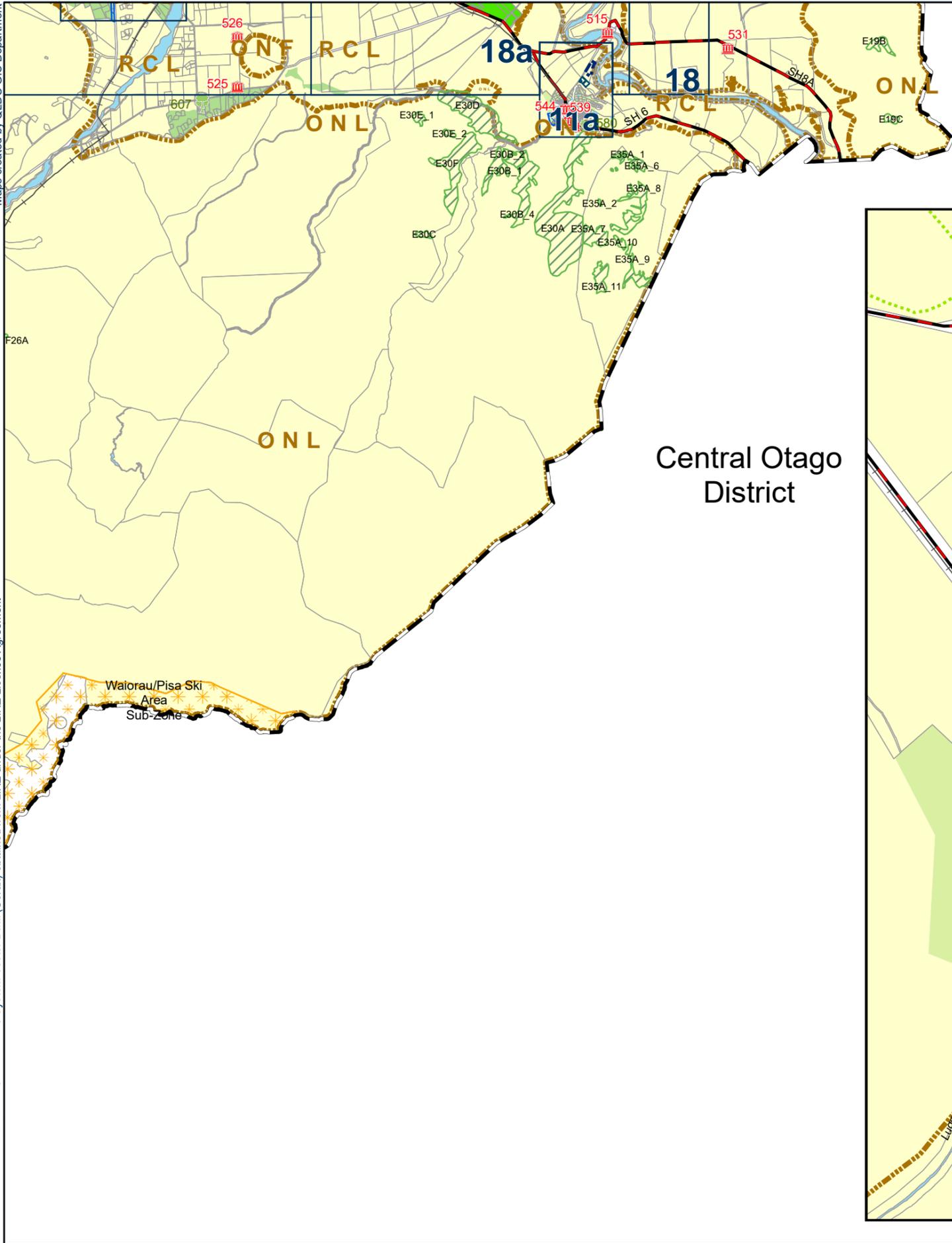
Central Otago District



- Legend**
- Historic Heritage Features
 - Protected Tree
 - Aurora Distribution Lines - For Information Only
 - State Highway
 - Parcel/Road Boundary
 - Specific Rules Apply
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Territorial Authority Boundary
 - Significant Natural Area
 - Unformed Roads
 - Building Restriction
 - Rural Industrial Sub-Zone
 - Medium Density Residential
 - Large Lot Residential A
 - Large Lot Residential B
 - Lower Density Suburban Residential
 - High Density Residential
 - Town Centres
 - Local Shopping Centre
 - Business Mixed Use
 - Airport Zone
 - Rural
 - Rural Residential
 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)

