

QLDC Council
28 September 2017

Report for Agenda Item: 10

Department: Property & Infrastructure

Queenstown Integrated Transport Strategy

Purpose

The purpose of this report is to seek Council's endorsement for this multi-agency transport programme.

Recommendation

That Council:

1. **Note** the contents of this report;
2. **Endorse** the Queenstown Integrated Transport Strategy as its main transport strategy for the Wakatipu area.

Prepared by:

Reviewed and Authorised by:



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Infrastructure

Planner

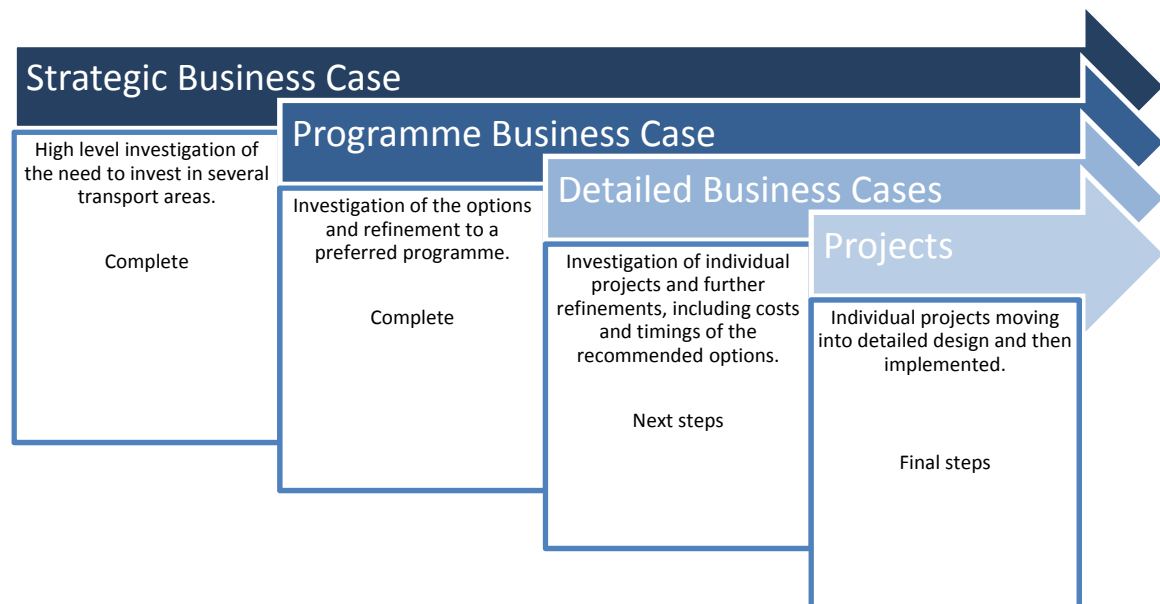
Peter Hansby
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Background

- 1 The Wakatipu Transport Strategy came into effect in 2007. This strategy was replaced in 2014 by separate activity based strategies in the Transportation Strategy Review, led by the various transport activity owners. The Queenstown Integrated Transport Strategy (QITS) proposes to integrate and update the 2014 strategy with shared principles, partnerships and programmes of transport investments. QITS is proposed to supersede the Queenstown Town Centre Transport Strategy that still has ongoing implementations in this financial year.
- 2 QITS is a Programme Business Case (PBC) (see Attachment A) that combines several existing strategies to produce a programme of transport projects. The Partners to the programme are QLDC, New Zealand Transport Agency (NZTA), Otago Regional Council (ORC) and Queenstown Airport Corporation (QAC). The programme is intended to provide direction for land (and water) transport projects

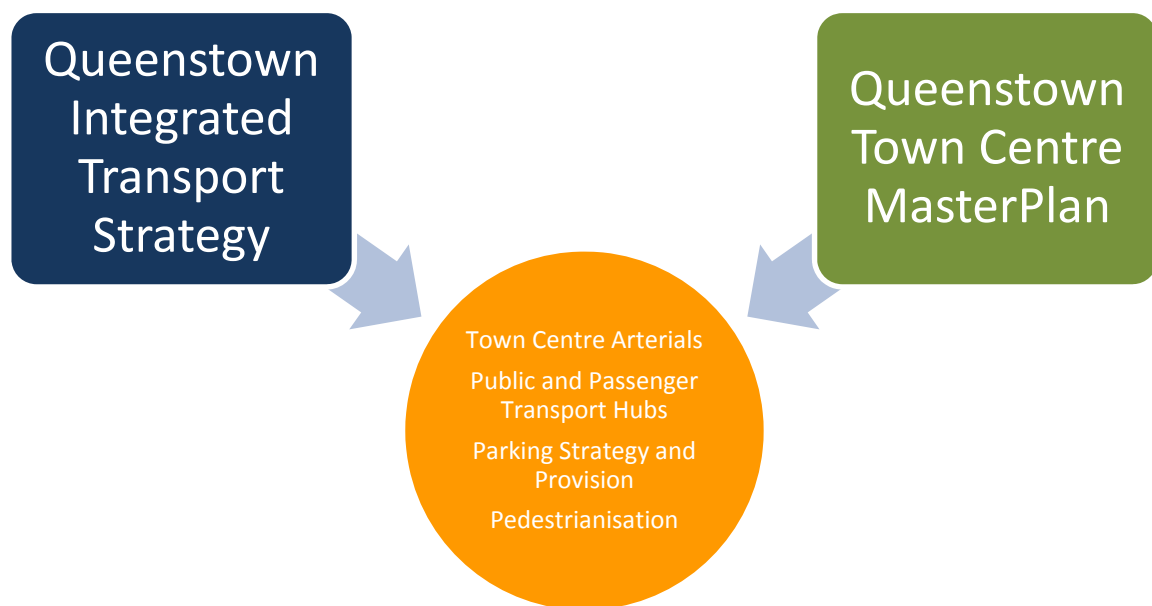
in the Wakatipu over the next ten years, with a planning horizon of some 30 years.

