



Upper Clutha Transport Report

Shaping our Future Vision for the Upper Clutha incorporating Land, Air and Water Transport:

"The Queenstown Lakes District has a functional, innovative, integrated, multi-modal and sustainable transport system that supports a thriving, healthy community and enhances the visitor experience.

Implementing this vision, Wanaka will be open to change and new technologies, giving priority to initiatives that enhance connectivity and the character of the area."

Forum Report March 2017

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Appendices – there is a large amount of background and detail information available in the appendices section of the report (available at www.shapingourfuture.org.nz)

Appendix 1: Land Transport

Appendix 2: Air Transport

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Appendix 7: Wanaka Transport Public Forum Notes

Appendix 8: Shaping our Future Queenstown Transport Report

Appendix 9a: Future Thinking Summary Presentation

Appendix 9b: A generic foresight process framework

Executive Summary and Key Recommendations

The Upper Clutha Transport taskforce have worked through the information gathered at public forum, held discussions with local experts and considered the Queenstown Transport report. This report outlines the long term vision and recommendations towards achieving the vision.

The Upper Clutha is experiencing a period of growth in population, visitor numbers and development. By being proactive now to plan for our future we can ensure infrastructure needs keeps up with growth. Current projections for the Upper Clutha are:

- Resident population numbers are expected to double from 10,340 in 2015 to 22,509 in 2048¹.
- Visitor numbers are expected to double from an average per day of 6,399 in 2015 to 13,391 in 2048².
- In recent years there has been an increase in new large scale development (eg Three Parks and Northlake)
- The resident and visitor population are highly reliant on private vehicles for work and recreation.
- The Upper Clutha is spread over a wide geographical area making the viability of public transport an issue into the future connecting within the area and also to surrounding areas eg Cromwell, Queenstown.

Vision 2050 and beyond

Overall Vision and Land Transport:

“The Queenstown Lakes District has a functional, innovative, integrated, multi-modal and sustainable transport system that supports a thriving, healthy community and enhances the visitor experience.

Implementing this vision, the Upper Clutha will be open to change and new technologies, giving priority to initiatives that enhance connectivity and the character of the area.”

Air Transport sub vision:

“Wanaka airport is a destination for high yielding innovative businesses creating a sustainable aviation hub for the region”

Water Use – Recreational and Commercial sub vision:

“To ensure the best possible user/visitor lake/waterway experience whilst preserving the natural beauty, water quality and environmental integrity of our most valuable asset.”

¹ Source: QLDC 2017 Growth Projections

² Source: QLDC 2017 Growth Projections

Summary of Recommendations

The following is a summary of the key recommendations proposed as steps towards achieving the vision. Further detail and information on each of the recommendations is available within the full report.

1. Support for a single Transport Entity (QLDC, ORC and NZTA) as proposed by the Queenstown Transport Report 2016.
2. That the Transport Entity consider the recommendations in the Queenstown Transport Report relating to Strategic Integrated Planning, Research and Analysis, Public Transport and Parking, Cycling/ Walking (including other active transport modes), Community Culture and Funding be applied district-wide. The full recommendations are available in appendix 8.
3. Proposed short – medium term recommendations for land transport in the Upper Clutha:
 - Integrated Strategic Planning - main arterial routes, future transport needs, maintenance/upgrade planning for current network, Wanaka lakefront and CBD.
 - Public Transport - Future provision for transport hubs
 - Walking/Cycling “active transport modes”- Safe and attractive tracks, including commuter trails, with infrastructure that is fit for purpose connecting our communities residential, recreational, retail and business areas. .
 - Community Culture – co-ordination promotion and information available to the residents and visitors to the Upper Clutha. Long term behavioural change.
 - Parking – long term parking strategy for the CBD, lakefront, retail and business centres.
4. Develop Wanaka Airport into a ‘centre for aviation excellence’ which contributes positively to the Upper Clutha economy.
5. Shaping our Future facilitate the first meeting to establish a ‘Lake Management Group’ with representation from all lake and waterway users.
6. That a portfolio for Transport Planning and Implementation within QLDC be assigned to an appropriate Wanaka representative.
7. QLDC provides resource to continue a long term future thinking process for the Upper Clutha Community that identifies their values and characteristics overall and creates a long term vision for the area (eg Wanaka 2020). This transport report is integrated into the process. Furthermore a futures group aligns its action plan around Council’s policies, strategies and community consultation processes so it has input into decision making processes.

