



Order Paper for the Meeting of the

**Wānaka Community Board**

Thursday, 21 November 2019

commencing at 10.00am

In the Armstrong Room, Lake Wānaka Centre,  
Wānaka

## **9.12 ITEMS OF BUSINESS NOT ON THE AGENDA WHICH CANNOT BE DELAYED**

A meeting may deal with an item of business that is not on the agenda where the meeting resolves to deal with the item and the Chairperson provides the following information during the public part of the meeting:

- (a) the reason the item is not on the agenda; and
- (b) the reason why the discussion of the item cannot be delayed until a subsequent meeting.

*s. 46A (7), LGOIMA*

Items not on the agenda may be brought before the meeting through a report from either the chief executive or the Chairperson.

**Please note** that nothing in this standing order removes the requirement to meet the provisions of Part 6, LGA 2002 with regard to consultation and decision-making.

## **9.13 DISCUSSION OF MINOR MATTERS NOT ON THE AGENDA**

A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion.

### **REFERENCE:**

Queenstown Lakes District Council Standing Orders adopted on 15 December 2016.

**Wānaka Community Board  
21 November 2019**

Agenda for a meeting of the Wānaka Community Board, to be held in the Armstrong Room, Lake Wānaka Centre, Ardmore Street, Wānaka on Thursday 21 November 2019 commencing at 10.00am.

<b>No.</b>	<b>Title</b>	<b>Page</b>
	<b>Apologies</b>	
	Mr Hadfield is on an approved leave of absence.	
	<b>Declarations of Conflicts of Interest</b>	
	<b>Matters Lying on the Table</b>	
	<b>Public Forum</b>	
	<b>Confirmation of Agenda</b>	
	<b>Confirmation of minutes</b>	4
	Draft minutes of the first meeting following the triennial election of the Wānaka Community Board held on 30 October 2019	
1	Wanaka Masterplan and Integrated Transport Programme Business Case	7
	<b>NOTE:</b> Attachments are circulated separately.	
2	Temporary Road Closure Application – Challenge Wanaka 2020	13
3	Chair’s Report	28

**Minutes of the first meeting of the Wānaka Community Board following the triennial election held in the Lake Hāwea Community Centre, Myra Street, Hāwea on Wednesday 30 October 2019 commencing at 4.01pm**

**Present:**

Ms Jude Battson, Mr Barry Bruce, Mr Chris Hadfield and Mr Ed Taylor; Councillors Calum MacLeod, Niamh Shaw and Quentin Smith

**In attendance:**

Mr Mike Theelen (Chief Executive), and Mrs Stacey Harris (Governance Advisor); two members of the media and eight members of the public

**Apologies**

There were no apologies.

**Welcome by the Chief Executive**

The Chief Executive chaired the meeting pending the election of a Chairperson and welcomed all to the first meeting of the Wānaka Community Board following the triennial general election. He extended congratulations to those present for their success in the recent elections.

**1. The Making and Attesting of Declarations**

The Chief Executive invited each of the Board members in alphabetical order of surname to make their declaration as a member of the Wānaka Community Board in accordance with clause 14, Schedule 7 of the *Local Government Act 2002*. LGOIMA 1967...

Each member completed the oral declaration and signed the document which was then witnessed by the Chief Executive.

**2. Election of Chairperson**

The Chief Executive called for nominations for Chairperson of the Wānaka Community Board.

**Ms Battson moved/ Mr Taylor seconded:**

**That Mr Barry Bruce be elected the Chairperson of the Wānaka Community Board for the 2019-22 triennium.**

The Chief Executive sought further nominations but none was made. There being no further nominations, he declared Mr Barry Bruce elected unopposed as Chairperson.

The Chief Executive sought nominations for Deputy Chairperson.

**Mr Bruce moved/ Councillor MacLeod seconded:**

**That Mr Ed Taylor be elected the Deputy Chairperson of the Wānaka Community Board for the 2019-22 triennium.**

The Chief Executive sought further nominations but none was made. There being no further nominations, he declared Mr Ed Taylor elected unopposed as Deputy Chairperson.