- 3 The PBC is the second stage of the process (simplified here for ease of understanding) which will lead to the projects shown in Table 16, p74 of Attachment A.

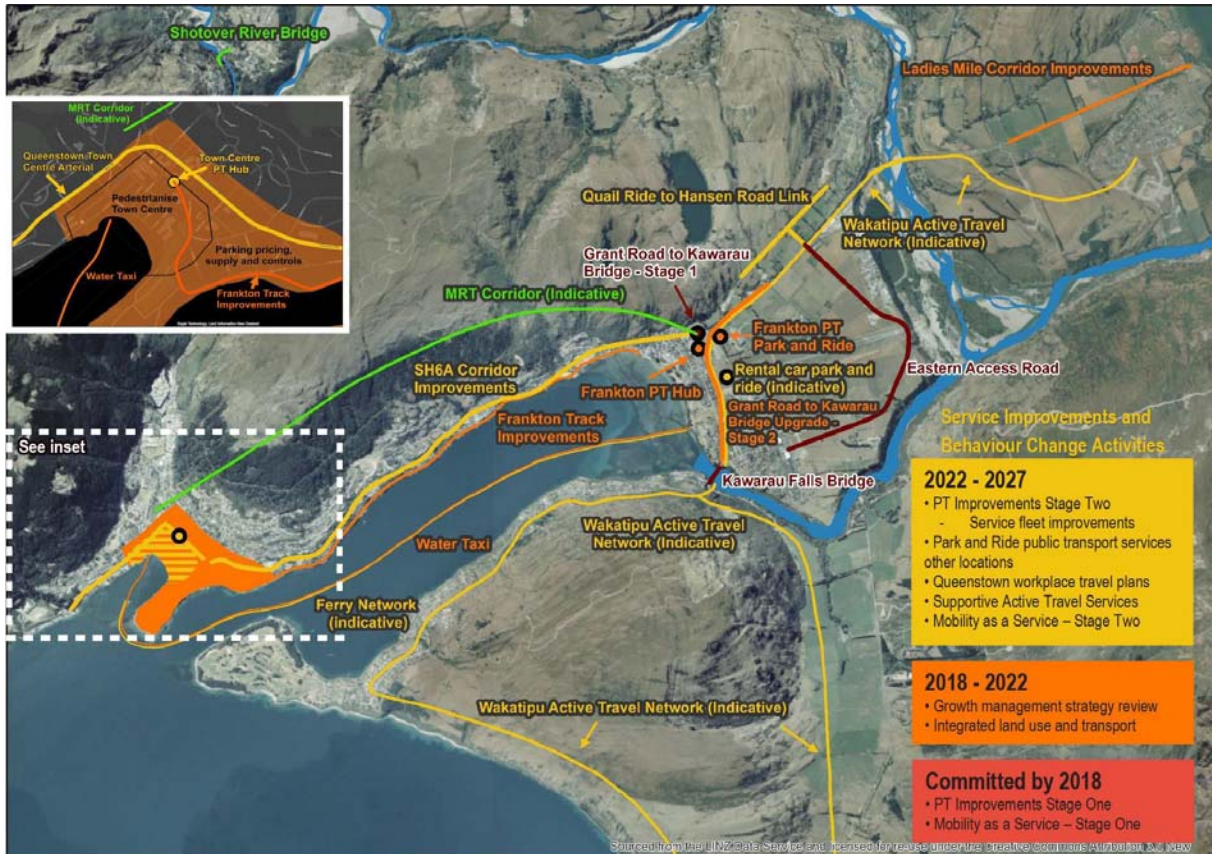


- 4 The integrated nature of the QITS project allows a joint approach to projects that address multi-modal transport options. The underlying aim of the programme is to encourage greater use of active travel (cycling and walking) and public transport options. NZTA have led the PBC but the result is a reflection of combined inputs.
- 5 NZTA will present the programme to their Board and ORC will also request endorsement from their Council.
- 6 The programme represents a very significant investment for the District, in terms of cost, resources and commitment. The indicative cost range is four to six hundred million dollars (expected costs and higher range costs) over the full 30 plus year term of the programme, funded by partners. Costs and timing of projects will be refined as the business case process continues. This paper does not formally commit QLDC to funding the indicative costs. This paper proposes endorsement of a multi-agency approach to combining and refining the Wakatipu transport requirements.
- 7 Funding is proposed to be spread over ten (or more) years (more detail will come with the progression of Detailed Business Cases (DBC) for each subsequent project). This will be “smoothed” where practical to do so, over that full period and within the Long Term Plan.
- 8 A significant element of the funding is anticipated to be provided by NZTA, with a smaller element from ORC.

- 9 The programme is aimed to align with the next three-year cycle of the Regional Land Transport Plan (2018 – 2021), and will be proposed in QLDC's 2018 Long Term Plan.
- 10 The QITS PBC initiation pre-dates the Queenstown Masterplan, which is also a PBC, but has a significant overlap with the transport elements of that project, such as new arterial routes, public transport and passenger vehicle hubs in the town centre. The ongoing and mutual support of the investment partners and stakeholders will be a critical factor in that project. Where overlaps occur, these can be combined into single DBC's to prevent duplication.



- 11 The integration of the QITS PBC which is a Wakatipu wide strategy, will complement the Queenstown Town Centre MasterPlan which includes spatial and public realm planning as well as its significant transport elements. The indicative outcomes from these transport programmes to be delivered by 2040, is shown below.



12 The programme and its outcomes are summarised in Attachment B.

Options

13 Option 1 **Do not adopt the Queenstown Integrated Transport Strategy.**

Advantages:

14 QLDC will continue to work independently of other agencies and organisations with a transport focus to achieve shared outcomes.

Disadvantages:

15 QLDC's forward programme of transport projects may not align with those of other agencies.

16 Significant national funding opportunities may be missed.

17 Transport networks may not be integrated and effectiveness of investment and levels of service may be adversely affected.

18 Option 2 **Adopt the Queenstown Integrated Transport Strategy.**

Advantages:

19 QLDC will support multi agency planning and implement an agreed programme of transport projects throughout the Wakatipu.

20 An integrated approach to planning and delivery of transport investment will result in efficiencies and avoid ineffective investment.

Disadvantages:

21 QLDC will need to continue to align with partner agencies to deliver the work programme, and address the challenges that this may bring in the separate decision-making processes

22 Option 3 Adopt individual aspects of the Programme

Advantages:

23 QLDC can give preference to sub projects that are in its control.

Disadvantages:

24 The integrated nature of the programme and the interdependencies may be lost making the programme inefficient.

25 Funding support may not be available.

26 Duplication of projects may occur.

27 **Option 2** is recommended, to ensure that QLDC provides a forward thinking and realistic transport programme that delivers efficient integrated projects and outcomes.

Significance and Engagement

28 This matter is of high significance, as determined by reference to the Council's Significance and Engagement Policy as it:

- a. Is of high importance to the Queenstown Lakes District.
- b. Is of high interest to Community.
- c. May impact on the Council's capability and capacity.

29 Specifically this is of high importance to the District, as the effective integration of transport projects has connotations for economic and development growth. As such, this is expected to be of high interest to the Community. The scale of the programme of works may affect the Council's capability and capacity to fund and deliver other programmes and projects.

Risk

30 The risk associated with this programme is classed as SR1: High.

31 The matter relates to the current and future needs of the community, including, but not limited to the transport network.

32 This report is key element in treating the management of that risk because it provides governance oversight of the strategic approach to an essential element of the district's infrastructure.

Financial Implications

33 The costs of the programme outputs are significant, but proportionate to the growth of the District and will be considered in the proposed Long Term Plan. The indicative budgets required are from a QLDC share of \$116,000,000 - \$168,000,000.

Council Policies, Strategies and Bylaws

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

- Significance and Engagement Policy
- Queenstown Town Centre Transport Strategy 2015
- Infrastructure Strategy

Local Government Act 2002 Purpose Provisions

35 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 implementing an efficient forward planned transport network.
- 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.

Consultation: Community Views and Preferences

36 The persons who are affected by or interested in this matter are the public in general, transport stakeholders and partner agencies.

37 The Council has consulted through the involvement a wide stakeholder base and will consult further as part of the SCP required in the Long Term Plan.

Attachments [Presented separately]

- A Queenstown Integrated Transport Programme Business Case
- B Queenstown Integrated Transport Programme Business Case Summary