Overview

The Shaping our Future Transport Taskforce was formed following two public forums in Queenstown and Wanaka in May 2015. The forums were attended by over 120 people. Separate taskforces were formed for Queenstown and Wanaka although the two have worked closely together.

The Upper Clutha Transport Taskforce was formed representing local industry and community volunteers who have a desire to see the transport network within Wanaka become a sustainable network over the next 30+ years.

Shaping our Future provided Terms of Reference for the Taskforce ([Appendix 5](#)).

Forum attendees were asked to consider the area of land, air and water transport in the Wanaka area. The taskforce role was to create an overall vision for transport in Wanaka with a series of key recommendations to achieve the vision. This report reviews current baseline information, key success factors and Key Performance Indicators (KPI's).

Upper Clutha Transport Report Scope:

- This review encompasses Wanaka, Hawea, Luggate, Cardrona, Albert Town, Matukituki and Makarora, referred to collectively in the report as the Upper Clutha. Combined with the Queenstown Transport report this covers the entire Queenstown Lakes District and encompasses a wide range of different centres with different issues and solutions.
- The Upper Clutha taskforce has developed a draft vision for success for the transport industry looking to 2050 and beyond.
- The taskforce analysed the gap between the draft vision and perceptions on where we are today to form a working baseline.
- The taskforce focused on three main areas as defined by the forum: Land, Air and Water incorporating the three key themes from the forum information – Strategic Integrated Planning, Cultural Change, Environment and Funding.
- Current Urban Boundaries and development spread where not examined by the taskforce.



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Vision for the Future of Upper Clutha Transport 2050:

The vision for the Upper Clutha looks to the long term future of transport in our area, something we aspire to and can work towards in the long term. The key recommendations in the next section are designed as steps towards achieving the vision.

In preparing the vision the taskforce considered the information gained at public forum. Forum attendees were asked to provide two words that described a successful future transport situation in the Upper Clutha. The results are below:



The taskforce acknowledges the importance of Queenstown's Transport Taskforce group and the alliance between the two areas in achieving an overall transport future together. It is important to work together on our collective goals as well as those considered a priority for our respective locales. The Wanaka taskforce agreed with Queenstown's Transport vision and recommend it is adopted as a district wide vision with an additional sub-vision specific to the Upper Clutha.

The Upper Clutha Transport 2050 Vision:

"The Queenstown Lakes District has a functional, innovative, integrated, multi-modal and sustainable transport system that supports a thriving, healthy community and enhances the visitor experience.

Implementing this vision, the Upper Clutha will be open to change and new technologies, giving priority to initiatives that enhance connectivity and the character of the area."

The vision incorporates the following:

Functional

- A transport system that meets the needs of residents and visitors and provide an acceptable level of service.
- Paved commuter cycling routes and end use facilities (showers and storage) that support and encourage the use of multi-modal transport options.
 - Accessible and convenient options and parking for those who need to use private vehicles e.g. elderly, families
 - A transport system that is integrated with the Safe System³ philosophy.

³ See Glossary for definition of terms

Innovative:

- A transport system that embraces new technology and processes.
- Looks towards early adopter cities around the world for transport solutions that are proving successful.
- Where ever possible, discards technologies and concepts that become outdated and no longer best practice.

Integrated and Multi-modal:

- Connectivity between walking, biking, boat access and road. Connectivity between CBD, suburbs, schools, home, work, services and recreation areas.
- Multi-modal transport system that encourages the use of a range of options for travel including connectivity between public transport (road, air and water) with tracks (cycling and walking), end destinations, retail, educational and recreational needs.
- Planning for and implementation of infrastructure for a public transport system that is accessible, affordable and convenient for visitors and residents, e.g. bus priority measures, wharves for lake and river use, disincentives for car use, e.g. parking availability and parking charges, congestion acts as a disincentive.
- An integrated planning and transportation approach that considers the Safe System as a whole.

Sustainable:

- Innovative and clean connectivity solutions to providing better public transport and provision for walking/cycling/future modes⁴ connecting main centres of public and tourist interest in the Upper Clutha.
- Congestion managed through reduced car use by commuters and visitors, sustainable land use planning and road network improvements.
- Ability to fund transport solutions and ongoing maintenance and operation of the transport system.
- Timely implementation of transport solutions – proactive rather than reactive.