### **3. Legal Responsibilities**

Mr Mike Theelen, the Chief Executive, presented a general explanation of the laws affecting elected members which had been also circulated with the meeting agenda. This was in accordance with Schedule 7, clause 21(5)(c) of the Local Government Act 2002 which required a general explanation to be given or arranged by the chief executive at the first meeting of the Local Government Official Information and Meetings Act 1987, the Local Authorities (Members' Interests) Act 1968, the Secret Commissions Act 1910 and the Financial Markets Conduct Act 2013.

**On the motion of Councillors MacLeod and Smith the Wānaka Community Board resolved that the report and information be noted.**

### **4. First Ordinary Wānaka Community Board meeting; and 5. Meeting Schedule**

Consideration was given to a date for the first ordinary meeting of the Wānaka Community Board.

**On the motion of Ms Battson and Councillor Smith the Wānaka Community Board resolved that the first ordinary meeting of the Wānaka Community Board shall take place on Thursday 21 November 2019 beginning at 10.00am.**

It was noted that a 2020 meeting schedule for Full Council, the Wānaka Community Board and standing Committee meetings would be adopted at the next Full Council meeting on 12 December 2019.

### **Leave of Absence Requests**

Mr Hadfield sought a leave of absence 15 – 24 November 2019.  
Councillor MacLeod sought a leave of absence 7 – 10 November 2019.

**On the motion of Mr Taylor and Mr Bruce the Wānaka Community Board resolved to approve the leave of absence requests.**

*The meeting concluded at 4.23pm.*

**CONFIRMED AS A TRUE AND CORRECT RECORD:**

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**CHAIRPERSON**

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**DATE**

**Wānaka Community Board  
21 November 2019**

**Report for Agenda Item | Rīpoata moto e Rāraki take: 1**

**Department: Property & Infrastructure**

**Title | Taitara Wānaka Masterplan and Integrated Transport Programme Business Case**

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

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The purpose of this report is to seek endorsement from the Wānaka Community Board to progress the Wānaka Masterplan (WMP) and Wānaka Integrated Transport Programme Business Case (WITPBC) in a staged approach.

**RECOMMENDATION | NGĀ TŪTOHUNGA**

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That the Wānaka Community Board:

1. **Note** the contents of this report;
2. **Note** the content of the Wānaka Masterplan (WMP);
3. **Note** the content of the Wānaka Integrated Transport Programme Business Case (WITPBC);
4. **Endorse** the progression of the Single Stage Business Case (SSBC); and
5. **Direct** officers to report back to the Wānaka Community Board on completion of the Single Stage Business Case (SSBC) and before progressing other elements of either the Wānaka Masterplan (WMP) or Wānaka Integrated Transport Programme Business Case (WITPBC).

Prepared by:



Tony Pickard  
Transport Strategy Manager

5/11/2019

Reviewed and Authorised by:



Pete Hansby  
GM Property and Infrastructure

7/11/2019

## CONTEXT | HOROPAKI

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- 1 As part of Council’s strategic transport programme, the opportunity to address the town centre’s transport networks and the public realm (within the Town Centre) have been combined. The resultant joint document contains both the Wānaka Masterplan approach and the Wānaka Integrated Transport Programme Business Case. Both documents are attached to this report. (Attachments A and B respectively).
- 2 The Wānaka Masterplan is a snap shot in time that examines the current problems and opportunities in the town centre and the projects which may change over a 30-year horizon, including how the transition may be achieved. Community input is key to shaping these outcomes.
- 3 The Wānaka Integrated Transport Programme Business Case is the second of the strategic planning phases (following the Strategic Case) which sets the wider direction for addressing transport issues in the town, and also considers the wider influences on the network. This identifies a preferred programme of interventions at a project level. The results from these projects combine in an integrated multi-modal network to achieve the desired outcomes.
- 4 As a high level approach, the programme is seeking to promote a hierarchy of transport options with walking and cycling, shared use and public transport being favoured over private car use. This aligns with the strategic direction identified by central government (Government Policy Statement on Land Transport 2018) which has prioritised safety, access, environment and value for money as the key requisites for investment. This investment is managed through the NZ Transport Agency (NZTA) who dictate the process. Without significant investment through the NZTA, larger projects are unlikely in the short to medium term. Where funding assistance is available, it is generally at 50% or higher, depending on the alignment with the investment criteria.
- 5 Officers have been working collaboratively with counterparts from both the NZTA and Otago Regional Council (ORC) (who regulate public transport) to align transport outcomes.
- 6 Largescale transport programmes are timed to align with Council’s Long Term Plan, the Regional Land Transport Programme (ORC) and the National Land Transport Programme (NZTA). These are co-ordinated in three-year cycles (2018 – 2021, 2021 – 2024, etc). Smaller interventions can occur in the interim and will be progressed when resources are identified.

## ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

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- 7 A high level of detailed feedback was received to this programme, the results of which have been shared previously with the Board (Item 1, 15 August 2019). The message from the community was divided in parts, but clear that more investigation and detailed understanding was required before progressing some aspects. This has been duly noted by officers and now forms the basis of the recommended approach from here onwards. In brief, a composite Single Stage Business Case (SSBC) will be progressed to inform the

subsequent stages. The findings and direction of the wider programme are discussed below, noting that these must be considered mainly indicative at this time.

- 8 The Wānaka Integrated Transport Programme Business Case provides a proactive plan for the future that allows for anticipated growth in travel demand, as population and visitor numbers in Wānaka continue to grow. The Wānaka Masterplan provides a slow speed, high quality urban realm with a focus on pedestrians in the town centre and adjacent to the lakefront, whilst ensuring parking and access is maintained. This aims to reduce through traffic in the town centre, with vehicles redirected to Brownston Street and to a new town centre bypass. Clear gateways are intended to mark the entrance to the town centre and warn drivers of slower speeds and higher pedestrian activity. Intersection and corridor upgrades will be required at key locations to ensure traffic continues to flow smoothly and safely around the town centre. Riverbank Road is proposed to be upgraded to provide an outer bypass and enhanced access to the industrial area.
- 9 As part of these improvements, roundabouts or traffic lights will be installed at many of the busiest intersections so that it is easier for pedestrians and cyclists to cross the road as well as ensuring traffic is directed to streets that are designed to accommodate the desired function. This will be supported by effective wayfinding so that visitors can easily get to where they need to go and quickly find suitable parking.
- 10 Parking management, road network optimisation, walking and cycling networks, the Albert Town Bridge and public transport investigations are also proposed.

#### *Next Steps*

- 11 Wānaka is at a crossroads and is growing rapidly. Approvals for new subdivisions across the wider area continue and the retail function within Three Parks will commence in 2019.
- 12 The risk of not progressing on delivering aspects of the Wānaka Masterplan/ Wānaka Integrated Transport Programme Business Case is that the opportunity of taking a proactive approach to planning for growth will be missed. This is likely to mean that significant issues develop on the transport network because of growth, which reduce access to the town centre and other destinations. The rationale for expedited delivery of this programme is to be proactive and seek early investment and delivery of some 'quick wins'.
- 13 On this basis, it is recommended the Board note the content of the Wānaka Masterplan and Wānaka Integrated Transport Programme Business Case as a hold point. This will allow further investigation to be undertaken via a 'Network Optimisation' Single Stage Business Case (SSBC). This business case would focus on delivering the overarching multi-modal transport elements around the town centre and surrounds to ensure the network is operating efficiently, safely and effectively. Key interventions would be centred around achieving optimal traffic flows on Brownston Street, SH84 (on approach to the town centre), and exploring the need for, and possible location of, the town centre bypass. Many of these elements are interdependent and enable future town centre place-making improvements, but it is suggested that the place-making elements incorporated within the Wānaka Masterplan should be reviewed after the SSBC is completed. Similarly, further implementations on the wider transport network would be clarified with the additional

evidence that the SSBC will provide. The SSBC will also include a Parking Management Strategy, and identification of Low Cost Low Risk projects.