8



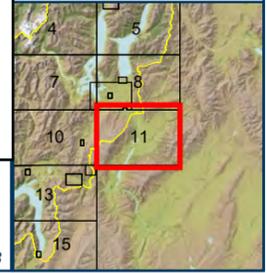


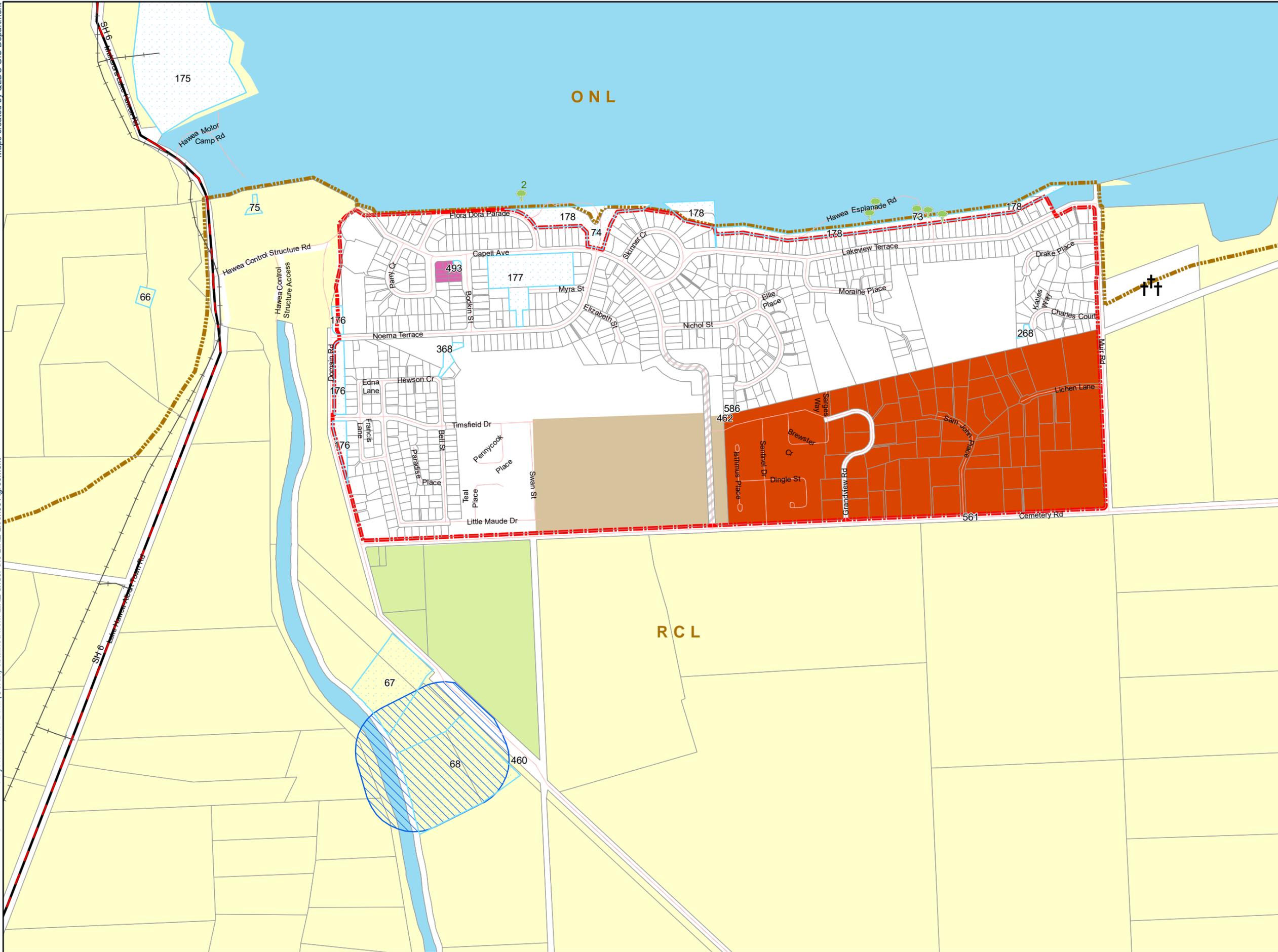
Central Otago District



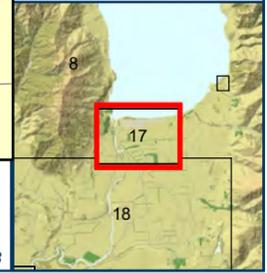
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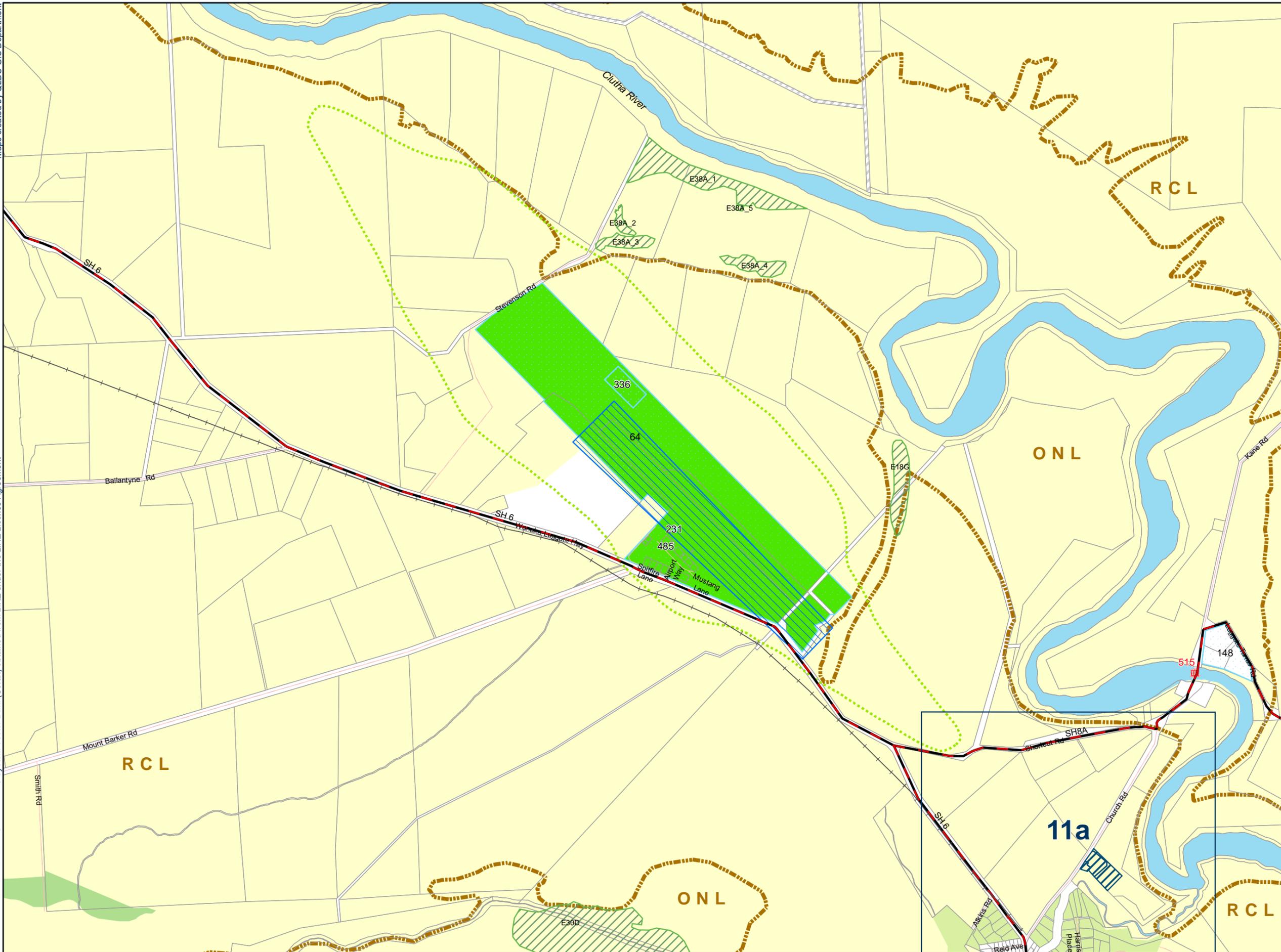
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 - Significant Natural Area
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Ski Area Sub-Zone
 - Rural Industrial Sub-Zone
 - Closed Landfill
 - Airport Zone
 - Rural
 - Rural Residential
 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)





- Legend**
- Open Cemetery
 - Protected Tree
 - Aurora Distribution Lines – For Information Only
 - Roads
 - State Highway
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Unformed Roads
 - Designated Areas
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 - Lower Density Suburban Residential
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 - Rural
 - Rural Residential
 - Water (zoned Rural unless otherwise shown)





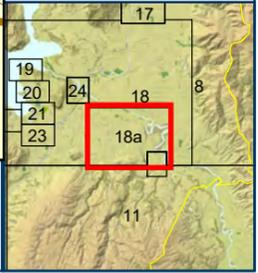
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 - Wanaka Airport Outer Control Boundary
 - Roads
 - State Highway
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Significant Natural Area
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 - Building Restriction
 - Rural Industrial Sub-Zone
 - Airport Zone
 - Rural
 - Rural Residential
 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)



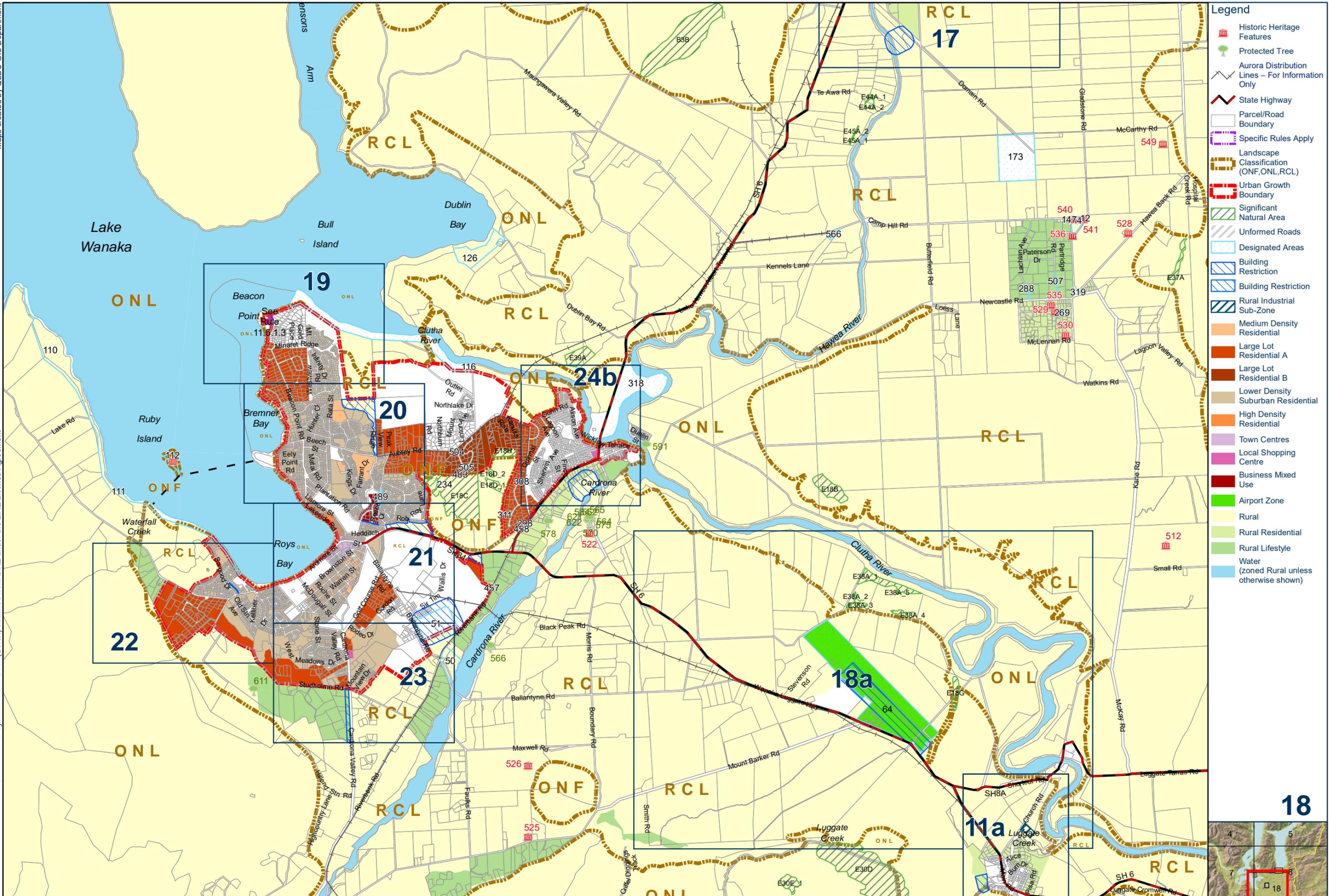
PDP Decisions Version Map 18a - Wanaka Airport



Date Published: 17-Apr-18



18a



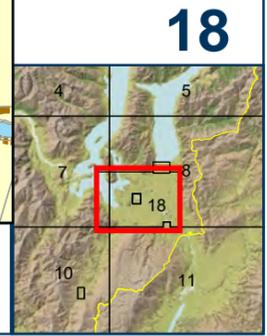
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 - Urban Growth Boundary
 - Significant Natural Area
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Building Restriction
 - Rural Industrial Sub-Zone
 - Medium Density Residential
 - Large Lot Residential A
 - Large Lot Residential B
 - Lower Density Suburban Residential
 - High Density Residential
 - Town Centres
 - Local Shopping Centre
 - Business Mixed Use
 - Airport Zone
 - Rural
 - Rural Residential
 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)