Community Culture:

- Open and welcoming to change, that embraces new technology e.g. electric bikes/vehicles. Have a high level of knowledge and education about the transport options available.

Accessible

- All transport systems including public transport and walking/cycling tracks are accessible for the local community and visitors to the area.

Strategic Planning

- Consultation and communication between stakeholders (public, private and commercial) to collectively plan for the future needs of the community and visitors.

Unique Character:

- The Upper Clutha is known for its innovative transport solutions that work for the community and visitors while maintaining the unique character of the town.

⁴ See Glossary for definition of terms

Thriving, healthy, community:

- A community that embraces the natural environment and actively utilises alternative transport options for everyday life.
- Residents that have the ability to live, work and play within their community.

In addition to the district wide vision, two additional sub-visions are proposed specifically for the future of air and water transport in the Upper Clutha.

The Upper Clutha Air Vision:

“Wanaka airport is a destination for high yielding innovative businesses creating a sustainable aviation hub for the region”

The Upper Clutha Water Vision:

“To ensure the best possible user/visitor lake/waterway experience whilst preserving the natural beauty, water quality and environmental integrity of our most valuable asset.”



Key Recommendations

The Upper Clutha Transport taskforce have worked through the information gathered at public forum, held discussions with local experts and considered the Queenstown Transport report. The taskforce propose the following vision and key recommendations for the Upper Clutha as steps towards achieving the vision. More information and specific examples are available in the [Appendix 1-3](#) including baseline, key success factors, KPI's and potential barriers to achieving the vision.

The recommendations are split into four areas, Land, Air, Water and district-wide recommendations.

Land Transport

The Upper Clutha is experiencing a rapidly increasing population with resident population numbers expected to double from 10,340 in 2015 to 22,509 in 2048. New developments eg Three Parks and Northlake as well as increasing visitor numbers are putting pressure on the current infrastructure.

Residents, visitors (both overseas and NZ) are drawn to the Wanaka area for many reasons. The nature of the activities available as well as climate and terrain diversity means this population has a high reliance on using private motor vehicles. While tour buses do use the area, there is currently no public transport available and this further limits transport options.

The terms of reference of the Shaping our Future Taskforce was to focus on a 30+ year vision. However it is not possible to focus on a long term view without being mindful of the short term issues that need urgent attention. It is important that the short term issues that need to be dealt with now fit and are linked to longer term planning and goals.

Recommendations – Land Transport

1. The Upper Clutha supports the key recommendation proposed by the Queenstown Transport Taskforce (November 2016) detailed below regarding a single Transport Entity and proposes a district wide approach with The Upper Clutha stakeholders as active participants.

QLDC to lead the establishment of a single Transport Entity made up of the primary transport infrastructure providers (QLDC, NZTA and ORC) to oversee the planning, funding and implementation of future improvements to the transport system within the Queenstown Lakes District. The Transport Group is designed to cut through the various bureaucracies to ensure timely action towards the vision outlined.

The Group will require the necessary independence, authority, expertise, funding and accountability towards achieving a long term desirable outcome for the district.

Examples of clear governance structures with high level expertise leading a long term strategy for their regions include [Vancouver 2040](#), [Marlborough Roads](#) and [Auckland Transport](#). See [Appendix 6](#) for more examples of governance and entity structures.⁵

The Transport Entity will work closely and collaboratively with other key stakeholders in the Upper Clutha including (but not limited to); The Upper Clutha Tracks Trust (UCTT), DOC,

⁵ Shaping our Future Queenstown Transport Report 2017

Ministry of Education, Otago DHB, Wanaka Tourism, Chambers of Commerce, Wanaka Airport, providers, community groups and developers (as required), and the Proposed Lake Management Group (see p13).

2. That the Upper Clutha area must be part of the Transport Entity when carrying out the recommendations in the Queenstown Transport Report under:
 - Strategic Integrated Planning
 - Research and Analysis
 - Public Transport and Parking
 - Cycling/Walking and other active transport modes
 - Community Culture and Funding

3. In addition to the areas covered in the Queenstown report, we propose the following **short-medium term** priorities for the Upper Clutha. When considering the recommendations we ask that along with the need for roading and parking for private vehicles, future transport modes e.g. electric cars, bikes, driverless cars and active transport e.g. cycling and walking are included.

