

Infrastructure Committee
28 August 2020**Report for Agenda Item | Rīpoata moto e Rāraki take 2****Department: Property & Infrastructure****Title | Taitara Southern Corridor Network Operating Framework (NOF)****PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO**

The purpose of this report is to inform the Infrastructure Committee of the Southern Corridor Network Operating Framework (Attachment A) and seek endorsement of its use. The Southern Corridor Network Operating Framework will form a component of the 2021-2051 Infrastructure Strategy (currently in development).

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Infrastructure Committee:

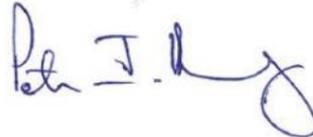
1. **Note** the contents of this report;
2. **Endorse** the report as a background document to support integration of planning for transport and land use.

Prepared by:



Adam Bray
Transport Planner
Property and Infrastructure

29/07/2020

Reviewed and Authorised
by:

Pete Hansby
General Manager, Property
and Infrastructure

14/08/2020

CONTEXT | HOROPAKI

Rationale

- 1 As part of the Council's strategic objective to support the integration of transport modes, it has created a Network Operating Framework ('NOF') for the Southern Corridor. The NOF will provide a 'backbone' to support the development of Network Operating Plans and transport investments (through business cases and master planning) to supplement and support investment decisions.
- 2 The framework provides a collaborative and integrated approach to managing the transport system: a 'one network' approach. It consists of operational strategies and objectives for managing the transport network to provide effective network management for all users. NOFs have been produced for Frankton and Wānaka and are being used to good effect to inform planning decisions.
- 3 The framework recognises the diverse needs of all road users, identify operating gaps, determine the suitability of interventions and support monitoring of network performance at future stages.
- 4 The framework will:
 - Establish a transport network that caters to the medium and long-term needs of the growing Southern Corridor population'
 - Provide efficient connections between current and future settlements in the study area and the major employment areas north of the Kawarau River in Frankton, Queenstown Town Centre and the wider network
 - Improve perceptions of safety for all users
 - Promote public transport, walking and cycling as everyone's first travel choice for movements within, to and from the Southern Corridor. This can be achieved by improving active mode and public transport attractiveness and accessibility for all residents through improved infrastructure and services to support growth in the area.
- 5 The Network Operating Framework will:
 - Support decisions as part of a wider decision making framework
 - Provide a collaborative approach to planning outcomes
 - Take a wider view of the network
 - Provide transparency in decision-making
 - Complement business case development and Master Planning
 - Assist with informing an understanding of network interventions

- Form an iterative process to encourage an integrated transport network.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 6 Option 1 – Endorse the report as a background document to support integration of planning for transport and land use.

Advantages:

- 7 Approval of the NOF means having a planning framework in place, identifying proposed improvements to the transport infrastructure in the Southern Corridor.
- 8 Having a framework of transport interventions will mean improved ability to option test improvements, guide future business cases and masterplans and underpin the development of a new traffic capacity analysis model.
- 9 The development of the Southern Corridor NOF will assist in the production of a District Wide Network Operating Plan, which will bring together the business cases, masterplans, outcomes from modelling scenarios and spatial planning work to enable infrastructure to be developed in a strategic manner.

Disadvantages:

- 10 None

- 11 Option 2 Do nothing option – do not endorse the NOF.

Advantages:

- 12 None.

Disadvantages:

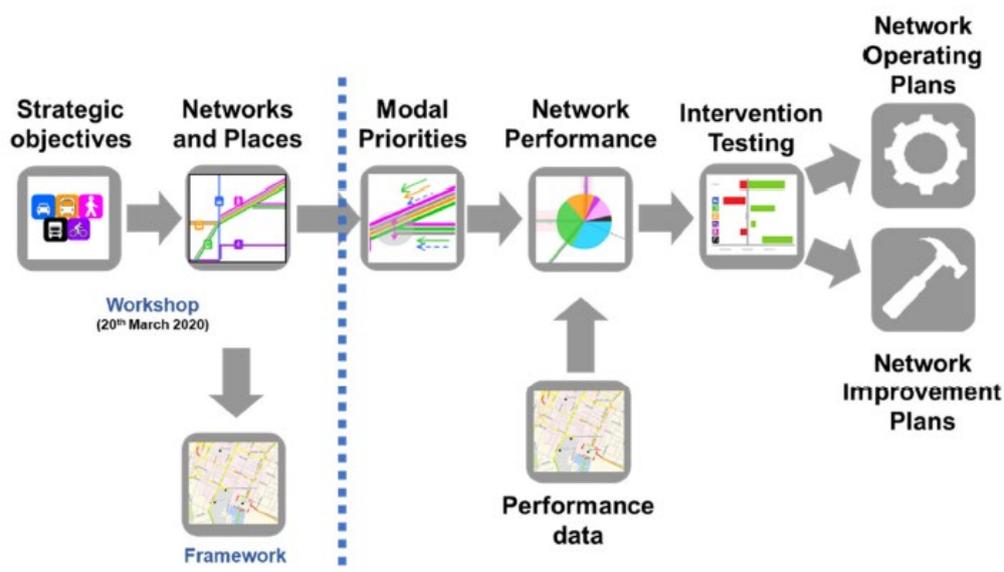
- 13 A framework for efficient planning of future infrastructure is not in place.