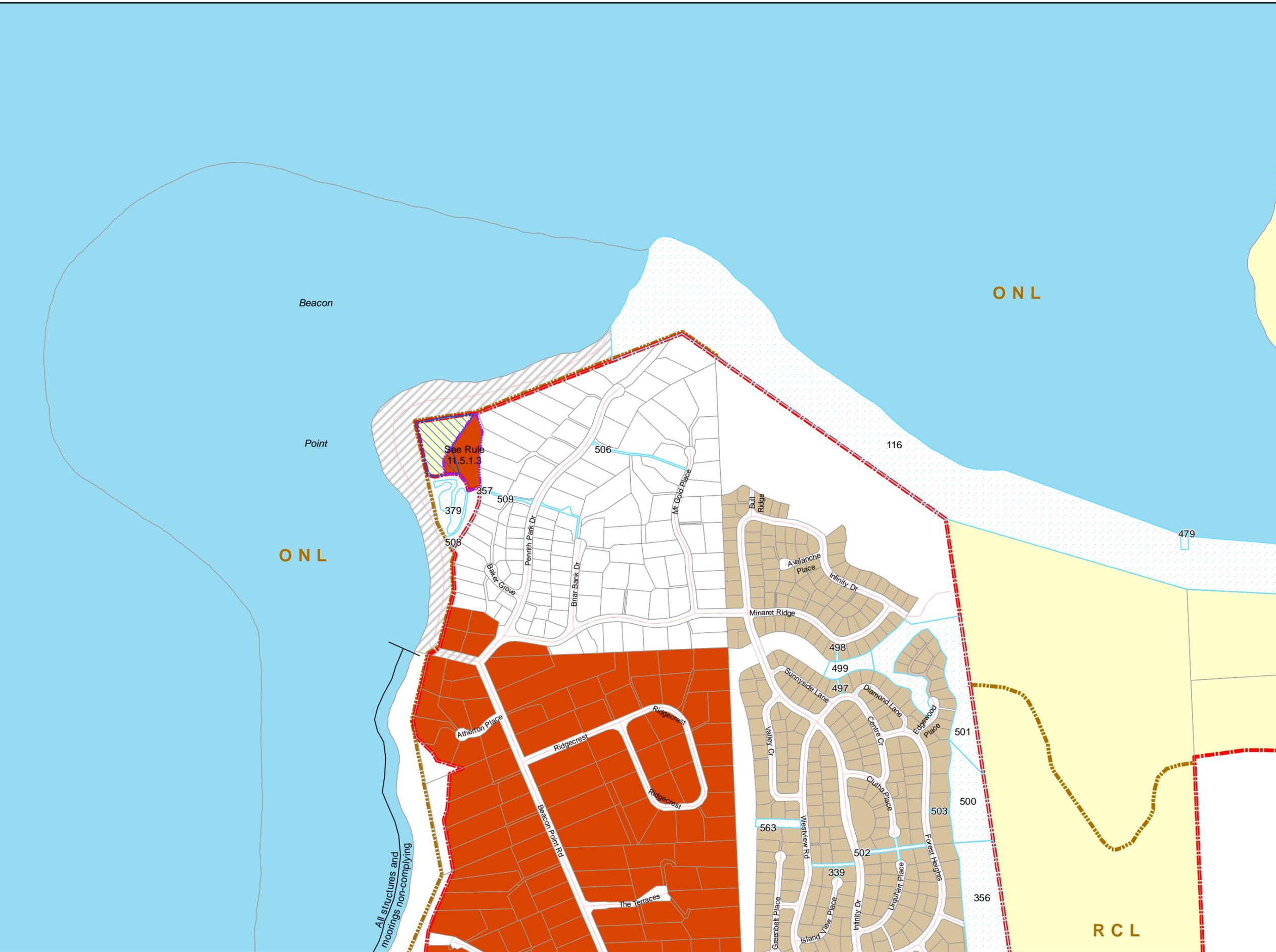


PDP Decisions Version Map 18 - Wanaka Rural, Hawea Flat



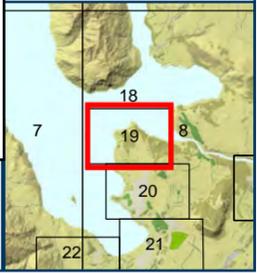
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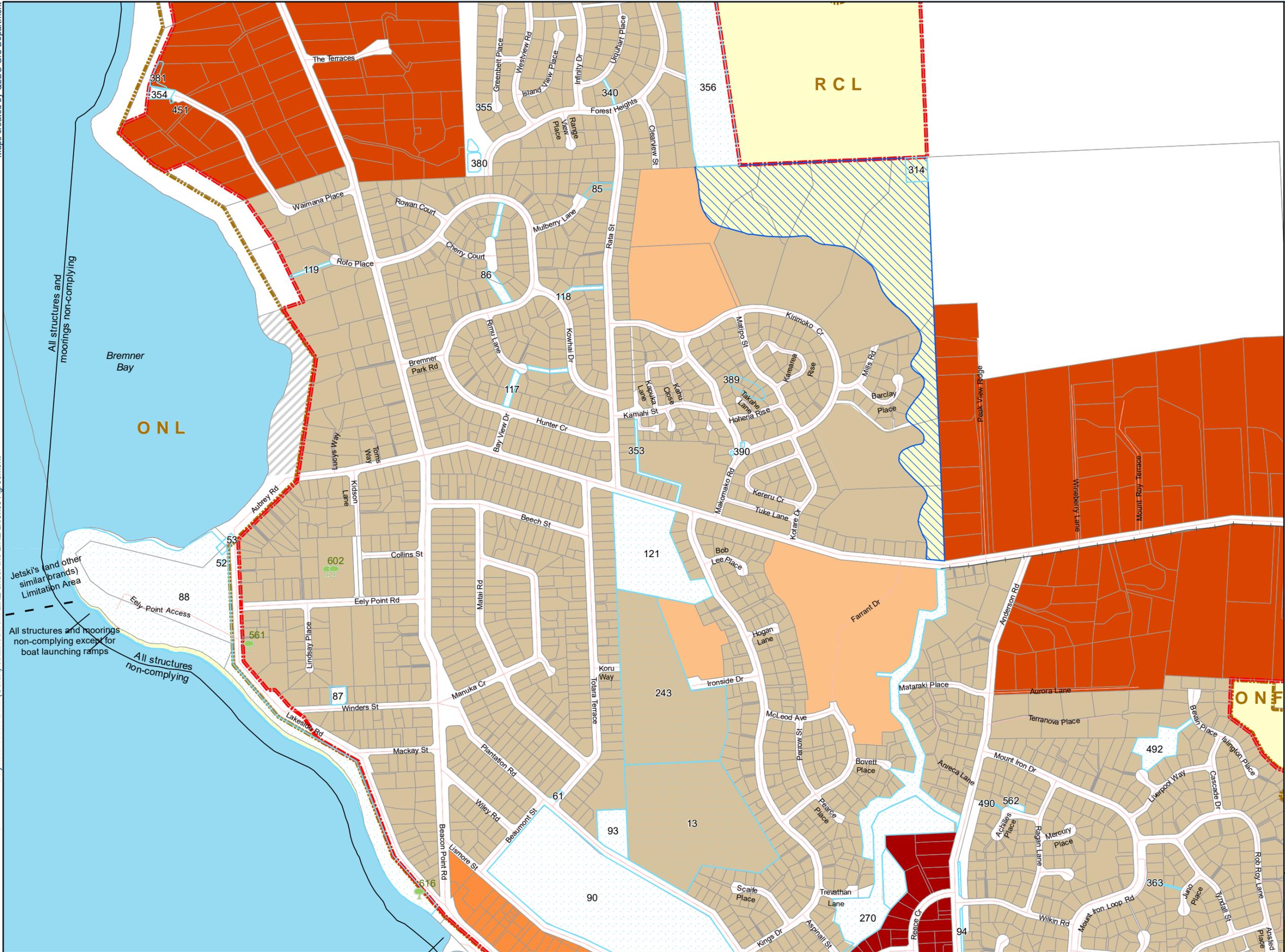




- Legend**
- Roads
 - Parcel/Road Boundary
 - Specific Rules
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Large Lot Residential A
 - Lower Density Suburban Residential
 - Rural (zoned Rural unless otherwise shown)
 - Water

19





- Legend**
- Protected Tree
 - Aurora Distribution Lines - For Information Only
 - Roads
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Medium Density Residential
 - Large Lot Residential A
 - Lower Density Suburban Residential
 - High Density Residential
 - Business Mixed Use
 - Rural
 - Water (zoned Rural unless otherwise shown)

