



# WAKATIPU ACTIVE TRAVEL NETWORK

## SINGLE STAGE BUSINESS CASE

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## APPROVAL

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## REVISION STATUS

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# Contents

Approval.....	1
Revision status .....	1
List of Tables.....	4
List of Figures .....	6
Glossary of Terms .....	8
Executive Summary.....	9
Part A – The Case for Investment .....	15
1. Introduction.....	16
1.1. Purpose .....	16
1.2. Scope .....	16
1.3. Development of Single Stage Business Case.....	17
1.4. Report Structure .....	18
1.5. Parallel Projects .....	19
2. Background.....	21
2.1. Context.....	21
2.2. Existing Strategies.....	27
3. Partners and Key Stakeholders .....	31
3.1. Engagement and Communication Approach.....	32
3.2. Iwi Engagement .....	32
4. Organisational Overview.....	33
4.1. Way to Go (W2G).....	33
4.2. Queenstown Trails Trust.....	33
5. Problems, Opportunities and Constraints.....	34
5.1. Defining the Problems and Opportunities.....	34
5.2. Benefits of Investment .....	34
5.3. Understanding and Analysing the Problem.....	34
5.4. Summary of the Problem Statements.....	62
6. Outcomes.....	63
6.1. Project Outcomes .....	63
6.2. Investment Objectives.....	63
6.3. Benefits, KPIs and Measures .....	63
Part B – Option Development and Assessment .....	66
7. Definition of the Network Routes .....	67
7.1. Route Characteristics .....	69
8. Option Selection.....	70

8.1.	Identification of Options .....	70
8.2.	Long-list Options Assessment .....	70
8.3.	Delivery Staging and Funding Splits .....	70
8.4.	Options Overview .....	70
8.5.	Additional Stakeholder Feedback .....	80
9.	Assessment of the Shortlist .....	82
9.1.	Methodology .....	82
9.2.	Shortlist Options Assessment.....	82
9.3.	Additional Assessment.....	119
9.4.	Assessment Sensitivity Analysis .....	124
10.	Preferred Network .....	128
10.1.	Treatment Types.....	132
10.2.	Alignment with Investment Objectives and KPIs.....	145
10.3.	Interdependencies .....	146
10.4.	Implementation Approach .....	152
11.	Economic Case .....	155
11.1.	Economic Analysis Methodology .....	155
11.2.	Cost Estimation.....	157
11.3.	Economic Summary of Package 1 .....	158
11.4.	Economic Summary of Package 1 Components .....	159
11.5.	Cycle Growth Projections .....	160
11.6.	Sensitivity Analysis .....	161
11.7.	Assessment Profile .....	162
Part C - Implementing the Preferred Network .....		166
12.	Financial Case.....	167
12.1.	Programme Delivery and Maintenance Costs .....	167
12.2.	Funding Arrangements.....	170
12.3.	Project Revenues and Third-party Contributions .....	171
12.4.	Financial Risk .....	171
12.5.	Affordability and Cash Flow.....	172
13.	Commercial Case.....	174
13.1.	Procurement Approach .....	174
13.2.	Commercial Opportunities.....	179
13.3.	Risk Allocation and Transfer.....	181
13.4.	Payment Mechanisms .....	182
13.5.	Contractual and Other Issues .....	183
13.6.	Schedule .....	183

