



30 March 2020

Via email: arataki@nzta.govt.nz

Dear Sir / Madam,

**ARATAKI: TO TĀTOU MAHERE MŌ TE PŪNAHA WAKA WHENUA
OUR PLAN FOR THE LAND TRANSPORT SYSTEM 2021-31**

Thank you for the opportunity to present our feedback on the first stage of Arataki: To Tātou Mahere Mō Te Pūnaha Waka Whenua. Queenstown Lakes District Council (QLDC) supports the intent of this 10-year plan and the positive moves towards integrated planning approaches. Council understands there will be further opportunities to comment on future iterations of the Arataki document and anticipate participating further in the development of this process.

As a high growth area, the Queenstown Lakes District faces a number of challenges in the land transportation space, not only with the connectivity of existing developments, but with the rapid development of new communities within the district. Innovative and agile place-based planning is a necessary approach that is to consider all transport solutions including water-based transport systems such as ferry transportation and other activities such as parking.

QLDC adopted the first Climate Action Plan (CAP) for the district on 12 March 2020. Innovative transport solutions will play a large part in one of the keystone actions from the CAP to develop transformational options for net-zero emissions public transport. We look forward to working with the Waka Kotahi NZTA and regional partners in moving towards this goal.

The attached feedback provides an initial view of the Arataki plan taken by Council officers and QLDC look forward to continuing the conversation further. Please note that this document reflects the standpoint of officers and has not been ratified by Council's elected members. Officers may wish to participate in any future focus group activities.

Thank you again for the opportunity to comment.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'Mike Theelen', written in a cursive style.

Mike Theelen
Chief Executive

1.0 Future Planning

1.1 QLDC welcomes the intent by the Agency, detailed in the five step changes, to improve the urban form by integrating transport systems into planning processes and land-use. The move away from the reliance on private vehicles is also welcomed with sustainable transport solutions being a key area of focus in the Queenstown Lakes District.

1.1.1 Although this focus is welcomed and will be of great value moving forward, planning for the future will require addressing the legacy of New Zealand's development around the private motor vehicle. Retro-fitting urban mobility solutions onto existing communities will require behaviour change initiatives including research into the barriers to using transport solutions other than private vehicles, and education programmes to encourage participation.

1.1.2 Integrated transport systems, connectivity and the urban form must respect the unique landscapes throughout the Queenstown Lakes District and must also respond innovatively to the constraints of those landscapes which dominate the urban form in the district.

2.0 Emission Reduction

2.1 Supported by improving urban form to allow connected landscapes, and transforming urban mobility allowing the move away from private vehicle usage, emission reduction is a key area of climate change mitigation.

2.1.1 As above, behavioural change will be a significant factor in this process and thorough research should be undertaken to inform the solutions that are implemented. This can then be followed by education programmes and technological initiatives.

2.1.2 New technology and the potential for the decarbonising of both light and heavy vehicles is certainly the direction in which the country should be heading however any system or planning for the future requires agility to cater for disruptive technology.

3.0 Strategic Integration

3.1 Within planning processes using Arataki, a hierarchy of national policies and strategies to which investment plans can align to appropriately should be identified.

3.1.1 An agile plan is required that can move towards longer-term objectives linked to 30-year infrastructure strategies. Agility is required so that there is the ability for the plan to be re-evaluated when there are significant developments such as disruptive technology while still aligning with the overall long term vision and hierarchies of strategy.

3.1.2 A shared national evidence base including statistics on growth providing a basis for engagement, is welcomed along with a strategy hierarchy. This evidence base will require transparency of methodology and development.

3.1.3 Clarification is sought to whether the forecasted population changes reflect those that have been agreed as part of the Queenstown Lakes Spatial Plan (QLSP), which is being jointly developed with Government (including NZTA) and Kāi Tahu. The QLDC population projections have been adopted by all parties as part of this project and should be used as part of Arartaki. These projections include both average and peak day populations, which both have a significant impact on our transport network and infrastructure networks.

