

05 DELIVERY STRATEGY

DELIVERY STRATEGY

INTERVENTIONS IDENTIFIED IN THE WANAKA TOWN CENTRE MASTER PLAN WILL BE DELIVERED OVER TIME. THE SEQUENCING OF THESE WILL BE IMPORTANT TO ENSURE THE TOWN CENTRE CONTINUES TO FUNCTION WHILE CHANGES ARE BEING MADE.

The delivery strategy section of the Wānaka master plan document sets out the pathway to implementing changes proposed. These changes will happen over time and be staged to allow a sequencing of projects and to ensure the least disruption for the community and businesses through construction phases. Detailed investigations for each intervention will be required before any construction works are implemented.

The delivery strategy focuses on a three stage approach from the short term enabling interventions through to the main execution of works and finally completing the full delivery programme.



STAGE 1 ENABLING

SHORT TERM 1-5 YEARS 2020-2025

These include interventions that enable future stages such as the town centre bypass and those that are relatively easy to implement and have less interdependencies such as introducing parking management (user pays and time limited parking).



STAGE 2 EXECUTING

MEDIUM TERM 5-10 YEARS 2025-2030

These include the majority of town shaping interventions and form the core of changes planned. These interventions include upgrades to streets and spaces in the town centre and major changes to parking and the Pembroke Park land swap. These interventions are generally contingent on delivery of enabling interventions such as the town centre bypass.



STAGE 3 COMPLETING

LONG TERM 10-30 YEARS 2030-2050

These include the final master plan interventions that require significant investment and implementation of preceding interventions to be realised. The long term interventions include the development of the Community Hub within the Civic Heart and the new road extension from Russell Street through to Dunmore Street and the development of a bus network.

STAGE 1- ENABLING : SHORT TERM DELIVERY 2020-2025

IN THE SHORT TERM INTERVENTIONS ARE PROPOSED THAT WILL ENABLE FUTURE STAGES OR THOSE THAT ARE RELATIVELY EASY TO IMPLEMENT AND HAVE LESS INTERDEPENDENCIES

Stage 1 interventions are:

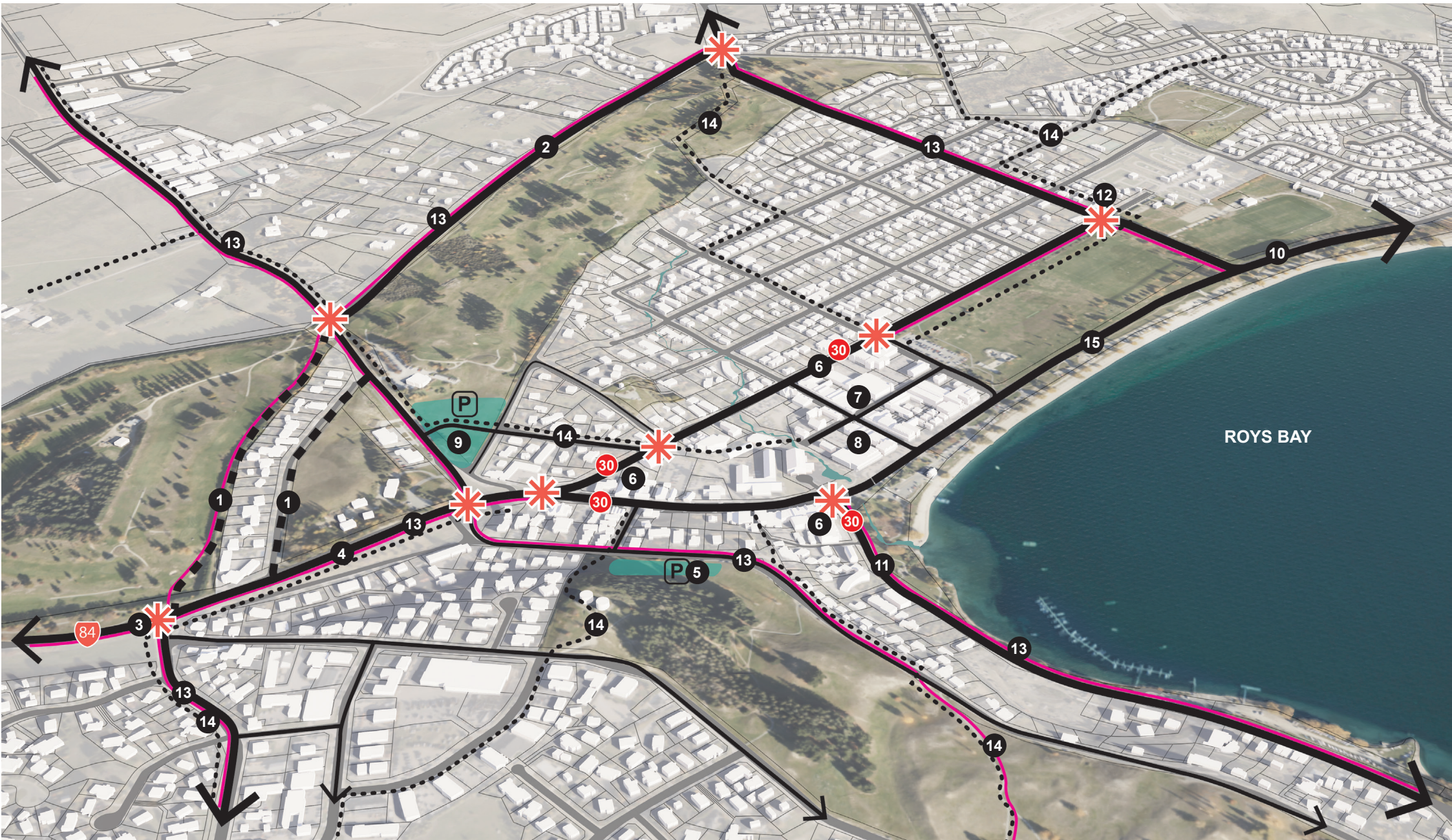
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| 1 | Town centre bypass implemented | 8 | Implementation of some town centre street upgrades |
| 2 | Upgrades to Golf Course Road | 9 | Construction of commuter and camper-van parking between adjacent to Ballantyne Road / Stratford Terrace |
| 3 | Intersection upgrade at SH84 and Anderson Road | 10 | Parking adjacent to the end of McDougall Street |
| 4 | Upgrades to SH84 | 11 | Parking along Lakeside Road |
| 5 | Construction of commuter parking adjacent to Lismore Street | 12 | Roundabout at Brownston and McDougall intersection |
| 6 | Implementation of town centre 30km/hr speed zone | 13 | Implement first stage of cycle network |
| 7 | Implementation of parking management in town centre core | 14 | Implement enhanced pedestrian routes to town |
| | | 15 | Implementation angle parking along Ardmore Street in front of Pembroke Park as an interim measure (to shift parking off the lake front) |