<i>Key Area</i>	<i>Sub Area</i>	<i>Action Needed</i>	<i>Priority</i>
<i>Strategic Integrated Planning – Master Plan for the Upper Clutha to include:</i>	Main Arterial Routes	<ul style="list-style-type: none"> Identification and protection of land for key routes and future connectivity between communities and the district 	High
	Future Transport Needs	<ul style="list-style-type: none"> Identification and protection of land for future transport hubs e.g. park n ride, visitor parking to ease congestion in the CBD and connecting large scale retail/residential developments Future bypass for CBD, including provision for Heavy Vehicle Transport Future Public Transport corridors 	Medium High Low
	Maintenance/Upgrade planning of current road network to ensure resilience, emergency access and room for future growth	<ul style="list-style-type: none"> Emergency planning and access Protection and enhancement of key tourist routes One lane roads/bridges assessment 	High High Medium
	Wanaka Lakefront and CBD	<ul style="list-style-type: none"> Speed calming and shared zone measures Prioritisation of pedestrians and access to the Wanaka Lakefront Progressive pedestrianisation of the CBD and lakefront area Consider alternative parking measures before changing vehicle access to roads/areas. 	High High Medium Medium
<i>Public Transport</i>	Future provision for transport hubs	<ul style="list-style-type: none"> Identification of potential transport hubs for both locals and visitors including, but not limited to, bus parking, commuter needs e.g. Luggate, Hawea, Albert Town and the wider District eg Queenstown, Cromwell Allows for connectivity between walking, cycling, public transport and private vehicle use. 	Low Medium Medium

		<ul style="list-style-type: none"> Future focussed e.g. electric charging availability, end use facilities. 	
<i>Walking/Cycling "active transport modes"</i>	Safe and attractive provision for cycling and walking including commuter tracks	<ul style="list-style-type: none"> Consultation with user groups to ensure future provision meets user need Assessment and planning for connectivity between residential, educational, work, service and recreational facilities that apply to: <ol style="list-style-type: none"> 1. Current developments 2. Future developments at early stages 	High High
<i>Walking/Cycling "active transport modes" (cont'd)</i>	Infrastructure fit for purpose	<ul style="list-style-type: none"> Accessible tracks safe and suitable for all e.g. mobility scooters, children, elderly whether commuting or recreational, End use facilities for people using active and future transport modes e.g. showers, storage. 	Medium Medium
<i>Community Culture</i>	Improved co-ordinated promotion and information on parking availability, public transport, hubs, networks, active transport mode routes and facilities	<ul style="list-style-type: none"> Utilising on the ground signage as well as the latest technologies to keep people up to date –eg , apps, online information 	Low
	Long term behavioural change	<ul style="list-style-type: none"> Education and encouragement of active transport and future transport e.g. incentives or participation in projects promoting alternatives to private vehicle use 	Medium
<i>Parking</i>	Long term parking strategy for CBD, lakefront and other retail/business centres	<ul style="list-style-type: none"> Putting people/pedestrians first, with allowances for Bus, heavy traffic, deliveries, visitors and residents. Identification and development of parking/traffic hubs outside of the CBD. Review of parking requirements for future developments in CBD as a matter of urgency. Zone planning change may be required. New subdivisions and road upgrades should be to a wider carriageway specification than currently permitted. Thus providing better parking and safer traffic movement. (Many new subdivisions don't provide roads wide enough to provide on street parking and two way traffic, hence we see cars parked on the footpath). 	Medium High Medium

Measures: - at each stage plans for land transport should be assessed against:



Air Transport

With increasing international and domestic visitors the Queenstown Lakes District is facing pressure on their Queenstown Airport. The following 'sub-vision' outlines the desired future use of the Wanaka Airport in conjunction with Queenstown Airport.

Sub Vision:

"Wanaka airport is a destination for high yielding innovative businesses creating a sustainable aviation hub for the region"



Recommendations – Air Transport

4. Develop Wanaka Airport into a 'centre for aviation excellence' which contributes positively to the Upper Clutha economy, including but not limited to NASA projects, aviation maintenance services, flying schools, private aviation, charter, scenic & tourism services. In order to do this:
 - It is essential that The Upper Clutha is adequately and openly represented on any governance/ownership group to ensure The Upper Clutha's interests are represented.
 - QLDC works with Queenstown Airport Corporation on a management/ownership/lease model for Wanaka Airport.
 - Wanaka Airport works with Queenstown to complement and collaborate rather than compete.
 - Securing land to future proof the airport for the next 50+ years.

