

Full Council

6 June 2024

Report for Agenda Item | Rīpoata moto e Rāraki take [1]

Department: Property & Infrastructure

Title | Taitara: Queenstown Public Transport Business Case

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to inform Council of the completion of the Otago Regional Council's plan for public transport in the Whakatipu over the next thirty years.

Recommendation | Kā Tūtohuka

That the Council:

1. **Note** the contents of this report; and
2. **Endorse** the Queenstown Public Transport Business Case.

Prepared by:



Name: Tony Pickard
Title: Transport Strategy Manager
8 May 2024

Reviewed and Authorised by:



Name: Tony Avery
Title: GM, Planning and Infrastructure
16 May 2024

Context | Horopaki

1. The Queenstown Public Transport Business Case (QTPTBC) is the outcome of a project led by Otago Regional Council (ORC) but jointly informed by the Way To Go (W2G) partners (Queenstown Lakes District Council (QLDC), Otago Regional Council and NZ Transport Agency (NZTA)). This project is one of the multiple business cases that make up the transport improvement programme for the district and in this case specifically, the Whakatipu Basin.
2. It is brought to Council for endorsement, to acknowledge the plan for the staged delivery of public transport services and to confirm to our transport partners in W2G that the joint approach is supported.

Analysis and Advice | Tatāritaka me kā Tohutohu

3. This report does not assess reasonably practicable options for this matter because the only option available is to endorse the Queenstown Public Transport Business Case which has received ORC approval and cannot now be changed.

Advice

4. The various elements of the transport improvements programme are progressed through the working partnership that is W2G. ORC is the Public Transport Authority (PTA) and has completed this project with inputs from partners, public and stakeholder consultation and in line with the requisite NZTA business case procedure. Progress has been reported on an ongoing basis through W2G, Whaiora Grow Well Partnership and the recently established Public and Active Travel Advisory Group (joint QLDC / ORC).
5. QLDC officers across a number of teams have provided feedback through the progression of the project. Public consultation was held in September / October 2023, QLDC did not submit due to the level of ongoing involvement from those multiple teams. Public engagement material was shared with the QLDC executive leadership team and Regional Transport Committee Councillor representatives.
6. In the review stages, officers provided more feedback points which were acknowledged and generally incorporated into the final document.
7. ORC approved the business case in May 2024 and further amendment is not possible, hence the advice only approach taken.
8. The business case documentation is large, but has been summarised in Attachment A. Core interventions from the preferred programme (from section 3.6 in the attachment) include:
 - Public Transport Service Improvements
 - Stanley Street Hub changes
 - Frankton Hub changes
 - Establishment of a depot for electric buses.

- SH6 bus lanes (approximately Kawarau Falls Bridge to William Rees Cottage)
- Local road minor intersection improvements (to accommodate articulated buses)
- Bus stop changes and related infrastructure / signage on local roads
- Bus stop changes and related infrastructure / signage on state highways

9. In terms of dependencies, the effectiveness of the public transport service is dependent on elements of the wider transport improvements programme being delivered. These include behavioural change through the Travel Demand Management programme that QLDC has now initiated, and major physical interventions, specifically including the Queenstown Arterial and New Zealand Upgrade Programme (now the “Queenstown Package”).

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

10. This matter is of low significance, as determined by reference to the Council’s Significance and Engagement Policy 2021 because the level of investment required by QLDC is low.
11. The persons who are affected by or interested in this matter are ratepayers, residents, visitors and businesses.
12. The Council has not consulted directly as the project is the responsibility of a public organisation partner, who has completed the appropriate level of consultation.

Māori Consultation | Iwi Rūnaka

13. The Council has not consulted directly as the project is the responsibility of a public organisation partner, who has completed the appropriate level of consultation.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

14. This matter relates to the Community & Wellbeing risk category. It is associated with RISK10006 Ineffective planning for property and infrastructure within the QLDC Risk Register. This risk has been assessed as having a low residual risk rating.
15. The approval of the recommended option will allow Council to retain the risk at its current level. This will be achieved by providing low level infrastructure to support the improved levels of service.

Financial Implications | Kā Riteka ā-Pūtea

16. Costs to QLDC will be minor and relate to the ongoing provision of minor infrastructure to support public transport services. These will be included in the Minor Improvements Programme and have already been included in the 2024 – 2030 budgets in the draft Long Term Plan.

Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

17. The following Council policies, strategies and bylaws were considered:

- Mode Shift Plan 2022
- Climate and Biodiversity Action Plan 2022
- QLDC Spatial Plan 2021

18. This matter is included in the Long Term Plan/Annual Plan under the Minor Improvements Programme.

Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

19. 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 well-being of communities in the present and for the future. Endorsement of the project will contribute to the wellbeing, economy and amenity of the occupants and users of the Whakatipu Basin by improving levels of service in public transport.

20. The recommended option:

- Can be implemented through current funding under the Long Term Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not significantly alter 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 | Kā Tāpirihaka

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| A | Queenstown Public Transport Business Case – Summary Report |
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