13.7.	Property Strategy .....	185
13.8.	Consenting Strategy .....	186
14.	Management Case .....	187
14.1.	Governance and Management .....	187
14.2.	Proposed Governance Approach .....	189
14.3.	Roles and Responsibilities .....	191
14.4.	Ongoing Engagement.....	192
14.5.	Assurance and Acceptance .....	192
14.6.	Change Control and Issues Management .....	193
14.7.	Risk Management Planning.....	194
14.8.	Safety in Design .....	195
14.9.	Cost Management.....	196
14.10.	Post-Project Evaluation Planning .....	196
14.11.	Next Steps .....	196
	Appendices .....	198
	Appendix A – QTT Trail Counts.....	199
	Appendix B – Strategic Context.....	200
	Appendix C – Engagement and Communications Report .....	201
	Appendix D – Investment Logic Mapping Process .....	202
	Appendix E – Levels of Service Assessment .....	203
	Appendix F – Multi Criteria Assessment Rationale .....	204
	Appendix G – Multi Criteria Assessment .....	205
	Appendix H – Town Centre Extent of Works .....	206
	Appendix I – Wakatipu Basin Future Public Transport Demand/Capacity Analysis.....	207
	Appendix J – Cost Estimate Report .....	208
	Appendix K – Package 1 (Stages 1 & 2) Technical Drawings .....	209
	Appendix L – Package 2 Technical Drawings .....	210
	Appendix M – Risk Register .....	211
	Appendix N – Property Strategy .....	212
	Appendix O – Consenting Strategy .....	213
	Appendix P – RSA Exemption Form.....	214
	Appendix Q – Safety in Design (SiD) Risk Elements .....	215
	Appendix R – Economic Assessment Methodology Memo .....	216
	Appendix S – Multi Criteria Assessment Methodology.....	217
	Appendix T – Project Partner Feedback & Action Mastersheet .....	218
	Appendix U – Peer Review Feedback & Actions .....	219

## List of Tables

Table 1: Overview of Parallel Projects .....	19
Table 2: Most popular trails and their usage (2017) .....	25
Table 3: Key representatives of QLDC, the NZ Transport Agency and ORC .....	31
Table 4: Safety Concerns Highlighted Through Community Engagement.....	35
Table 5: Problem Statement 1 Cause - Contributing Factors .....	37
Table 6: Number of pedestrian and cycle crashes as a proportion to total crashes for the period from 2008-2017 .....	40
Table 7: Number of pedestrian and cycle fatal and serious injuries (FSIs) from 2008-2017 .....	41
Table 8: Social Cost of Pedestrian and Cyclist Crashes (2008-2017).....	41
Table 9: Breakdown of Causation Factors for Pedestrian and Cycle Incidents .....	43
Table 10: Network Gaps and Missing Links .....	48
Table 11: QTT yearly trail use data .....	52
Table 12: Vehicle travel times for key routes in winter .....	54
Table 13: Vehicle travel times for key routes in summer .....	54
Table 14: Mode Share for travel to town centre during the period 7am – 11am .....	56
Table 15: Key Performance Indicators .....	65
Table 16: Route Classification .....	67
Table 17: Existing Route Characteristics .....	69
Table 18: Option 1 MCA results .....	83
Table 19: Option 2 MCA results .....	88
Table 20: Option 3 MCA results .....	91
Table 21: Option 4 MCA results .....	95
Table 22: Option 5 MCA results .....	100
Table 23: Option 6 MCA results .....	103
Table 24: Option 7 MCA results .....	106
Table 25: Option 8 MCA results .....	109
Table 26: Option 9 MCA results .....	113
Table 27: Option 10 MCA results .....	116
Table 28: Option 12 MCA results .....	120
Table 29: Assessment weighting for criteria groups.....	124
Table 30: Design criteria sensitivity checks for commuters and non-commuters .....	125
Table 31: Effects criteria sensitivity checks.....	125
Table 32: Costs criteria sensitivity checks .....	126
Table 33: Preferred options for each route .....	128
Table 34: Treatment types for each route.....	133
Table 35: Preferred Network Alignment with Investment Objectives .....	145
Table 36: Interdependencies of the Preferred Network .....	147
Table 37: Proposed Delivery Programme .....	153
Table 38: Summary of economic model assumptions.....	156
Table 39: Trip Comparison (existing vs. model).....	157
Table 40: Economic summary table – Full network .....	158
Table 41: Package 1 – Economic Summary of Individual Routes .....	160
Table 42: Cycling Growth Generated by the Preferred Network.....	161
Table 42: Sensitivity Analysis .....	161
Table 43: Results alignment .....	164
Table 44: Source of capital .....	167
Table 45: Package 1 - Programme Costs .....	168
Table 46: Proposed Funding Arrangements.....	170
Table 47: Potential Third-Party Contributions.....	171
Table 48: Identified Financial Risks .....	171