- 14 This report recommends **Option 1** for addressing the matter.

Development Process

- 15 The Austroads Network Operations Planning Framework and Part 4: Network Management Guidelines informed the development of this Network Operating Framework.
- 16 The NOF process is adapted dependent upon requirements. The foundation for planning and assessing the network is based upon two workshops. These workshops focus on the development of the strategic setting whereby mode based objectives are developed and mode prioritisation maps for the network are prepared with modal conflicts identified.
- 17 Fig 1 outlines the steps in the NOF process with the strategic setting and assessment phases represented either side of the dotted line.

Fig 1: Network Operating Framework Process



Strategic Objectives and Principles

18 Strategic objectives and principles set the strategic context and mode based aspirations for the network to inform the development of the NOF. Strategic objectives are based on the following five modes:

- Pedestrians – Walkers, motorised scooters, mobility impaired users
- Cyclists – Commuter and recreational
- Public transport – publicly available transport including tourist coaches and school buses
- General traffic – Private vehicles, taxis and small commercial vehicles i.e. couriers
- Freight traffic – Heavy commercial vehicles

19 Once initial strategic objectives are developed, principles corresponding to each road user mode are developed. Principles provide guidance for how to apply strategic objectives at a network level by attributing modal priority routes throughout the network.

Application of the Network Operating Framework

20 The development of the NOF focused on defining strategic objectives and principles followed by mapping strategic modal networks and identifying future modal conflict sites.

21 The Network Operating Framework is a tool that provides the required transport inputs for land use development by considering the form and function of a future aspirational, multi-modal transport network. The outputs indicate which transport corridors are suitable for different modes to support place functions, and regional transport policies and objectives. In this instance, they also identify any new proposed connections or

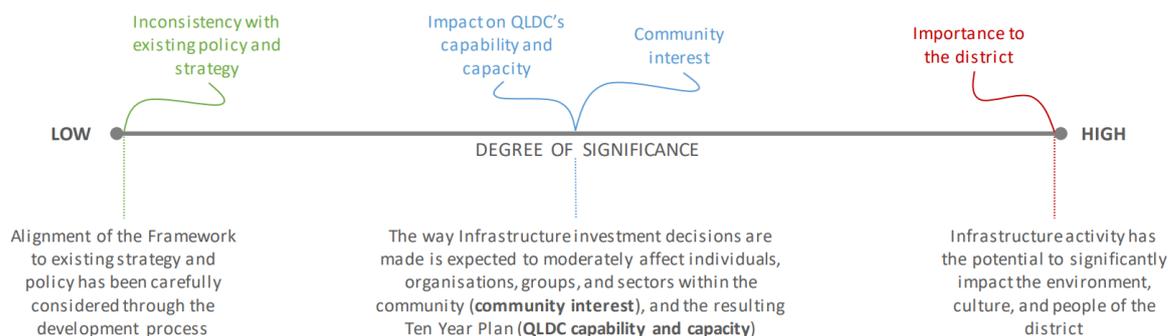
transport projects required to support the sustainable and efficient development of the study area.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

22 Endorsement of the framework is assessed as being, on balance, of medium significance (Figure 4 refers); determined in QLDC’s Significance and Engagement Policy.

Fig 2. Assessed Alignment of Significance and Engagement Policy Criteria



23 The Council has consulted with the relevant developers, landowners and stakeholders including ORC and NZTA and will continue with this engagement to ensure new developments are in line with the NOF.

> MĀORI CONSULTATION | IWI RŪNANGA

24 The Council has not undertaken Iwi consultation during this project as it is anticipated to be included in development proposals and District Planning.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

25 Acceptance of the NOF is directly related to a QLDC risk category or a documented organisational risk.

26 The NOF will guide the prioritisation of future Infrastructure investment activity, which in turn will respond to a number of organisational risks. Key related risks are set out below (Table 1 refers).

Table 1: QLDC risks related to Infrastructure investment planning (high or very high inherent risk only)

Risk	Description	Inherent Rating
00012	Core infrastructure is insufficient – poor infrastructure planning	High

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

- 27 There are no direct capital or operational financial implications associated with the adoption of the framework.
- 28 The framework will underpin infrastructure planning for the district and will have implications in the development of future business cases, the next District Plan review and Spatial Plan, which will themselves have financial implications associated with them.

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

- 29 Key QLDC strategic documents considered through the NOF to date include Vision Beyond 2050, Queenstown Lakes Long-term Plan 2018-2028, District Plan (Operative) and District Plan (Proposed), and the Draft Spatial Plan.
- 30 The development of the NOF specifically is not included in the 2018-2028 Long Term Plan, however workstreams identified within the document relating to the existing business case work will be delivered separately as part of the 2021-2031 Long-Term Plan.

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

- 31 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 a collaborative and integrated approach to managing the transport system, providing a base for development of future business cases, masterplans and guiding the spatial and district planning processes;
 - 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	Southern Corridor Network Operating Framework
---	---