All structures and moorings non-complying

Bremner Bay
ONL

Jetski's and other similar brands Limitation Area

All structures and moorings non-complying except for boat launching ramps

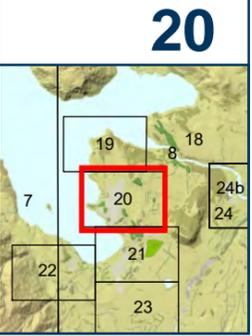
All structures non-complying



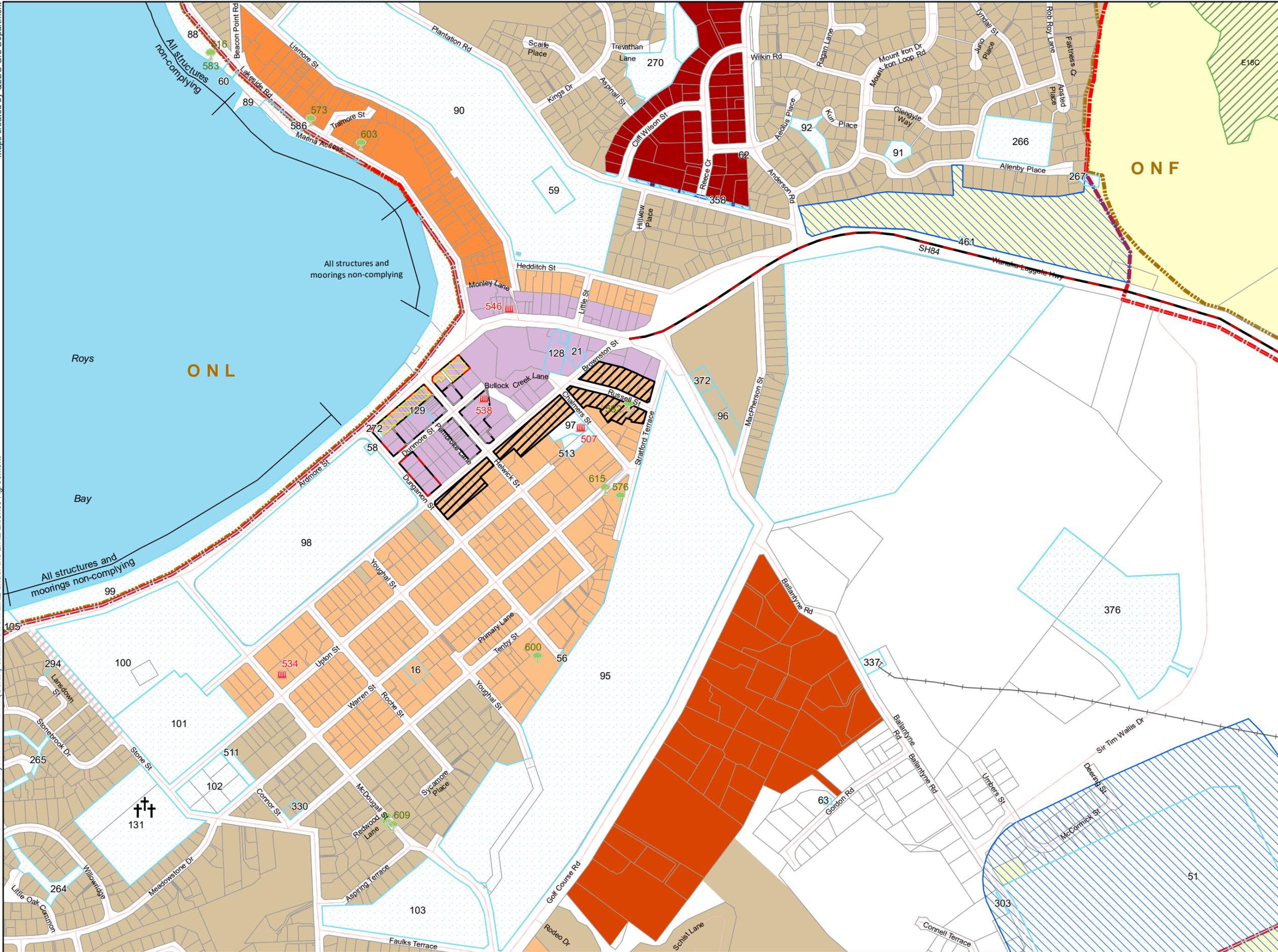
PDP Decisions Version Map 20 - Wanaka



Date Published: 17-Apr-18

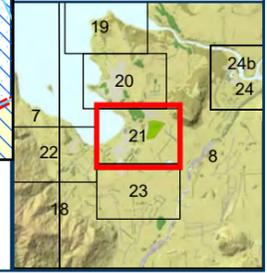


20



- Legend**
- Open Cemetery
 - Historic Heritage Features
 - Protected Tree
 - Aurora Distribution Lines - For Information Only
 - Roads
 - State Highway
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Significant Natural Area
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Town Centre Transition Overlay
 - Town Centre Entertainment Precinct Overlay
 - Town Centre Height Precinct P1
 - Town Centre Height Precinct P2
 - Medium Density Residential
 - Large Lot Residential A
 - Lower Density Suburban Residential
 - High Density Residential
 - Town Centres
 - Business Mixed Use
 - Rural
 - Water (zoned Rural unless otherwise shown)

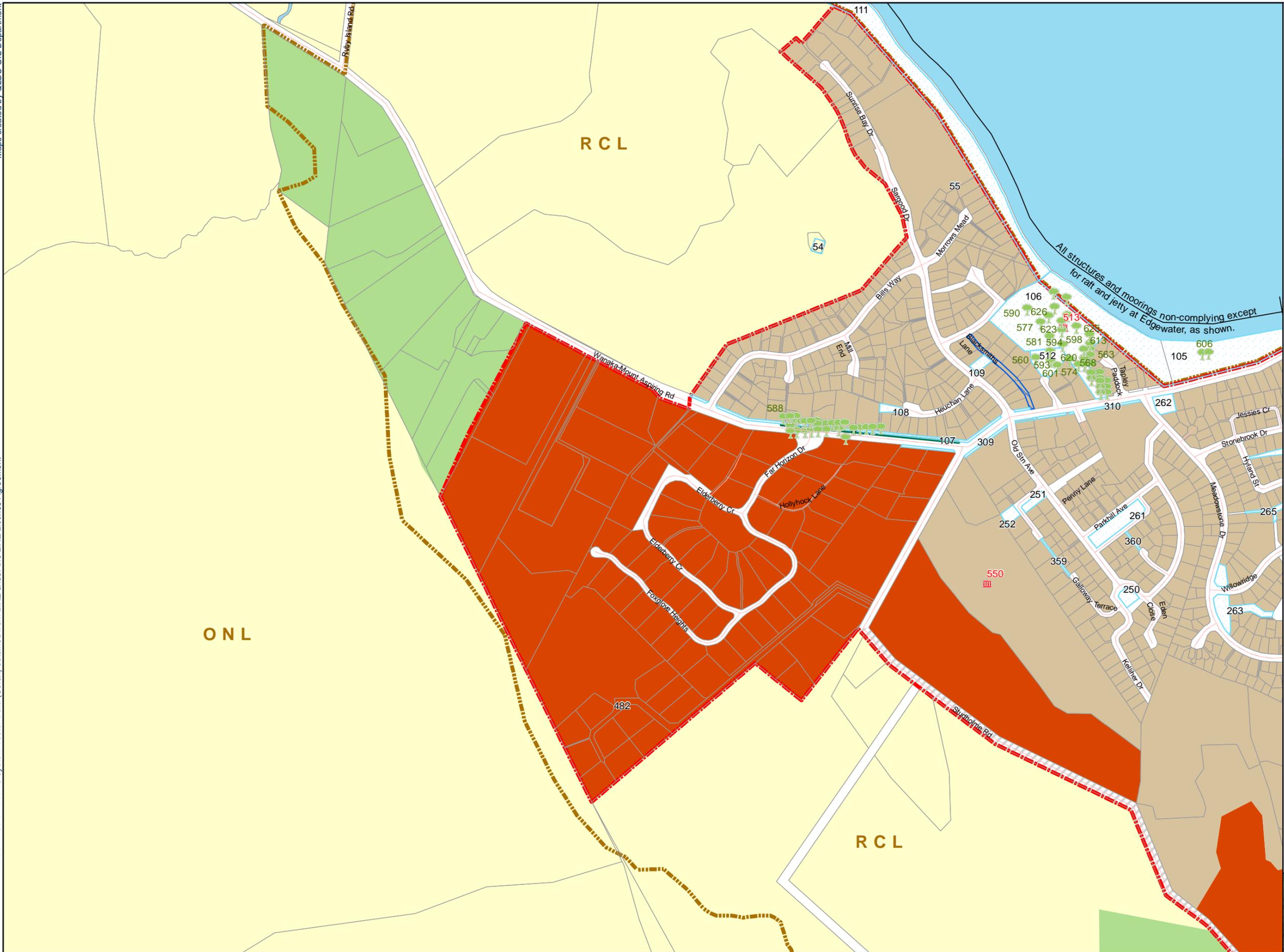
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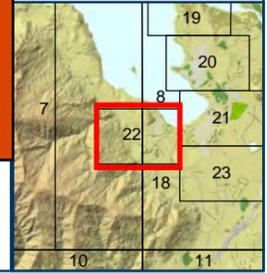
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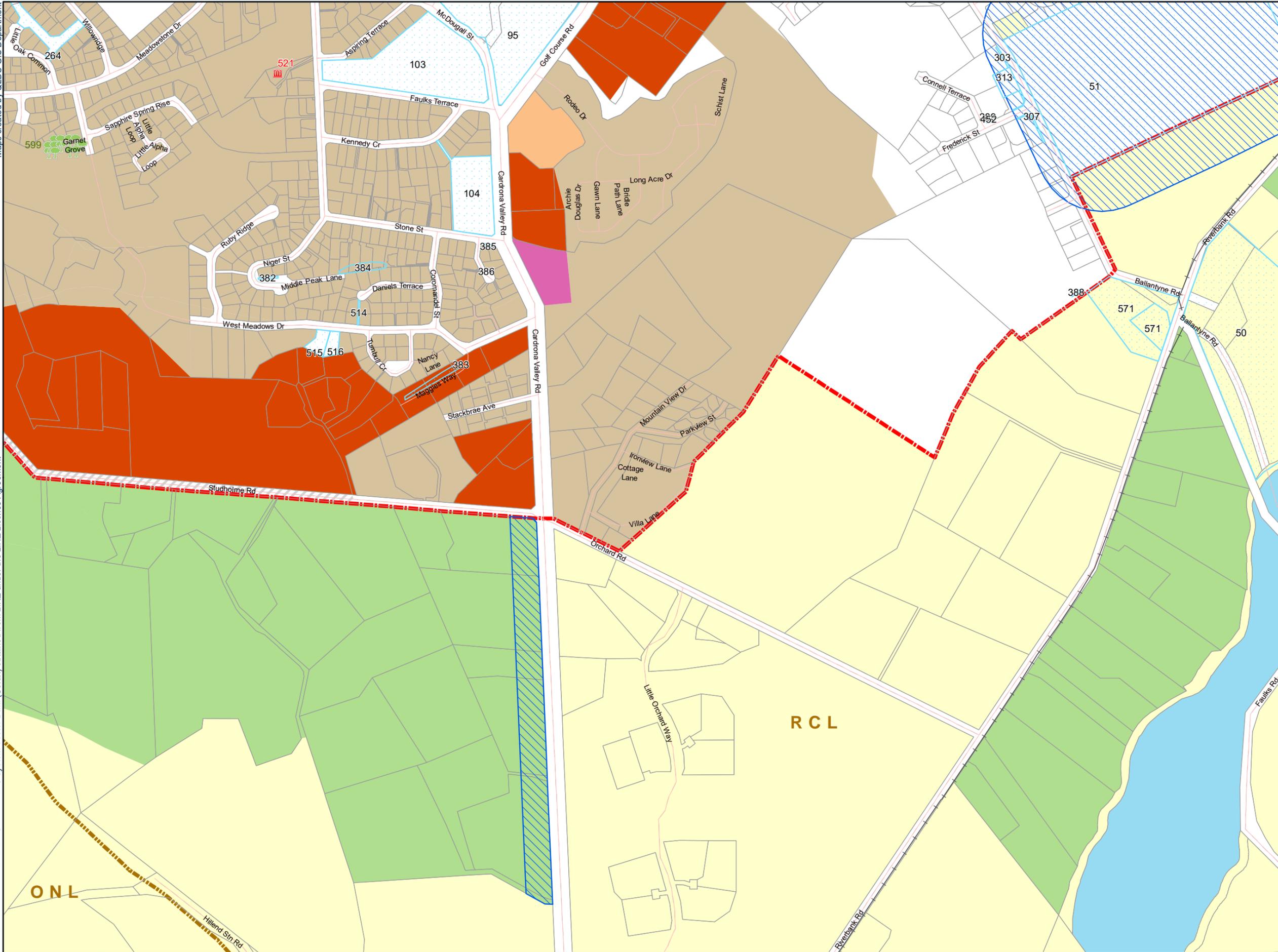


Date Published: 18-Apr-18



- Legend**
- Historic Heritage Features
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 - Roads
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
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 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Large Lot Residential A
 - Lower Density Suburban Residential
 - Rural
 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)