Stage 1 suggested further studies undertaken:

- + Prepare design guides for the town centre streets and spaces
- + Review of the Lakefront Development Plan to update relative to the master plan concepts.

LEGEND

- PRIMARY MOVEMENT NETWORK
- POTENTIAL BYPASS OPTIONS
- CYCLE NETWORK
- ENHANCED PEDESTRIAN CONNECTIONS
- INTERSECTION UPGRADE
- PARKING DESTINATIONS
- SPEED LIMITS



STAGE 2- EXECUTING : MEDIUM TERM DELIVERY 2025-2030

IN THE MEDIUM TERM THE MAJORITY OF TOWN SHAPING INTERVENTIONS ARE PLANNED. THESE INTERVENTIONS INCLUDE UPGRADES TO STREETS AND SPACES IN THE TOWN CENTRE AND ARE GENERALLY CONTINGENT ON DELIVERY OF ENABLING INTERVENTIONS SUCH AS THE TOWN CENTRE BYPASS

Stage 2 interventions are:

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| 1 | Intersection upgrade at SH84 and Brownston Street | 7 | Pembroke Park additional planting and landscaping |
| 2 | Complete implementation of town centre street upgrades | 8 | Implement Lower Ardmore shared space and lakeside development |
| 3 | Dungarvon Street roundabouts | 9 | Additional cycleways in town centre |
| 4 | Chalmers Street roundabout | 10 | Relocate and consolidate coach stops onto Dungarvon Street |
| 5 | Implement parking on south side of Pembroke Park to offset loss of parking along lake front | 11 | Angle parking on McDougall Street |
| 6 | Pembroke Park land swap | | |

LEGEND

-  PRIMARY MOVEMENT NETWORK
-  POTENTIAL BYPASS OPTIONS
-  CYCLE NETWORK
-  COACH STOP LOCATION
-  ENHANCED PEDESTRIAN CONNECTIONS
-  INTERSECTION UPGRADE
-  PARKING DESTINATIONS
-  SPEED LIMITS
-  KEY OPEN SPACE ENHANCEMENTS














STAGE 3- COMPLETING : LONG TERM DELIVERY 2030-2050

IN THE LONG TERM THE FINAL MASTER PLAN INTERVENTIONS WILL BE IMPLEMENTED. THESE INTERVENTIONS REQUIRE SIGNIFICANT INVESTMENT AND IMPLEMENTATION OF PRECEDING INTERVENTIONS TO BE REALISED.

Stage 3 interventions are:

- 1 Implement of bus network
- 2 Implement of Civic Heart
- 3 Complete coach and public transport bus hub on Dungarvon Street

LEGEND

-  PRIMARY MOVEMENT NETWORK
-  POTENTIAL BYPASS OPTIONS
-  CYCLE NETWORK
-  BUS ROUTES
-  COACH & BUS HUB LOCATION
-  ENHANCED PEDESTRIAN CONNECTIONS
-  INTERSECTION UPGRADE
-  PARKING DESTINATIONS
-  SPEED LIMITS
-  KEY OPEN SPACE ENHANCEMENTS
-  CIVIC HEART LOCATION