14 Funding of \$510,000 has been allocated and approved within the LTP 2018-21 to progress the SSBC. A further \$200,000 approximately will be utilised from the Wānaka parking facilities budget to allow the parallel parking management study. Beyond this, there are no other specific funding allocations set aside by Council or NZTA to invest in core improvements. However, the purpose of the Wānaka Integrated Transport Programme Business Case was to identify the scope and scale of investment required to address agreed problems and better plan for the future and so will inform the 2021 LTP.

15 Option 1 Do nothing, allow the Town Centre and Transport networks to develop on a demand needs basis.

*Advantages:*

16 No early budget implications.

*Disadvantages:*

17 Control over the networks will be significantly reduced.

18 Opportunities to enhance the town centre will be progressively more difficult and expensive.

19 QLDC will not be meeting the needs of Local, Regional and National transport policies.

20 Option 2 Endorse the progression (of the Wānaka Masterplan and Wānaka Integrated Transport Programme Business Case) through an SSBC.

*Advantages:*

21 Increased understanding of the community's inputs.

22 Continued alignment with the needs of funding partners.

23 Integrated interventions to the town centre and transport networks.

24 Alignment with all levels of transport policy.

*Disadvantages:*

25 Early budget implications.

26 This report recommends **Option 2** for addressing the matter because it optimises the community's wish to address growth, when combined with the alignment with Council and strategic transport partner's funding rounds.

- 27 **Advice** The options above specifically do not include an option to progress the Masterplan on its own. This is not considered feasible with the wider transport interventions now being identified.

### CONSULTATION PROCESS | HĀTEPE MATAPAKI:

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

- 28 This matter is of high significance, as determined by reference to the Council's Significance and Engagement Policy because of the level of community interest. It should be noted that significant levels of consultation across a wide range of stakeholders and the general public has been completed throughout the suite of related transport workstreams.
- 29 The persons who are affected by or interested in this matter are residents/ratepayers of the Queenstown Lakes District community, visitors and businesses.
- 30 The Council will continue to consult, including to individual property owners and stakeholders as necessary, through the progressive Business Case Approach, and through the LTP.

#### > MĀORI CONSULTATION | IWI RŪNANGA

- 31 The Council has included active consultation and engagement with Tangata Whenua through the suite of transport projects.

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

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- 32 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00012 Community Core infrastructure is Insufficient - Poor infrastructure planning within the QLDC Risk Register. This risk has been assessed as having a low inherent risk rating.
- 33 The approval of the recommended option will support the Council by allowing us to retain the risk at its current level. This will be achieved by identifying and implementing complementary transport networks across all modes.

### FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

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- 34 Funding of \$510,000 has been allocated and approved within the NLTP 2018-21 to progress the SSBC. Beyond this, there are no other specific funding allocations set aside by Council or NZTA to invest in core improvements. However, the purpose of the ITPBC was to identify the scope and scale of investment required to address agreed problems and better plan for the future.

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

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- 35 The following Council policies, strategies and bylaws were considered:

- Reference alignment with and consideration of the principles of the Vision Beyond 2050: <https://www.qldc.govt.nz/vision-beyond-2050/>
- Walking and Cycling Strategy 2008
- Wānaka transport and Parking strategy 2008
- Wānaka Structure Plan 2007
- ODP / PDP
- Wānaka Lakefront Development Plan 2016
- Disability Policy 2018

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

37 This matter is included in the 2018 LTP under Town Centre Masterplans.

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

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38 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 because it optimises the Community's wish to address growth, when combined with the alignment with Council and strategic transport partner's funding rounds;
- Can be progressed 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**

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- A Wānaka Masterplan (Note that because of its size, this document has been split into four sections)
- B Wānaka Integrated Transport Programme Business Case

**NOTE:** Because of their size, the attachments are circulated separately.

**Wanaka Community Board  
21 November 2019**

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

**Department: Property and Infrastructure**

**Title | Taitara Temporary Road Closure Application – Challenge Wanaka 2020**

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

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- 1 The purpose of this report is to consider an application received for temporary road closures associated with the annual Challenge Wanaka sporting event scheduled to take place in February 2020.

**EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA MATUA**

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- 2 Southern Safety Services Limited on behalf of the Challenge Wanaka Sports Trust have applied to Council for a set of temporary road closures for their annual event scheduled to take place in February 2020. The event has a high number of competitors, spectators and associated infrastructure with the road closure areas used to facilitate the construction of this infrastructure and to manage the safety of athletes and spectators by restricting access to vehicular traffic.
- 3 The closure is requested to allow the events to take place in a safe and efficient manner. The recommendation is for approval with similar conditions that have been applied in prior years.

**RECOMMENDATION | NGĀ TŪTOHUNGA**

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That the Wanaka Community Board

1. **Notes** the contents of this report;
2. **Approves** the temporary road closure application for the Challenge Wanaka 2020 event subject to the following conditions:
  - a. Approval of the final Traffic Management Plan by QLDC Planning and Development prior to the event taking place.
  - b. Radio advertising two days prior and on the morning of the event.
  - c. The event organisers shall arrange suitable disposal methods for recycling and rubbish/refuse.
  - d. The event organisers shall ensure access is available for emergency services and maintenance contractors if required;
  - e. The applicant shall notify all affected parties/residents within the closure areas of the extent of the temporary road closure and ensure their needs

are all catered. Contact details for the event organiser must be provided in this notification.

- f. A reminder notice advising of the duration and dates of the closure shall be distributed to all residential and business properties located along the closure route at least ten working days prior to the event. A copy of this notice is to be supplied to APL Property.
- g. The applicant must advise of the closures through their own social media and contact QLDC Communications to arrange the closures to be further shared through Council social media. Contact details for the event organiser must be provided in this.
- h. The event organisers liaise with businesses on the closure route to ensure deliveries to these businesses are not affected and where safe and practical, vehicles delivering to businesses within the closure area, should be permitted by traffic management crew to undertake their deliveries and if applicable, they should be directed to appropriate detour routes.
- i. Clear signage is to be placed around the closure areas within the CBD advising the public that businesses in the affected area are still operating.
- j. Parks are not to be coned off except where required for traffic management. In those instances, cones are to be removed as soon as practical.
- k. The applicant shall provide APL Property with a copy of New Zealand Transport Agency's approval for the one way closure of Red Bridge.

3. **Authorises** the following schedule of road closures:

*Infrastructure build up and breakdown*

**Roads to be Closed:** Ardmore Street from Dungarvon Street to McDougall Street

**Period of Closure:** 0800 Wednesday 12 February 2020 to 1800 Sunday 16 February 2020

Infrastructure build up and dismantle at end of event

**Roads to be Closed:** Dungarvon Street from Dunmore Street to Ardmore Street

**Period of Closure:** 0300 Saturday 15 February 2020 to 0300 Sunday 16 February 2020

Infrastructure build up and safe passage of athletes and dismantle at end of event

**Roads to be Closed:** Ardmore Street from Dungarvon Street to Lakeside Road

**Period of Closure:** 0300 Saturday 15 February 2020 to 0300 Sunday 16 February 2020

For safe passage of athletes and motorists

**Roads to be Closed:** Single Lane closure of Mt Aspiring Road from Meadowstone Drive to Hospital Flat

**Period of Closure:** 0615 to 1200 Saturday 15 February 2020

*(Note: access will be available for residents and tourism operators)*

For safe passage of athletes

**Roads to be Closed:** Ardmore Street from McDougall Street to Meadowstone Drive

**Period of Closure:** 0615 to 1500 Saturday 15 February 2020

**Roads to be Closed:** Wanaka-Mt Aspiring Road from Old Station Road to Meadowstone Drive

**Period of Closure:** 0615 to 1200 Saturday 15 February 2020

**Roads to be Closed:** McDougall Street from Brownston Street to Ardmore Street

**Period of Closure:** 0600 to 1500 Saturday 15 February 2020

**Roads to be Closed:** One way closure of Mt Barker Road closed to Eastbound traffic from Faulks Road to Wanaka-Luggate Highway.