- Negotiation on providing scheduled flights as the population and need grows.

Water Use – Recreational and Commercial:

The Lakes and waterways in the Upper Clutha are currently utilised for mainly recreational use. The high number of local and visiting recreational users contributes to congestion on the roads and parking difficulties. As we face increasing population growth, tourism and expected increased commercial demand we need to plan for our future infrastructure needs while protecting our natural water environment.

Sub Vision:

“To ensure the best possible user/visitor lake/waterway experience whilst preserving the natural beauty, water quality and environmental integrity of our most valuable asset.”

Recommendations - Water

5. **Shaping our Future to facilitate the first meeting to establish a ‘Lake Management Group’** with representation from *all lake and waterway users*. The group’s initial goals are to facilitate better coordination and management on a range of waterway issues such as:

- Establishing a ‘baseline’ of information around current and projected use of our lakes and waterways for recreational and commercial purposes.
- Implementing appropriate planning and policy taking into consideration all lake and waterway users.
- Supporting links through The Upper Clutha Water Group to wider agencies such as ORC, Otago University, LINZ, water research organisations which monitor and improve water quality and noise control.
- Establishing and securing land for future use.
- Management of amenities and safety including but not limited to; the review of a range of options such as; differential pricing, appropriate technology such as use of swipe cards for access, identifying high use facilities needing upgrade and dispersing access to lakes to manage peak period use.
- Identify special areas for higher levels of management or protection (e.g. Roys Bay/Hawea) to ensure safe and pleasant access for non-motorised lake and waterway users.

General Transport Recommendations:

The following two recommendations are considered essential to setting us on the path to achieving the vision for Land, Air and Water Transport in the Upper Clutha:

1. That a portfolio for Transport Planning and Implementation be assigned within QLDC or Wanaka Community Board. Their brief would be to integrate both transport and planning priorities with a key role with this district wide Transport Entity.
2. QLDC provides resource to continue a long term “futures thinking” community and process (i.e. Wanaka 2020 or the SoF process) that identifies and defines the values and characteristics

of the Upper Clutha which in turn informs on transport planning. The objective is to create a long term strategic direction and plan for the Upper Clutha. Within this framework:

- Council appoints resources to scope what type of framework and process is needed to give a mandate to future transport outcomes so they can be integrated into relevant local, regional and national plans and policies.
- An overview is available detailing all of Council's plans policies and strategies and timelines that affect The Upper Clutha's future. A "futures thinking" community and process will need to align their actions to be timed with Council's decision making processes. This will also help steer a process that better integrates transport and planning needs via the futures thinking community.

Note: For more information on potential framework 'futures thinking' see appendix 9

Background: Transport Challenges in the Upper Clutha Area – 2015/16

In gathering the background information and developing the recommendations for the future of Transport in the Upper Clutha, the taskforce reviewed the current situation and challenges facing the area.

Wanaka forum attendees were asked to provide two words that described the biggest issues facing The Upper Clutha Transport today. The "wordle" results are below:



In addition the forum identified the following as the key challenges currently faced by the Upper Clutha

- Cultural Change – Current culture of car use as the preferred option, lack of incentives for shared or electric vehicles, roads aren't bike friendly or safe for scooters etc.
- Strategic Planning – Lack of future integrated planning e.g. car, parking, cycleways public transport across the district. Planning for growth and connectivity between suburbs.
- Funding – commercial vs. community, funding across the district. Low population density resulting in public transport not being feasible.
- Environmental – how to develop but make sure the 'jewels' of The Upper Clutha are kept intact.

- Tourism – support for tourists, communication and education on expectation for transport in the area.
- Accessibility – accessibility of current transport options for youth, unfit, elderly, disabled. Also the risks with only two main arterial routes and small airport.
- Coordination of information on walking and cycling in The Upper Clutha area and promotion
- The need for transport and planning decisions to be ahead of growth and development.
- Refer to [Appendix 1-3](#) which contains sub-groups of Air, Land and Water transport, in particular the columns titled “What is the gap with today” and “Impediments to delivering the vision”