- Legend**
- Historic Heritage Features
 - Protected Tree
 - Aurora Distribution Lines – For Information Only
 - Roads
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Unformed Roads
 - Designated Areas
 - Building Restriction
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 - Local Shopping Centre
 - Rural
 - Rural Residential
 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)

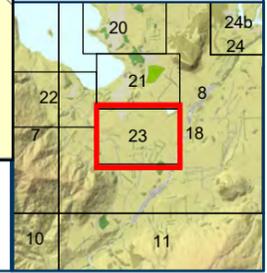
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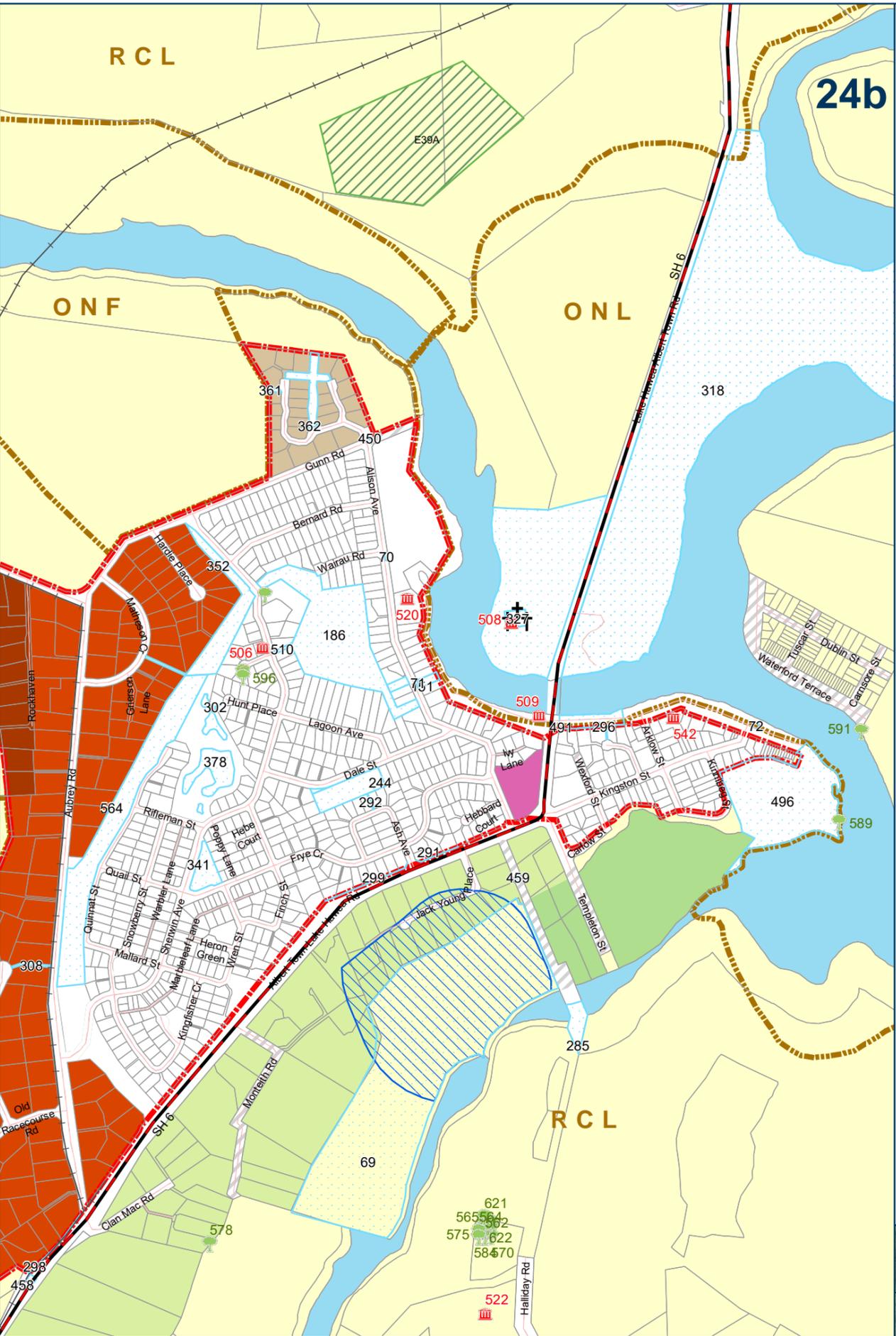
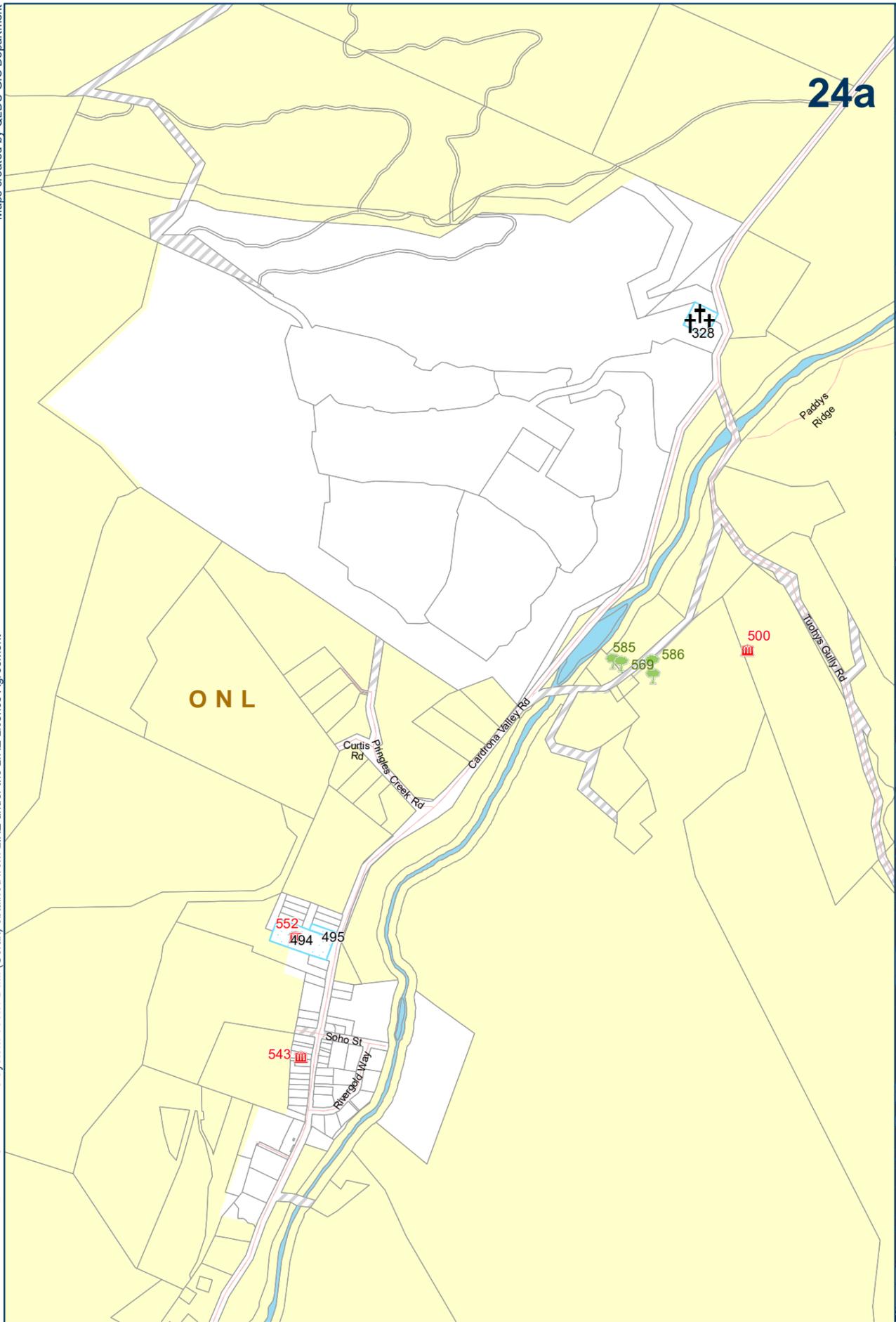
RCL

23



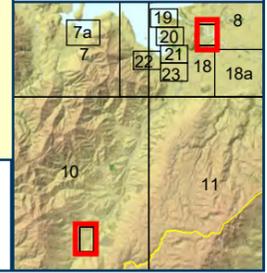
PDP Decisions Version Map 23 - Wanaka Rural



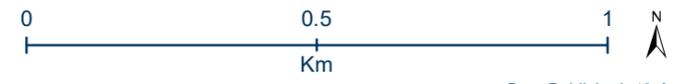


- Legend**
- Open Cemetery
 - Historic Heritage Features
 - Protected Tree
 - Aurora Distribution Lines - For Information Only
 - Roads
 - State Highway
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Significant Natural Area
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Large Lot Residential A
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 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)

