

QLDC Council
12 September 2019

Report for Agenda Item | Rīpoata moto e Rāraki take 1

Department: Property & Infrastructure

Title | Taitara Wakatipu Active Travel Network

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

- 1 The purpose of this report is to inform Council of the completion of the strategic planning phase of this significant transport project and request approval to progress to the delivery stages (detailed design and construction).

EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA MATUA

- 2 The Wakatipu Active Travel Network (WATN) Single Stage Business Case (SSBC) demonstrates the need for investment in an active travel (walking and cycling) network for pedestrians, cyclists and e-mobility users (e-scooters and similar), beyond the current partial network of trails, tracks and routes. Enhancements and additions to the network are a key component to contributing to Queenstown Lakes District Council's (QLDC) ambitions of a more balanced and multi-modal transport by increasing active travel mode share and supporting improved safety outcomes for users by addressing critical safety issues on the network. Improved active travel connectivity within the Queenstown Lakes District will contribute directly to the Government's land transport objectives by supporting economic growth locally and within the Region, reducing the proportion of deaths and serious injuries amongst vulnerable user groups, and enabling greater transport choice.
- 3 A joint investment with the NZTA of \$40m over five years is proposed to achieve approximately 32km of safe and attractive active mode facilities on primary and secondary routes between and through main urban centres. Benefits achieved from this investment are estimated to be in excess of \$102m.

RECOMMENDATION | NGĀ TŪTOHUNGA

That Council:

1. **Note** the contents of this report;
2. **Approve** the content of the Wakatipu Active Travel Network Single Stage Business Case subject to finance.
3. **Direct** officers to implement the network in a staged approach by progressing the project to detailed design and construction phases for 2018 – 2021 and 2021 – 2024.
4. **Direct** officers to review the Wakatipu Active Travel Network for the 2024 – 2030 Long Term Plans.

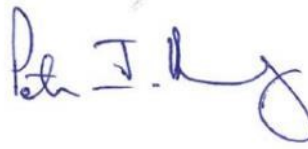
Prepared by:



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28/08/2019

Reviewed and Authorised by:



Pete Hansby
GM Property and Infrastructure

29/08/2019

CONTEXT | HOROPAKI

- 1 Wakatipu Active Travel Network is a project that identifies and delivers connected walking and cycling routes across the main urban areas of the Wakatipu Basin. It is one of a number of high level transport interventions that are being produced in an integrated programme under the Way To Go partnership.
- 2 The strategic planning phase is now complete, and a sequenced implementation plan for the delivery of the preferred network has been produced.
- 3 The business case serves as both the robust, evidence based identification of the preferred network option, presented in a number of individual routes, and also an application to NZTA for funding assistance.
- 4 The cost of the Network is significant, but is strongly aligned with the Council's Long Term Planning aims, and mirrors the direction of the Government Policy Statement for transport.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 5 The need for providing new, improved and connected active travel routes is present in all high level transport policy and in all local transport programme level business cases. Previously, a number of partial paths and tracks existed but were seldom connected to any wider routes. The process to identify a connected network was initiated by identifying urban centres that should be connected, identifying existing infrastructure, and then narrowing options until a preferred network could be clearly identified.
- 6 As the project would concentrate more on the “commuter” routes as opposed to recreational tracks and trails, the Queenstown Trails Trust were invited to contribute to the process all the way through, to identify their existing and planned networks. Overlaps in the networks are unavoidable, but does not detract from the outcomes of this project.
- 7 The business case process¹ follows a set sequence from identifying (or confirming) problems and opportunities, to identify a long list of options, which are then analysed and prioritised until a preferred option or options are clear. These are then analysed even further, to understand how they will meet investment objectives, how much they are likely to cost, how and when they will be constructed, and who will manage / operate them. Typically, this looks forward some 30 years, with an emphasis on ongoing reviews. Investment from NZTA is possible if the outcomes align with their existing assessment framework.²
- 8 Details on the various elements of this process are explored in detail in the attached business case, but can be summarised in the plan below (Figure 1). The staging is deliberately aimed to align with Council's three yearly review of the Long Term Plan, which

¹ <https://www.nzta.govt.nz/resources/planning-and-investment-knowledge-base/>

² <https://www.nzta.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/2018-21-nltp-investment-assessment-framework-iaf/>

is also aligned with the Otago Regional Council’s Regional Land Transport Programme (RLTP) and the NZTA’s National Land Transport Programme (NLTP).