Table 49: Expected Costs by NLTP Funding Period .....	172
Table 50: Preferred Network Cashflow Summaries .....	172
Table 51: Proposed Approaches to Pre-implementation Procurement .....	175
Table 52: Delivery model evaluation.....	178
Table 53: Proposed Implementation Procurement Approach .....	179
Table 54: Identified Commercial Opportunities.....	179
Table 55: Key Risks Identified for WATN .....	181
Table 56: Immediate Risks Identified for Package 1 Stage 1 (2018-2021).....	182
Table 57: Indicative delivery schedule for Package 1 .....	184
Table 58: Package 1 - High Risk Properties.....	185
Table 59: Comparison of Governance Approaches .....	188
Table 60: Organisation Key Roles and Responsibilities .....	191
Table 61: Project Assurances During Pre-implementation and Implementation Stages .....	192
Table 62: Key risks identified to date .....	194
Table 63: Post implementation monitoring regime.....	197

## List of Figures

Figure 1: Identified Preferred Network .....	11
Figure 2: Proposed Level of Service for Pedestrians .....	12
Figure 3: Proposed Level of Service for Cyclists .....	13
Figure 4: Proposed Delivery of the Preferred Network .....	14
Figure 5: Process for Developing SSBC .....	18
Figure 6: The Wakatipu Basin .....	21
Figure 7: Number of international visitors per resident .....	22
Figure 8: Existing and proposed trails network by QT .....	23
Figure 9: Central Otago Queenstown Trail Network .....	24
Figure 10: Proportion of trail use (2017) .....	25
Figure 11: Type of bike used (n300) .....	26
Figure 12: Age of users (n356) .....	26
Figure 13: Regularity of trail use (n413) .....	27
Figure 14: Origin of Queenstown Trails Users .....	27
Figure 15: Recommended Programme .....	28
Figure 16: Queenstown Town Centre proposed Links .....	29
Figure 17: Integrated Client Team .....	31
Figure 18: Steep gradients and loose surfacing between Frankton and the Shotover River .....	37
Figure 19: Narrow paths on approach to Lake Hayes Estate .....	37
Figure 20: Isolated route with no lighting through Kawarau Falls Scenic Reserve .....	37
Figure 21: Average minimum and maximum temperatures in Queenstown throughout the year .....	39
Figure 22: Location of recorded crashes in the Wakatipu Basin. Red dots indicate the location of crashes, which indicates a concentration in and around Queenstown Town Centre (circled). .....	39
Figure 23: Extents of Queenstown Town Centre .....	40
Figure 24: Comparison of FSIs in Otago by District .....	42
Figure 25: Comparison of FSIs across Peer Group D Districts .....	42
Figure 26: Percentage of cyclist-vehicle collisions (nationally) by fault (2012-2016) .....	43
Figure 27: Wakatipu Basin Existing Trail Network .....	45
Figure 28: LoS assessment of existing routes (Pedestrian) .....	46
Figure 29: LoS assessment of existing routes (Cyclists) .....	47
Figure 30: Example of informal treatment located between Queenstown and Frankton .....	49
Figure 31: Existing Queenstown to South Frankton Trail along Shotover Delta .....	49
Figure 32: Incomplete connector between Kelvin Heights and the SH6 Bridge .....	50
Figure 33: Signs of usage on grass verge adjacent to Speargrass Flat Road .....	50
Figure 34: QTT total counts per month on the Queenstown trail network from 2012-2017. ....	51
Figure 35: Overview of the mode share split for travel to work in Queenstown Town Centre from different origins (Census 2013) .....	52
Figure 36: Extents of travel time analysis areas .....	53
Figure 37: Locations of Schools and Early Child Centres .....	57
Figure 38: Wakatipu Bus Patronage and Revenue (18/19) .....	58
Figure 38: Orbus bus network for Queenstown .....	59
Figure 39: Integration Between Bus and Ferry Services .....	59
Figure 39: Proposed Routes for Assessment .....	68
Figure 40: Original route (Left) and altered route based on land development (right) .....	81
Figure 41: Route 1 Shortlisted Options .....	87
Figure 42: Route 2 Shortlisted Options .....	90
Figure 43: Route 3 Shortlisted Options .....	94
Figure 44: Route 4 Shortlisted Options .....	99
Figure 45: Route 5 Shortlisted Options .....	102
Figure 46: Route 6 Shortlisted Options .....	105