4.0 Spatial Planning

4.1 The QLSP will be fundamental to the delivery the five step changes of the Arataki.

- 4.1.1 The Spatial Plan will provide more certainty about how an area will grow and the long term strategic direction for the Queenstown Lakes area. This better ensures that valuable natural and physical resources are protected, that housing and business choices are maximised, and that land use integrates and optimises as much as possible with infrastructure provision, including transport. As a result, a clear funding stream that further supports these projects across NZ is required, including the development and implementation of the Spatial Plan.
- 4.1.2 This funding stream also needs to support the desired transformational urban investment programmes with flexibility built in early, and a commitment to quality outcomes. Significant change in behaviour and in urban investment decisions will be compromised if decisions on the network continue to remain piecemeal, in catch up mode, and incremental. It also needs to comprehensively address multimodal change much quicker than ever planned before.
- 4.1.3 The transport system is an important connector for urban development but does not define urban form alone. The draft QLSP principles and spatial outcomes are noted below:



- 4.1.4 These emphasise that all urban development needs to support integrated housing, employment, education, social, community and recreational outcomes. The result is that all elements of the system need to compromise to achieve a strong sustainable urban form and not one element should dominate the other. The transport system is an important connector of this network, but does not define urban form alone.

5.0 Place-based Summaries

5.1 National Summary

- 5.1.1 The impact that critical route failures will have on alternative routes requires significant consideration as these alternatives are often local roads.
- 5.1.2 QLDC support the inclusion of the development of a network of stopping places. This is vital across country but particularly in the Queenstown Lakes District which is heavily impacted by tourist activity on transport system. The current investment framework should be expanded to include better investment in these stopping places/car parks.
- 5.1.3 There appears to be outdated and inconsistent One Network Road Classification (ONRC) categories shown on the map (Figure 12, p 34). This should be updated as current QLDC data is shown as unknown ONRC.

- 5.1.4 It should be clarified that the One Network Framework and the multi-modal transport planning and design approach will be expanded into the ONRC. This will provide a common language and consistency of message.

5.2 Te Waipounamu South Island Summary

- 5.2.1 The acknowledgement of climatic challenges unique to the South Island such as extremes of temperatures impacting the network should be included in the summary.
- 5.2.2 The strategic connection tables shown for the South Island require clearer labelling or separate titles for clarity of data. There may be confusion between ports and airports used for import and export of goods and airports as strategic connections in relation to passenger numbers.
- 5.2.3 Within the strategic areas of focus, the Otago region, and specifically the Queenstown Lakes District is not represented with emerging deficiencies in the safety level of service. Following recent discussions with the NZTA Safe Network Programme (SNP) Team, it appears that QLDC has emerging safety concerns when the SNP prioritisation tool is utilised (converting all crashes to deaths and serious injuries (DSI)). There is concern the current safety data appears to be reading from 2017/18 data (as represented in Arataki Version 1 – Methodology)
- 5.2.4 There is the opportunity to showcase investment through funding priorities within the strategic areas of focus. Visitors to Queenstown would willingly adopt different modes of public and active transport, and also interregional transport options if attractive and readily available. With a high international profile this can both change visitor behaviour and support the local community transition to alternative modes, and showcase NZ to the rest of the world.

5.3 Ōtākou Otago Summary

- 5.3.1 QLDC would like to see the 'Way to Go' approach being acknowledged in this summary as the partnership between the Agency, QLDC and Otago Regional Council has and will play a significant part in the development of transport strategies.
- 5.3.2 QLDC believes the regional summary for Otago should include areas with emerging transportation issues within the 10-year sightline, specifically Wānaka and surrounds.
- 5.3.3 The approach to assessing road risk is measured differently between the Road To Zero and Safe Network Programme. This changes the picture of where QLDC and the greater Otago region sits within the national safety risk. QLDC would like to see alignment in the assessment of safety within New Zealand.