24

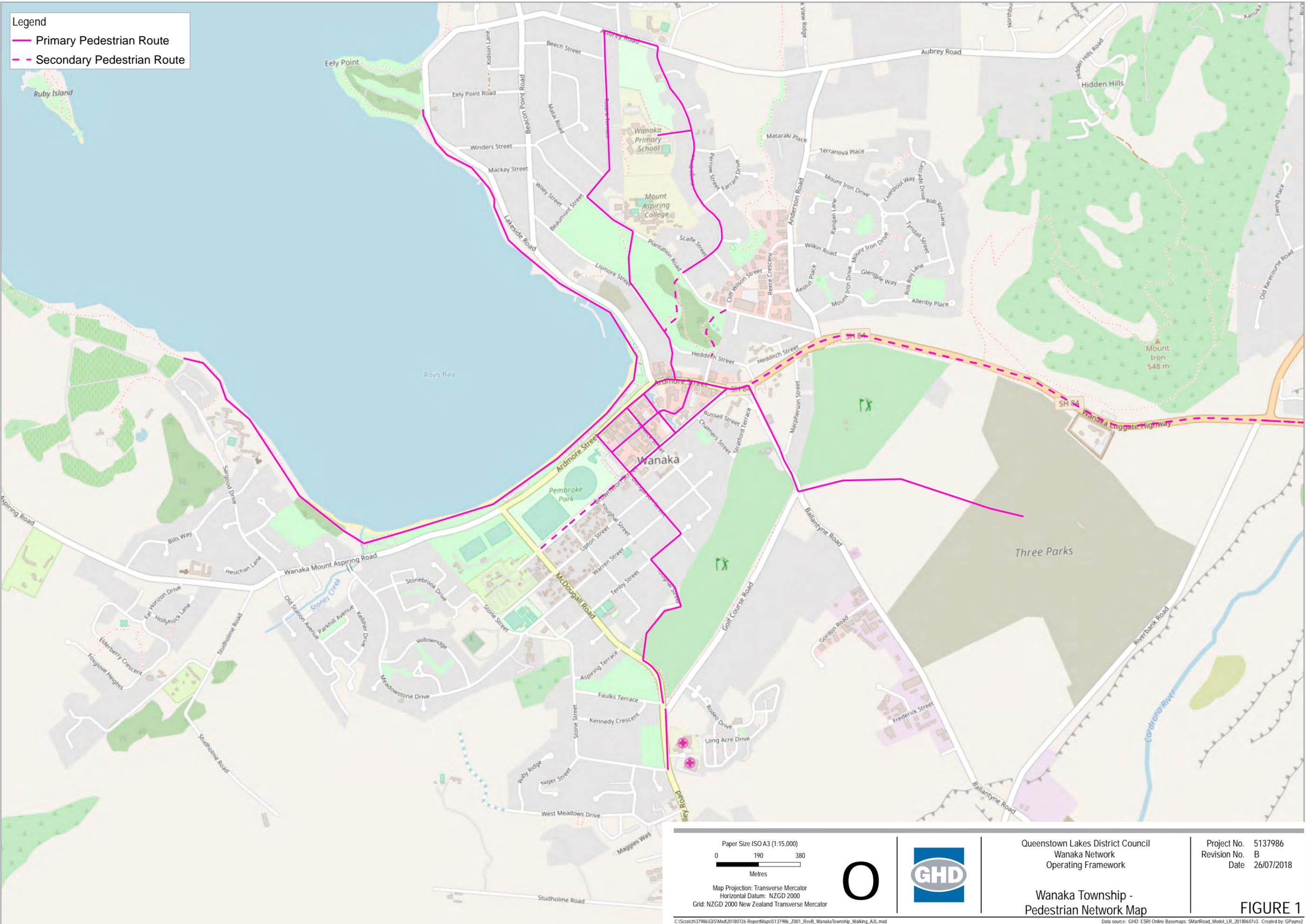


PDP Decisions Version Map 24 - Cardrona, Albert Town



Date Published: 18-Apr-18

Appendix C – Strategic Network Maps



Legend
 — Primary Pedestrian Route
 - - Secondary Pedestrian Route

Paper Size ISO A3 (1:15,000)
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Map Projection: Transverse Mercator
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 Grid: NZGD 2000 New Zealand Transverse Mercator



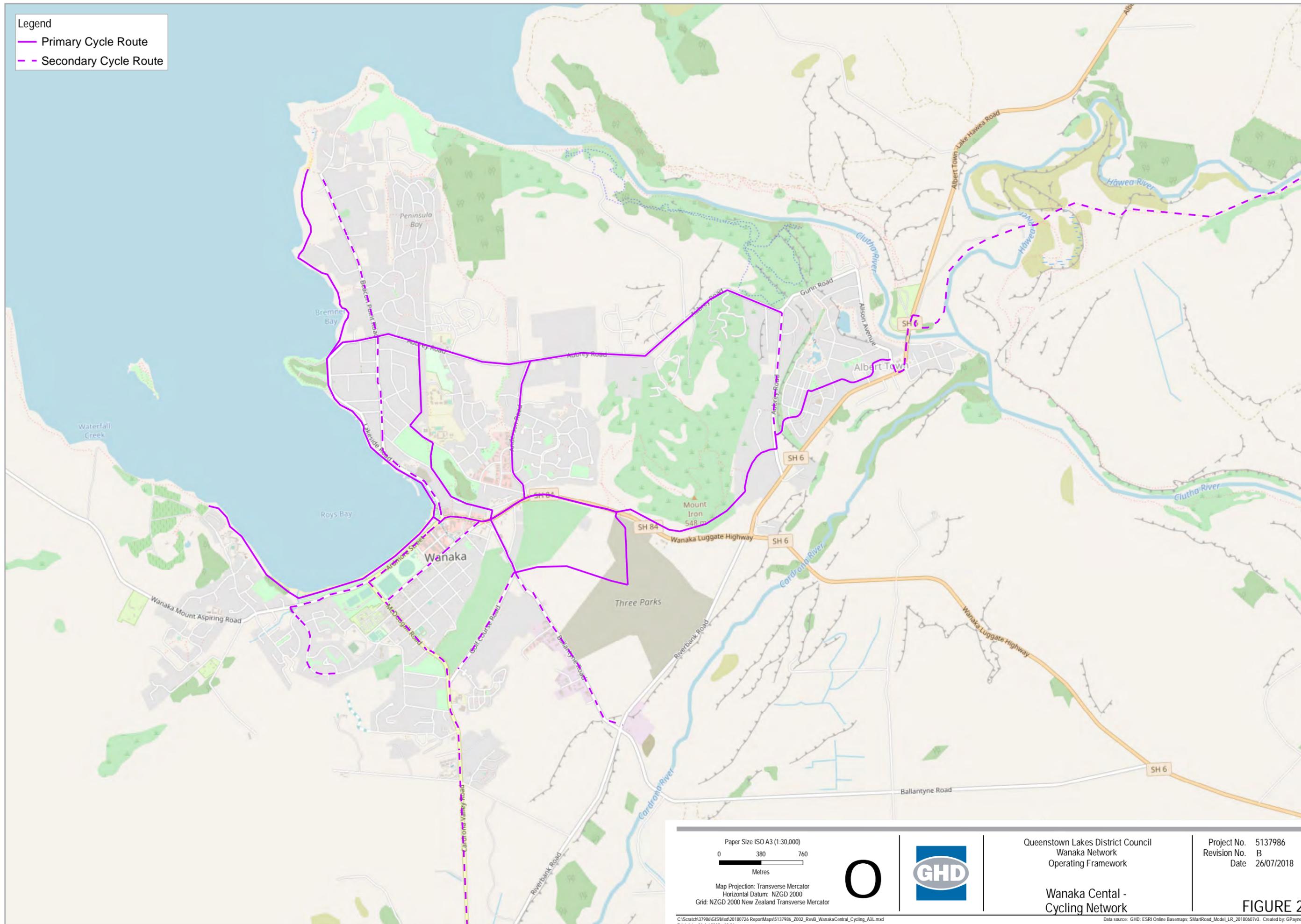
Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

Project No. 5137986
 Revision No. B
 Date 26/07/2018

Wanaka Township -
 Pedestrian Network Map

FIGURE 1

- Legend
- Primary Cycle Route
 - Secondary Cycle Route



Paper Size ISO A3 (1:30,000)

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Map Projection: Transverse Mercator
Horizontal Datum: NZGD 2000
Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
Wanaka Network
Operating Framework

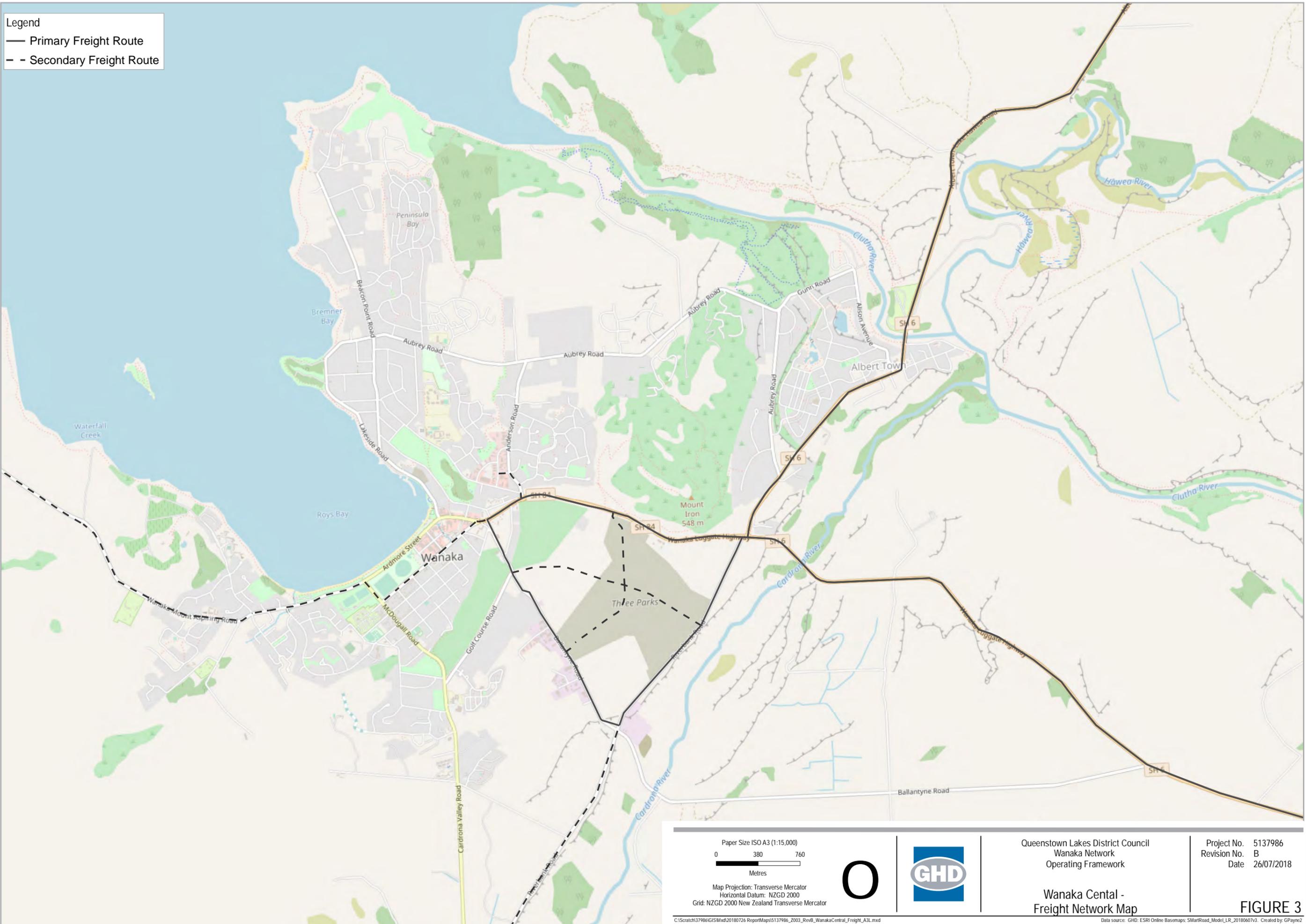
Project No. 5137986
Revision No. B
Date 26/07/2018