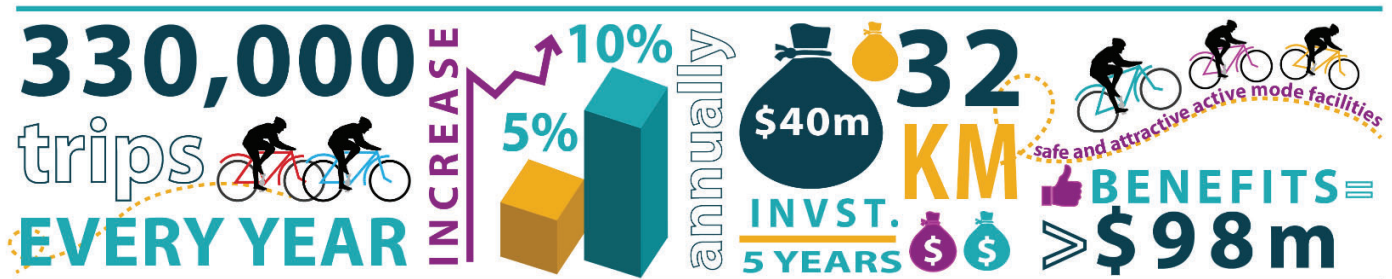


Figure 47: Route 7 Shortlisted Options .....	108
Figure 48: Route 8 Shortlisted Options .....	112
Figure 49: Route 9 Shortlisted Options .....	115
Figure 50: Route 10 Shortlisted Options .....	118
Figure 51: North Frankton Connections Shortlisted Options .....	122
Figure 52: South Frankton Connection Shortlisted Options .....	123
Figure 53: Preferred Network .....	131
Figure 54: LoS assessment proposed routes (Pedestrian) .....	143
Figure 55: LoS assessment proposed routes (Cyclists) .....	144
Figure 56: Recommended Activities of the QIT PBC .....	146
Figure 57: Queenstown Town Centre Movement Strategy .....	147
Figure 58: Proposed Park and Ride Facilities .....	149
Figure 59: Proposed Implementation of the Preferred Network .....	154
Figure 60: Model Area .....	156
Figure 61: Package 1 - Cashflow Summaries .....	173
Figure 62: Delivery model selection diagram .....	177
Figure 63: Proposed Governance Approach .....	189

# GLOSSARY OF TERMS

ABBREVIATION	TERM
ACC	Accident Compensation Corporation
BCR	Benefit Cost Ratio
Beca	Beca Limited
CAS	Crash Analysis System
CPTED	Crime Prevention through Environmental Design
DBC	Detailed Business Case
EEM	Economic Evaluation Manual
FSI	Fatal and Serious Injuries
GPS	Government Policy Statement on Land Transport
IAF	Investment Assessment Framework
IBC	Indicative Business Case
ILM	Investment Logic Mapping
KPI	Key Performance Indicator
KiwiRAP	Kiwi Road Assessment Programme
LoS	Level of Service
LTP	Long Term Plan
MBIE	Ministry of Business, Innovation and Employment
MCA	Multi Criteria Assessment
MoT	Ministry of Transport
MoU	Memorandum of Understanding
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NZ Transport Agency	New Zealand Transport Agency
NZD	New Zealand Dollar
NZCT	New Zealand Cycle Trails
ORC	Otago Regional Council
PBC	Programme Business Case
PPP	Public Private Partnership
QIT	Queenstown Integrated Transport
QLDC	Queenstown Lakes District Council
QTCMP	Queenstown Town Centre Masterplan
QTT	Queenstown Trails Trust
RED	Regional Economic Development
RFP	Request for Proposal
RSA	Road Safety Audit
RTIs	Rapid Targeted Interventions
SiD	Safety in Design
SSBC	Single Stage Business Case
W2G	Way to Go
WATN	Wakatipu Active Travel Network