**Period of Closure:** 0815 to 1500 Saturday 15 February 2020

Prepared by:



Sarah Mitchell  
Property Advisor  
APL Property

7/11/2019

Reviewed and Authorised by:



David Wallace  
Manager for Resource  
Management Engineering

11/11/2019

## CONTEXT | HORPOAKI

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- 1 Challenge Wanaka is an annual triathlon event held in Wanaka run by the Challenge Wanaka Sports Trust, a charitable trust whose primary objective is to arrange and provide events and activities having a sporting, recreational and/or social value for the benefit of the citizens of both the Southern Lakes area and New Zealand in general. It applies the trust funds in and towards the benefit of the community and New Zealand by way of financial contribution towards the establishment and maintenance of recreational, educational and health facilities and services with particular reference to people having disabilities or other extraordinary needs.<sup>1</sup>
- 2 Southern Safety Services Limited took over the traffic management for this event in 2019 and again have applied on behalf of the Trust to close a set of roads temporarily in and around Wanaka for the event to be held in February 2020. A schedule and map outlining the road closures is appended in **Attachment A**. The schedule also includes suggested alternative routes around the township during the event.
- 3 The applicant has also supplied a Health and Safety Plan and Risk Assessment Management System for the 2020 event which is **Attachment B**. Because of its size it is not appended but is available upon request.
- 4 The scheduled events for 2020 are as follows:
  - a. Thursday 13 February 2020 – The Year 7 and 8 race on the Thursday morning together with the Secondary Schools race incorporating the Otago Secondary School Tri Champs in the afternoon.
  - b. Friday 14 February 2020 - the Puzzling World Junior Challenge Wanaka race for all ages up to Year 6.
  - c. Saturday 15 February 2020 - Challenge Half and an Aqua bike event comprising a 3 kilometre swim and 120 kilometre bike ride.

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<sup>1</sup> <https://www.challenge-wanaka.com/events/>

- d. Sunday 16 February 2020 - New Zealand Secondary School Triathlon Championships
- 5 The Council can close roads to vehicular traffic for events by using provisions of the Local Government Act 1974. The Wanaka Community Board is delegated to consider applications to temporarily close roads under this legislation.

## **ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU**

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- 6 Challenge Wanaka is a successful annual event attracting a large number of competitors and spectators. A large number of volunteers are also required for the event and maintaining the safety of the public, athletes and volunteers is imperative for it to continue to run successfully. In order to achieve this temporary road closures are required to restrict vehicular traffic in the race areas.
- 7 The road closures proposed for the 2020 event differ slightly from those applied for and approved for the 2019 event. The closure of Ardmore Street (from Dungarvon Street to McDougall Street) which allows for infrastructure build up including the over bridge which will be used for all the events, is longer reverting back to opening at 1800 on Sunday 16 February as it has in previous years (rather than at 3am as was the case in 2019).
- 8 This is due to the New Zealand School National Triathlon Championship, an extra event to be held on the Sunday. The route will be the same as the Otago Secondary Schools event held on the Thursday afternoon with the prize giving to be held at 1500 and the final road closure will be lifted as soon as the transition/finish area on Ardmore Street has been dismantled.
- 9 There is also a change to the cycle route in 2020 and therefore some changes to the road closures approved for the 2019 event have been requested. The closure of Kane Road is no longer required however there is a new one way closure proposed of Mt Barker Road, from Faulks Road to the Wanaka-Luggate Highway. This is to be closed to eastbound traffic due to the narrowness and poor visibility for any vehicles travelling contra to cyclist flow.
- 10 The cycle route to the finish line of the Challenge Half has also changed from the 2019 event. Rather than travelling down Stone Street to Meadowstone Drive, cyclists will head straight down McDougall Street to Ardmore Street and therefore longer closures of Ardmore Street from McDougall Street to Meadowstone Drive and McDougall Street from Brownston Street to Ardmore Street have been requested (from 0600 to 1600 in 2020 rather than 0600 to 1200 as approved for the 2019 event). These closures are requested to ensure safe passage for competitors.
- 11 The cycle course for the Challenge Half will be closed by 1500 on Saturday 15th (sooner if possible) and the run course will be closed at 1700 and, with the exception of Dungarvon Street and Ardmore Street (from Lakeside Road to McDougall Street), roads will then be reopened to vehicles. All road closures in Wanaka West are to re-open by midday on the Saturday.
- 12 The overall event involves the erection of infrastructure associated with the races and, with the large number of athletes, volunteers and spectators it attracts, the road closures