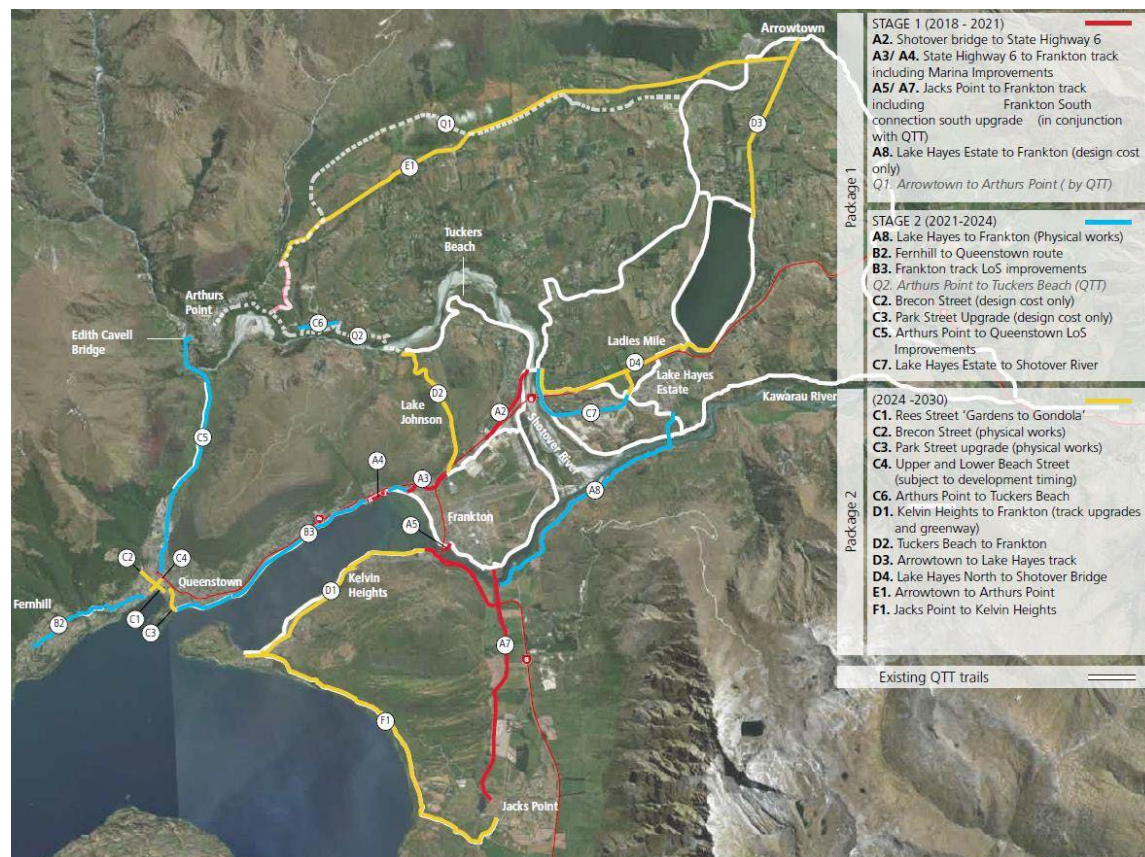


Figure 1 – Wakatipu Active Travel Network

- 9 The network does not provide total coverage, with some final and lateral connections to be provided through other projects (such as around the Edith Cavell Bridge), but the identification of a network encourages new developments (private and public) to join into the network.
- 10 The business case includes details of funding requirements, including contributions from partners, specifically the NZTA, who have been a partner throughout the process, providing investment advice and walking / cycling expertise. As a snapshot Package 1 is estimated at \$40 million and Package 2 at \$94 million.
- 11 The funding plan for Stage 1 is summarised in Figure 2 below.