## EXECUTIVE SUMMARY



The Wakatipu Active Travel Network (WATN) Single Stage Business Case (SSBC) demonstrates the need for investment in an active travel network for pedestrians, cyclists and e-mobility users, 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 Councils (QLDC) ambitions of a more balanced and multi-modal transport network. This will be achieved 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 Wakatipu Basin will contribute directly to the Governments 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.

As one of New Zealand's premier visitor destinations, and with a rapidly growing permanent population, the 330,000 trips made annually on the existing network of trails are expected to grow by 5 to 10% annually over coming decades. This makes the existing Queenstown Trails network the most visited and used NZ Cycle Trail out of the country's 22 Great Rides<sup>1</sup>. An investment of \$40m over five years is proposed to achieve approximately 32km of safe and attractive active mode facilities. Benefits achieved from this investment are estimated at \$98m.

The SSBC has investigated the existing problems and benefits, provided supporting evidence, and assesses options to define a preferred option for achieving the outcome of an integrated, legible, attractive and safe active travel network. It has been developed within the context of a number of parallel business cases and projects within the Wakatipu Basin.

Three problem statements were defined through an Investment Logic Mapping (ILM) workshop with key stakeholders from Queenstown Lakes District Council (QLDC), the New Zealand Transport Agency, Otago Regional Council (ORC) and the Queenstown Trails Trust (QTT). The problem statements are as follows:

- *Problem Statement One: Lack of appropriate infrastructure creates actual and perceived safety and security risks which are barriers to cycling and walking;*
- *Problem Statement Two: Informal and incomplete cycle and walking trails lead to low usage and will not help achieve a sustainable transport system; and*
- *Problem Statement Three: Limited alternative options and current modal preferences are leading to congestion, poor health and other effects.*

These problem statements lead to the definition of benefits that arise from investment into the active travel network in the project area. These are:

- *Better safety and security;*

<sup>1</sup> NZ Cycle Trail Evaluation Report 2016.

- *An integrated active mode network; and*
- *Positive community and environmental effects.*

These benefits have then identified the following Investment Objectives:

- *To provide a sustainable, integrated transport system that results in an enhanced user experience and increased use of active modes;*
- *To support safe and secure journeys for walking and cycling; and*
- *To facilitate positive community and economic outcomes associated with improvements to the active travel network.*

These objectives were then applied to the defined routes and associated agreed shortlisted options with key stakeholders and underwent a Multi Criteria Assessment (MCA) process to obtain a preferred network. The preferred network was then prioritised to identify a preferred package of work to deliver by 2024. This package was then assessed economically to determine the Benefit Cost Ratio (BCR) for each individual component. The overall BCR for Package 1 is approximately 2.6. Based on delivering the network in a staged process (outlined in section 10.4), the BCR for Stage 1 (2018-2021) is 1.8 and the BCR for Stage 2 (2021-2024) is 3.2.

The BCR calculation takes into account delivery and maintenance costs, and funding options with associated risks outlined in the financial case, and information surrounding the viability of delivering the proposal including project planning, governance structure, risk management, communications, stakeholder management, benefits realisation and assurance in the management case.

The commercial case provides evidence of the commercial viability of the proposal and the consenting and procurement strategy that will be used to engage the market. The preferred network is illustrated in Figure 1, with the preferred networks proposed level of service for pedestrians and cyclists defined in Figure 2 and Figure 3. The proposed delivery staging to be progressed to detailed design, including alignment with QTT works, is summarised in Figure 4.