are used to facilitate the construction of the infrastructure and manage spectator, volunteer and athlete safety.

- 13 Again, as was the case for the 2019 event, Southern Safety will have 35 qualified Traffic Co-ordinators (TCs) most also being Site Traffic Management Supervisors (STMS's). All staff are experienced and have good local knowledge and they are confident this will be of benefit to the overall running of the event. Volunteers will also be used to help run the event however qualified STMS staff will supervise all set ups and dismantling of the TMP.
- 14 A qualified STMS will be on site at all times and will be available to respond to any incidents if required. Qualified STMS's and TC's will also be in place at strategic points on the course including the Wanaka-Mt Aspiring Rd, Ardmore St and key roundabouts leading into Wanaka to ensure the correct operation of traffic management. Trained volunteers will also be used on course to guide competitors of the correct route and assist motorists where necessary.
- 15 To assist with peak traffic flows around the Ardmore Street road closures a Manual Traffic Controller (MTC) will be in place at the intersection of Dungarvon and Dunmore Street and also at Dungarvon and Brownston Street between 1430 and 1530 and there will again be more signs and additional VMS boards (Variable Message Signs) than in previous years, set up at least one week before the event giving advanced notice of the road closures.
- 16 All competitors will be fully briefed at prearranged meeting times and all Southern Safety staff, Challenge Wanaka staff, race officials, event marshals and course volunteers will be briefed at various times prior to the event. Communication will be in place for the entire event via radios with a designated private channel. A repeater will also be set up for increased communication and mobile phone numbers given to every traffic staff member and volunteer along with a run sheet of each person's individual tasks.
- 17 The road closure for the Red Bridge included on the attached schedule is on a State Highway so requires New Zealand Transport Agency's (NZTA) approval. The applicant will be dealing with Aspiring Highways regarding this closure.
- 18 In the past there has been concerns raised by the Wanaka Community Board over the closure of Mt Aspiring Road. These were addressed by Southern Safety Services for the 2019 event and will again be implemented in 2020. The closure of Mt Aspiring Road has always been a single lane closure reopening at midday and it is anticipated the last rider will be through here around 10.30am with the road opened as soon as possible after this. The closure is of one lane heading out of Wanaka, traffic coming back into Wanaka is not closed although the organisers do request that traffic wait, if possible, until most of the cyclists are back through town.
- 19 The applicant will again contact all commercial tour operators that use Mt Aspiring Road prior to Christmas advising of the closure times and will arrange timing for them to go through the road closure if required. They are also aware that there may be a number of weddings on and arrangements need to be made in advance for set up crews and caterers to get through. They will visit key businesses along the Mt Aspiring Road closure to make them aware of the event and closure times and to highlight and work through any issues that may arise. At this time they will also do a mail drop to all residents along the Mt

Aspiring closure route which will include contact details should any issues arise. A further reminder mail drop will be also be undertaken a week before the event. They will also place notifications in hotels, motels etc to advise people of the time they need to get through the road closure by to get to the National Park.