NLTP PERIOD	PROGRAMME COMPONENT	PARTNER LEAD	TOTAL CAPITAL COST	FUNDING COMMITMENTS		
				QLDC	NZTA	THIRD-PARTY
Stage 1						
2018-2021	A2 - Shotover Bridge to SH6	NZTA	\$2.59m	\$0	\$2.59m	\$0
	A3/A4 - SH6 to Frankton Track including Marina Safety Improvements	NZTA	\$1.2m	\$0	\$1.2m	\$0
	A5/A7 - Jack' Point to Frankton including Frankton connection south upgrade	NZTA	\$9.59m	\$0	\$9.09m	\$500k
	A8 - Lake Hayes Estate to Frankton - DESIGN COST ONLY	QLDC	\$250k	\$250k	\$0	\$0
Sub-total:			\$13.63m	\$250k	\$12.88m	\$500k
Stage 2						
2021-2024	B2 - Fernhill to Queenstown	QLDC	\$4.2m	\$2.1m	\$2.1m	\$0
	B3 - Frankton Track LoS improvements including Park Street Greenway	NZTA	\$6.6m	\$0	\$6.6m	\$0
	C2 - Brecon Street - DESIGN COST ONLY	QLDC	\$685k	\$343k	\$343k	\$0
	C3 - Park Street - DESIGN COST ONLY	QLDC	\$620k	\$310k	\$310k	\$0
	C5 - Arthurs Point to Queenstown LoS improvements	QLDC	\$8.3m	\$4.15m	\$4.15m	\$0
	C7 - Lake Hayes Estate to Shotover Bridge	QLDC	\$1.6m	\$0	\$1.6m	\$0
A8 - Lake Hayes Estate to Frankton - PHYSICAL WORKS	QLDC	\$4m	\$3.5m	\$0	\$500k	
Sub-total:			\$26.01m	\$10.45m	\$15.15m	\$500k
Package 1 Total Programme Costs:			\$39.41m	\$10.54m	\$27.87m	\$1m

Figure 2 Provisional Funding plan

- 12 Council’s LTP forecast provision for active travel is for \$26 million (to 2024) – with the remainder being utilised for the Queenstown Town Centre connections.
- 13 This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002:

Option 1 - Do nothing

Advantages

- a. No significant expenditure

Disadvantages

- a. Mode choices are not provided, reliance on the private car prevails
- b. Adverse traffic effects not reduced
- c. Physical health and wellbeing is not improved
- d. Environmental improvements not achieved
- e. Policy direction at local and national level not achieved
- f. Safety not improved

14 Option 2 – Implement the full network in one stage (before 2024).

Advantages

- a. Mode choice introduced in the short term
- b. Ability for all sized public and private developments to have certainty of a network
- c. Safety improvements
- d. Adverse traffic effects reduced

Disadvantages

- a. Affordability – with a cost estimate over \$100 million, significant impacts on the Council’s LTP (and noting NLTP funds not available for funding assistance in this timeframe)

15 Option 3 – Implement the network in a staged approach by progressing the project to detailed design and construction phases for 2018 – 2021 and 2021 – 2024.

Advantages

- a. Definition of a planned network, that can be integrated with other modes and public / private developments
- b. Physical health benefits
- c. Environment benefits
- d. Affordable (in line with LTP)
- e. Reduction in adverse traffic effects
- f. Safety improvements

Disadvantages

- g. Mode choice will be available gradually – into the medium term

16 This report recommends **Option 3** for addressing the matter because it aligns the strategic directions for transport with affordability and deliverability.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

17 This matter is of high significance, as determined by reference to the Council's Significance and Engagement Policy because [of the levels of community interest and positive effects on the environment. Significant levels of consultation across a wide range of stakeholders and the general public has been completed throughout the suite of related transport workstreams.]

18 The persons who are affected by or interested in this matter are residents and ratepayers of the Queenstown Lakes District community as well as visitors and businesses.

19 The Council will continue to consult, including to individual property owners and stakeholders, as required, as the projects progress through the detailed design and construction phases.

> MĀORI CONSULTATION | IWI RŪNANGA

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

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

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

22 The approval of the recommended option will support the Council by allowing us to transfer the risk. This shall be achieved by identifying and implementing infrastructure to support alternative modes of transport.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

23 The current LTP includes \$26 million towards active travel improvements in the Wakatipu over the planning period – until 2024. Further budgets are required but will be included in the 2021 and 2024 reviews of that document. The current projected costs exceed that, even allowing for a significant investment from NZTA.

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

24 The following Council policies, strategies and bylaws were considered:

- Vision Beyond 2050: supports physical and economic wellbeing.
- Asset Management Policy: provides long term business improvement planning.
- Disability Policy: considered in identification of levels of service.

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

26 This matter is included in the 2018 LTP under Transport Capital Works.

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

27 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by [providing identification and delivery of alternative transport mode options];
- Can be implemented through current funding under the Ten Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

ATTACHMENTS | NGĀ TĀPIRIHANGA

A	Detailed Business Case (Split into four documents)
B	Appendices A – G; H; I; J; M – U (Split into five documents)
C	Appendices K - L Technical Drawings are very large documents and cannot be easily circulated. They will be provided upon specific request.