Figure 1: Identified Preferred Network

### Pedestrians - Level of Service Assessment

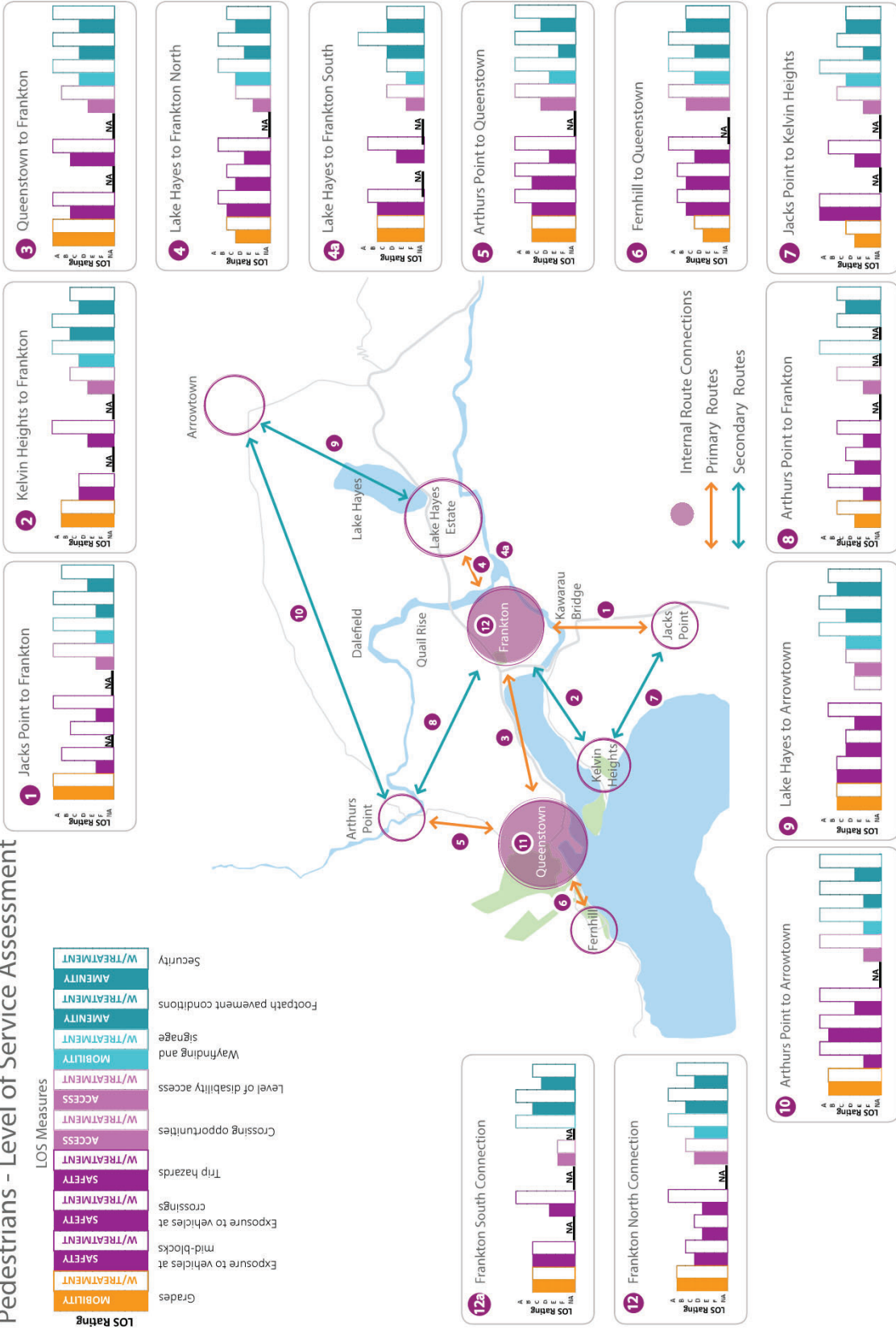


Figure 2: Proposed Level of Service for Pedestrians