Wanaka Central -
Cycling Network

FIGURE 2

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Print date: 26 Jul 2018 - 12:06
Data source: GHD, ESRI Online Basemaps: SmartRoad_Model_LR_20180607v3. Created by: GPayne2

Legend
 — Primary Freight Route
 - - Secondary Freight Route



Paper Size ISO A3 (1:15,000)
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Map Projection: Transverse Mercator
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 Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

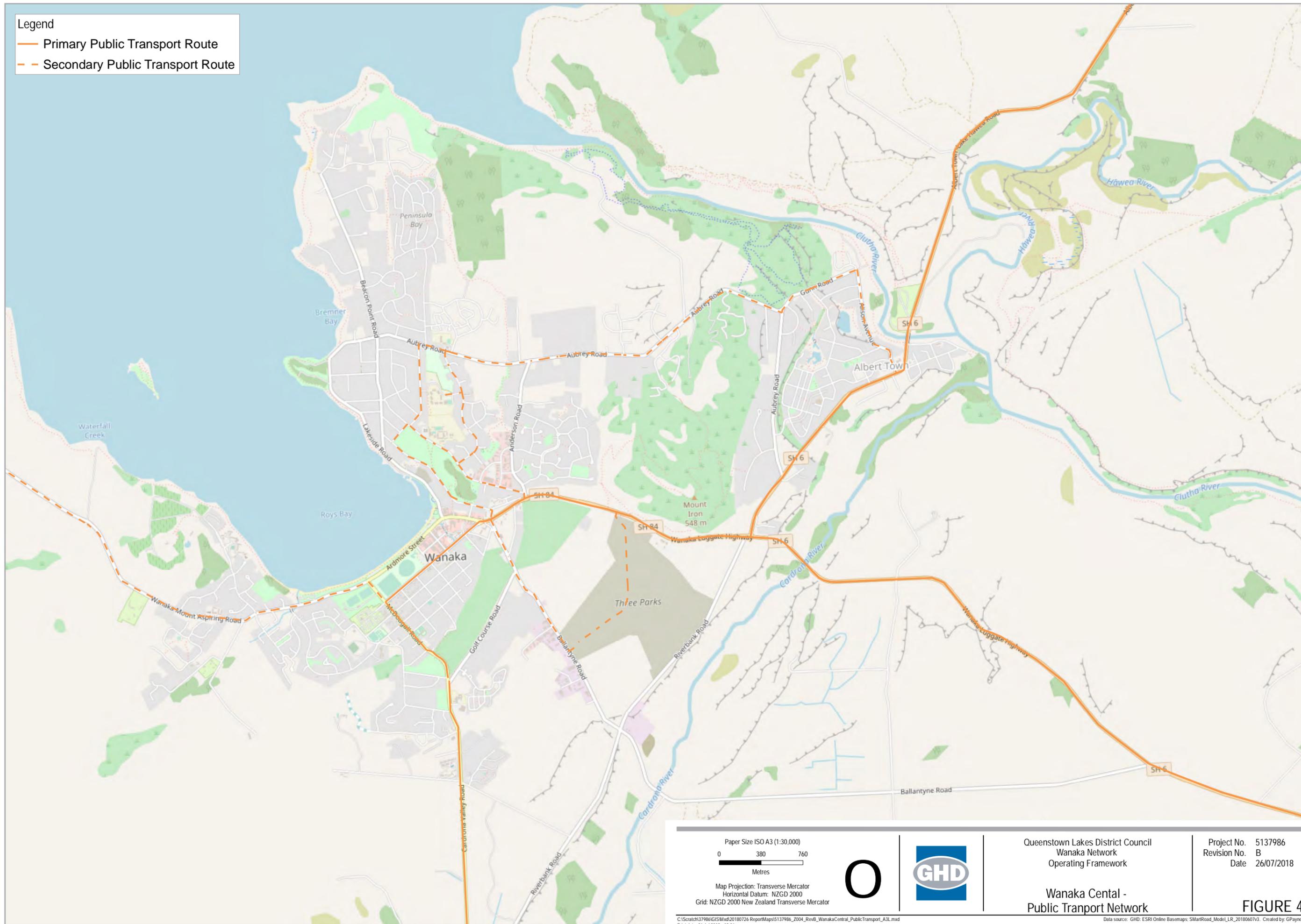
Wanaka Central -
 Freight Network Map

Project No. 5137986
 Revision No. B
 Date 26/07/2018

FIGURE 3

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- Legend
- Primary Public Transport Route
 - Secondary Public Transport Route



Paper Size ISO A3 (1:30,000)
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Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

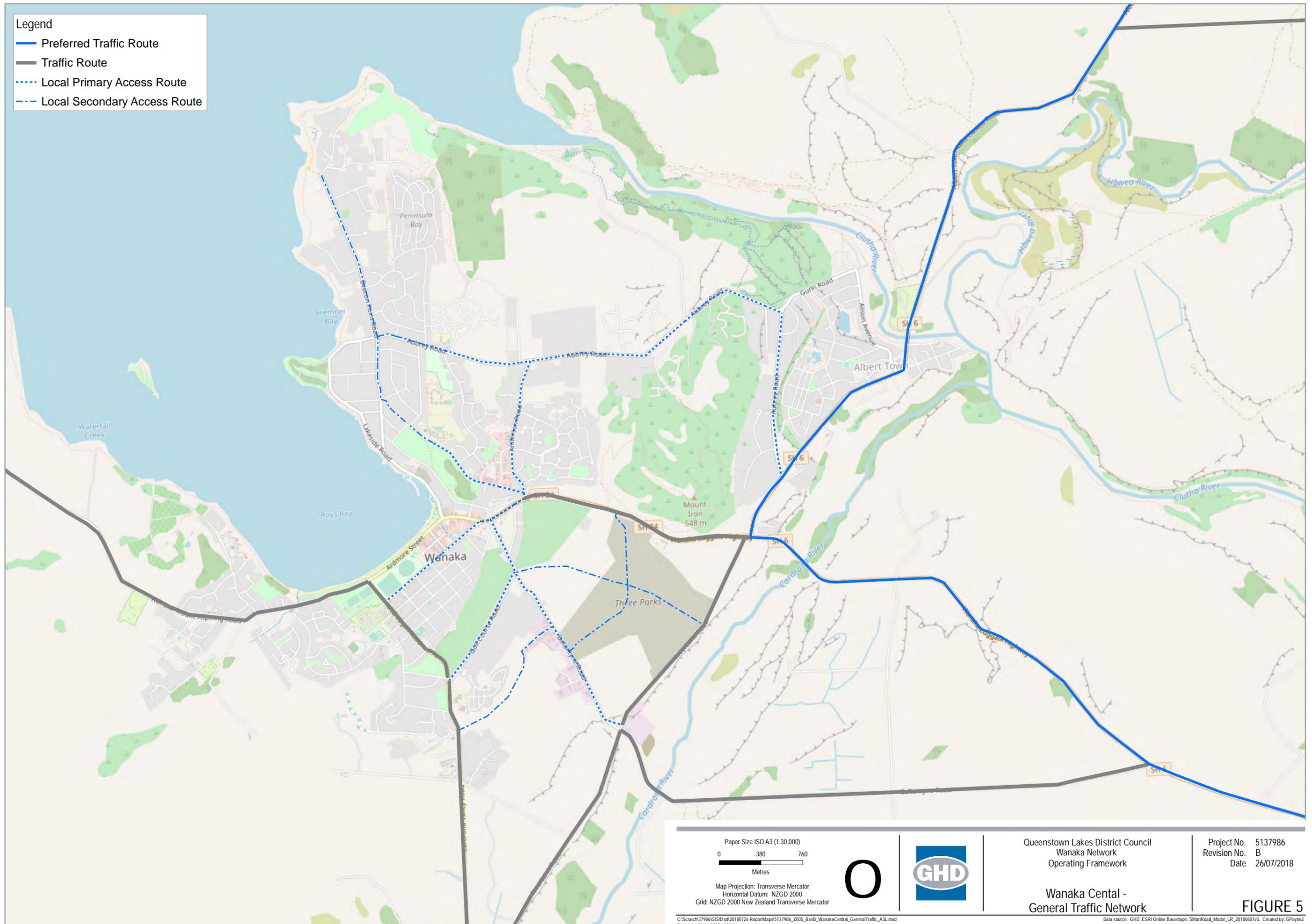
Project No. 5137986
 Revision No. B
 Date 26/07/2018

Wanaka Central -
 Public Transport Network

FIGURE 4

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- Legend
- Preferred Traffic Route
 - Traffic Route
 - - - Local Primary Access Route
 - · - Local Secondary Access Route



Paper Size ISO A3 (1:30,000)
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 Metres

Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

Project No. 5137986
 Revision No. B
 Date 26/07/2018

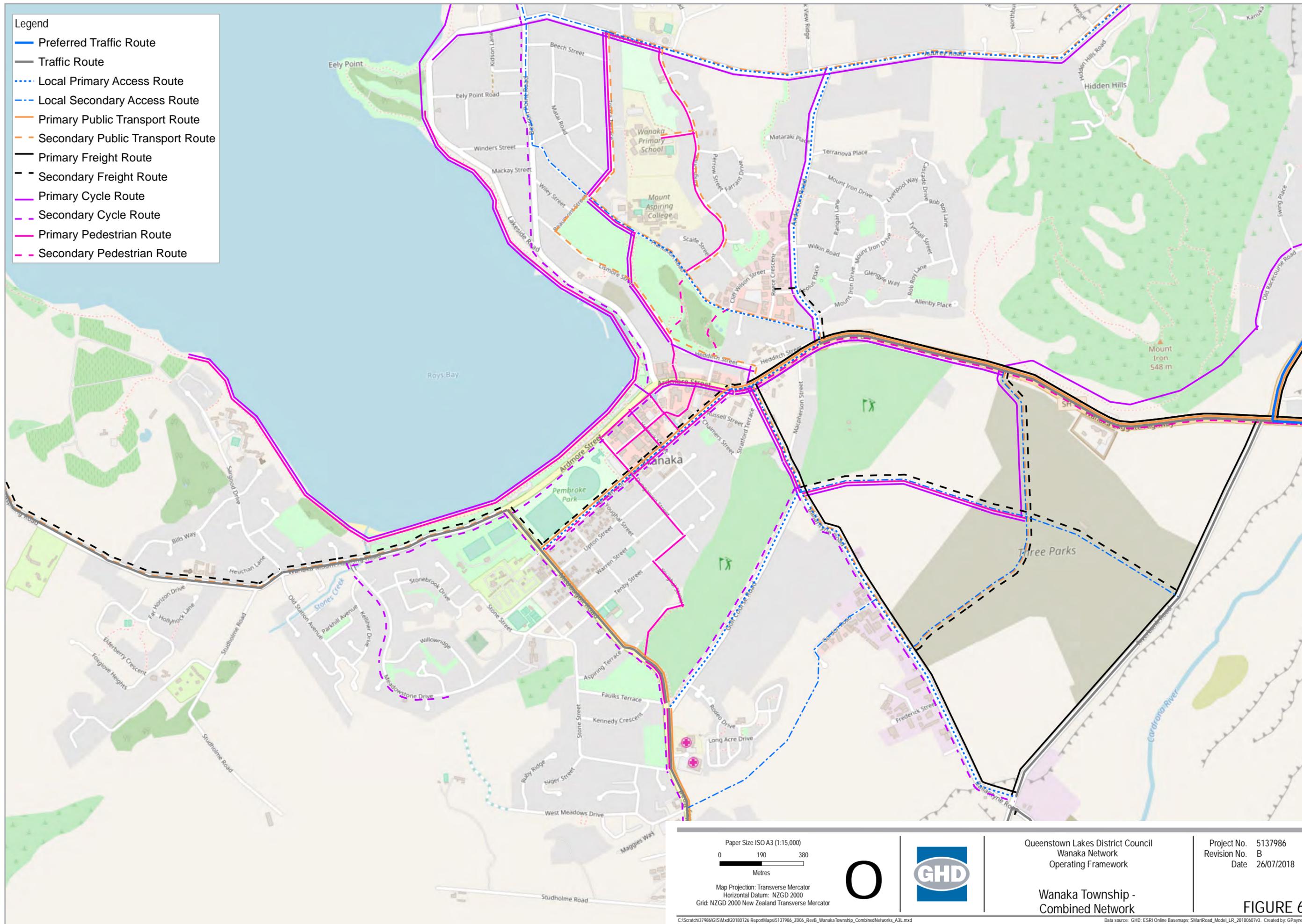
Wanaka Central -
 General Traffic Network

FIGURE 5

C:\Scratch\37986\GIS\Map\20180726_Report\Map\5137986_2005_Rev8_WanakaCentral_GeneralTraffic_A3L.mxd
 Print date: 26 Jul 2018 - 12:06

Data source: GHD, ESRI Online Basemaps: SmartRoad_Model_LR_20180607v3. Created by: GPayne2

- Legend
- Preferred Traffic Route
 - Traffic Route
 - Local Primary Access Route
 - Local Secondary Access Route
 - Primary Public Transport Route
 - Secondary Public Transport Route
 - Primary Freight Route
 - Secondary Freight Route
 - Primary Cycle Route
 - Secondary Cycle Route
 - Primary Pedestrian Route
 - Secondary Pedestrian Route



Paper Size ISO A3 (1:15,000)
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 Metres

Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



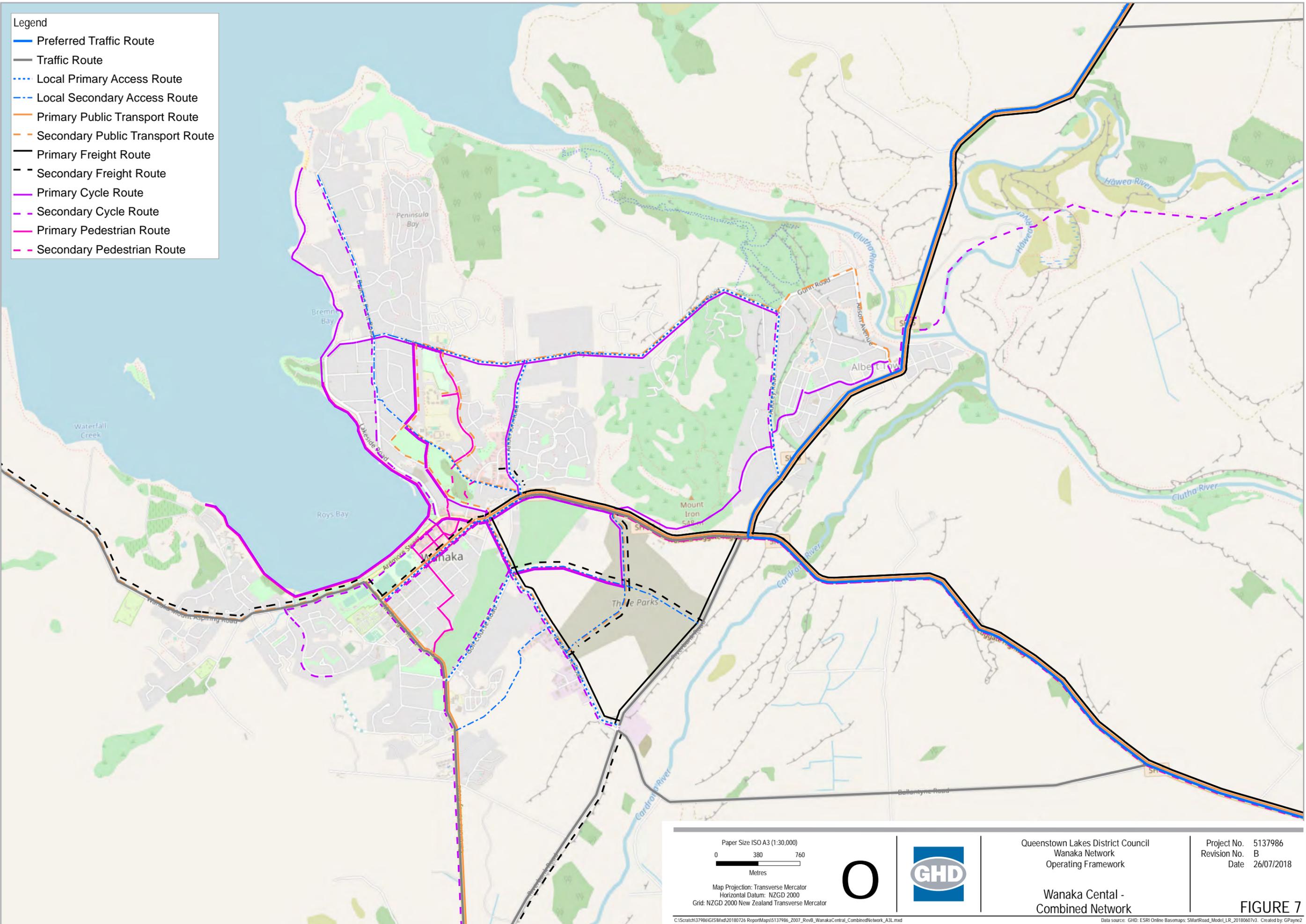
Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

Wanaka Township -
 Combined Network

Project No. 5137986
 Revision No. B
 Date 26/07/2018

FIGURE 6

C:\Scatch\37986\GIS\mxd\20180726_Report\Maps\5137986_2006_Rev8_WanakaTownship_CombinedNetworks_A3L.mxd
 Print date: 26 Jul 2018 - 12:05
 Data source: GHD, ESRI Online Basemaps: SMartRoad_Model_LR_20180607v3. Created by: GPayne2



- Legend
- Preferred Traffic Route
 - Traffic Route
 - Local Primary Access Route
 - Local Secondary Access Route
 - Primary Public Transport Route
 - Secondary Public Transport Route
 - Primary Freight Route
 - Secondary Freight Route
 - Primary Cycle Route
 - Secondary Cycle Route
 - Primary Pedestrian Route
 - Secondary Pedestrian Route

Paper Size ISO A3 (1:30,000)
 0 300 760
 Metres

Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

Project No. 5137986
 Revision No. B
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Wanaka Central -
 Combined Network

FIGURE 7

C:\Scratch\37986\GIS\mxd\20180726_Report\Maps\5137986_2007_RevB_WanakaCentral_CombinedNetwork_A3L.mxd
 Print date: 26 Jul 2018 - 12:05

Data source: GHD, ESRI Online Basemaps, SmartRoad_Model_LR_20180607v3. Created by: GPayne2

GHD

Level 1, Grant Thornton House
215 Lambton Quay

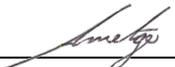
T: 64 4 472 0799 F: 64 4 472 0833 E: wgtmail@ghd.com

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<https://projects.ghd.com/oc/NewZealand/wanakanetworkoperati/Delivery/Documents/WanakaNetworkOperatingFrameworkReport.docx>

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Draft A	C McKie A Metge	T Eldridge		A Metge		15/06/2018
Draft B	C McKie A Metge	T Eldridge		A Metge		06/07/2018
Version 1	C McKie A Metge	T Eldridge		A Metge		01/08/2018

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