

**Infrastructure Committee**  
**25 August 2022**

**Report for Agenda Item | Rīpoata moto e Rāraki take: [2]**

**Department: Property & Infrastructure**

**Title | Taitara: Mode Shift Plan for Queenstown Lakes District.**

**PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO**

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- 1 The purpose of this report is to seek endorsement of the Mode Shift Plan.

**EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA MATUA**

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- 2 The Queenstown Lakes District Council's transport programme is a varied suite of interventions and plans that aims to facilitate changes in travel behaviour and deliver wider opportunities for travel choice. Key to this is the need to shift those behaviours to mode choices other than the private car.
- 3 The Mode Shift Plan summarises the need for the change and identifies a high-level programme of interventions to achieve and monitor the change.
- 4 The revised Mode Shift Plan (Attachment 1) includes inputs from Way To Go partners and internal Council teams. Recent plans and policies, including Spatial and Climate Action Plans, and Government led emissions reduction information and targets have been incorporated.
- 5 The Mode Shift Plan is intended to be reviewed on a regular basis.

**RECOMMENDATION | NGĀ TŪTOHUNGA**

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- 6 That the Infrastructure Committee:
  1. **Note** the contents of this report;
  2. **Endorse** the Mode Shift Plan.
  3. **Direct** staff to review the document in each Long Term Plan cycle.

Prepared by:



Tony Pickard  
Transport Strategy Manager

18/07/2022

Reviewed and Authorised by:



Peter Hansby  
General Manager Property and  
Infrastructure

18/07/2022

## CONTEXT | HOROPAKI

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- 7 The Mode Shift Plan has been prepared by the Way to Go partners (led by QLDC staff) partly as a response to the Minister for Transport's request that each high growth urban area in Aotearoa New Zealand has a plan setting out how it will get more people walking, cycling and using public transport, but also as a way of giving strategic direction to the transport programme.
- 8 This document pulls together the spatial and transport planning and investigation work completed in the Queenstown Lakes District, to identify how the district and its transport system can develop to achieve outcomes sought by local communities.
- 9 Prior to March 2020, the Queenstown Lakes District had one of the fastest growing populations and economies in New Zealand, and in common with other growing urban areas in Aotearoa New Zealand, transport infrastructure for all modes was struggling to keep up. With the arrival of COVID-19 and the ongoing global pandemic, the local economy contracted due to a reliance on domestic and international tourism, however residential and housing growth rates defied expectations and continued a growth trajectory, particularly around the Wānaka and Upper Clutha area.
- 10 The strategic approach to transport investment presented in this plan places a strong emphasis on alignment with the objectives of the local and national policy framework, in particularly the Queenstown Lakes ('Spatial Plan') and Climate and Biodiversity Action Plan, in relation to emissions reduction, managing future travel demands through integrated transport and land use planning, and improving community health and wellbeing through sustainable transport mode shift.

## ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

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- 11 The document is designed to be self-explanatory and analysis and advice would only be repeated verbatim in this section. The full document is attached.
- 12 The appendices to the document, do warrant a brief expansion, in that they have been added as the situation existed at the time of final review, circa March 2022. These are deliberately separate from the main body of the document in order that they can be updated as required, or in response to other policies and programmes.

### Options

- 13 This report identifies and assesses the following reasonably practicable options for assessing the matter as required by s 77 of the Local Government Act 2002:
- 14 Option 1 The Committee agrees to Endorse the Queenstown Lakes Mode Shift Plan.

#### *Advantages:*

- 15 Enables the strategic direction for the transport programme to be visible and legible.

16 Provides a reference document for other projects and programmes.

17 Provides a baseline for improvements (through a monitoring programme).

*Disadvantages:*

18 Nil.

19 Option 2 Council declines to Endorse the Queenstown Lakes Mode Shift Plan.

*Advantages:*

20 Nil identified.

*Disadvantages:*

21 Does not enable a consolidated approach to modal shift for transport.

22 Relies on a work programme to identify the strategic direction for modal choices with the District.

23 This report recommends **Option 1** for addressing the matter because a strategic level approach is required.

## **CONSULTATION PROCESS | HĀTEPE MATAPAKI:**

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### **> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA**

24 This matter is of low significance, as determined by reference to the [Council's Significance and Engagement Policy](#) because:

- a. affected individuals and organisations in the community have had multiple opportunities to participate in the business cases and masterplan processes within the transport programme.
- b. the project is required to achieve Council's existing policy and strategies.
- c. the decision is required to give effect to the Council's objectives set out in documents such as the Infrastructure Strategy and Long-Term Plan.
- d. the project is aligned with the Council's Climate Action Plan.
- e. The project is aligned with the Queenstown Lakes Spatial Plan.

### **> MĀORI CONSULTATION | IWI RŪNANGA**

25 Iwi were consulted in the wider transport programme but not on this document specifically, as this is a consolidation of other works.

## **RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA**

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26 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00012 within the QLDC Risk Register. This risk has been assessed as having a high inherent risk rating. This matter relates to these risks because it is necessary to avoid poor infrastructure planning, through such measures as implementing the Mode Shift Plan.

27 The approval of the recommended option will support the Council by allowing us to avoid the risk.

## **FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA**

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28 The interventions and monitoring are contained within existing work programmes. Future costs will lie in revisions of the existing plan and will be mainly staff costs.

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

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

- Significant & Engagement Policy 2021;
- Long Term Plan; and
- Infrastructure Strategy.

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

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

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31 Section 10 of the Local Government Act 2002 states the purpose of local government is:

- a. to enable democratic local decision-making and action by, and on behalf of, communities; and
- b. to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

32 Approval of the recommendation will enable efficient and timely planning and investment for transport.

33 The recommended option:

- Can be implemented through current funding.
- 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

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A	Mode Shift Plan