### Cyclists - Level of Service Assessment

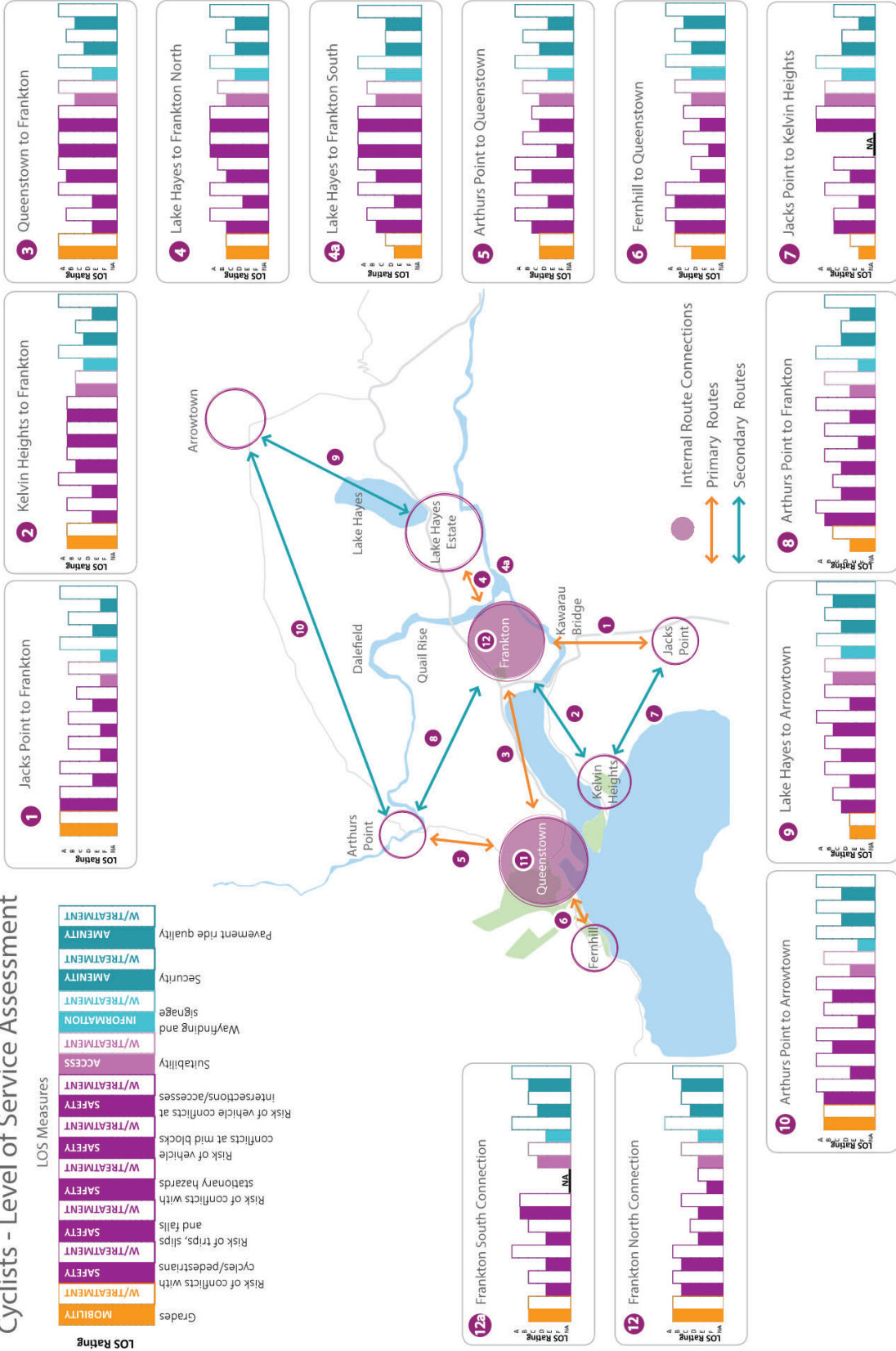


Figure 3: Proposed Level of Service for Cyclists



Figure 4: Proposed Delivery of the Preferred Network