- 20 The Mt Aspiring Road closure will be manned by Southern Safety Services qualified staff at all key locations along the route and in all situations where there is a possibility that drivers chose to ignore the closure their staff will be there to handle the situation whether it be pulling the motorist over to a safe location to talk to them or visibly directing them to where they need to go.
- 21 Southern Safety Services qualified staff will also be provided at key intersections and closures within the Wanaka Town Centre to help ensure the safe and clear management of potential conflict locations, such as at the roundabout intersection at Ardmore St and Lakeside Road.
- 22 Challenge Wanaka Trust wants to encourage spectators from out of town to travel to the event as it increases the economic footprint for the town and they will again encourage spectators to cycle or walk to the event through their newsletter, web site, social media, radio advertising and athlete communication.
- 23 Council Engineers have been consulted and they comment they are happy with the proposed closures with the recommended conditions in place.
- 24 A standard requirement of all temporary road closure approval is that a Traffic Management Plan is approved before the roads are closed. This will ensure that all traffic and pedestrian flows are managed with appropriate signage, barriers and wardens. Southern Safety Services Limited have prepared the Traffic Management Plan which has been submitted to the QLDC Road Corridor Engineer for approval.
- 25 In association with the event, Challenge Wanaka undertake a schedule of notification for adjoining businesses and residents prior to the road closures taking place. Southern Safety Services will be doing a door knock later in 2019 to let the local businesses know of any delays during Challenge Wanaka and communicating the key road closure and detour times. A letter drop will also be undertaken a week prior to the event. The event itself is also widely advertised.
- 26 The intent to close the road has been advertised in the Wanaka Sun and at the date of this report no concerns have been received following this notification.
- 27 The event has run successfully in the past and occurred in 2019 without incidence. As at the date of this report no concerns or issues have arisen from notification relating to the proposed closures in 2020.
- 28 The recommendation is for approval of the application, subject to similar conditions which were applied last year which will enable safe set up of the event, safety during the event and safety during the dismantling of the event.

29 This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002:

30 Option 1 To approve the application for a temporary road closure associated with the event.

*Advantages:*

31 Council would remain consistent with previous road closures approved for this event.

32 The event will be able to continue to run as proposed.

33 The road closures will enable safe set up and dismantling of infrastructure required for the event.

34 Participant and spectator safety will not be compromised with the event held in a safe managed environment.

35 Alternative routes are available allowing traffic to still move freely around the surrounding area

*Disadvantages:*

36 Road closures affect the normal flow of traffic which could affect the local tourism/commercial operators that use the road and inconvenience the public.

37 Option 2 To decline the application for a temporary road closure associated with the event.

*Advantages:*

38 There would be less inconvenience for the public and commercial/tourism operators that use the road with it remaining open to normal vehicular traffic

*Disadvantages:*

39 Council would be inconsistent with previous road closures approved for this event.

40 It could create an unsafe environment for the set up of infrastructure and during the event for athletes, spectators and the general public.

41 The event will not be able to be run as planned or not at all.

42 This report recommends **Option 1** for addressing the matter as the event will be able to proceed as planned in a safe, managed environment

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

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

- 43 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy as it relates to Council's roading network which is identified as a significant asset.
- 44 The proposal for closure temporarily and on conditions to minimise the impact on traffic and pedestrian flows is in line with the Policy's recommendations.
- 45 The persons who are affected by or interested in this matter are the general public and any tourism operators who may use the various roads and businesses and residents on the closure routes.
- 46 The temporary road closures has been advertised in The Wanaka Sun inviting comment and will be advertised again before the closure takes place. This is a statutory requirement of the Local Government Act 1974. They have also been placed on the QLDC website for upcoming scheduled road closures. At the date of this report no issues or concerns have arisen from this notification.
- 47 Council Engineers have been consulted and they concur with the recommended conditions proposed as have applied in previous years for the road closure.
- 48 We have publicly notified the intent to close the road, advised Emergency Services, NZ Police, Ritchies Connectabus, InterCity, QLDC Events office, Council contractors and Council staff who would have an interest in the road closures and followed the statutory administrative requirements of the Local Government Act 1974.

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

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- 49 This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with It is associated with RISK00031 Ineffective management and governance over legislative compliance within the QLDC Risk Register. This risk has been assessed as having a Moderate inherent risk rating. This matter relates to this risk because a variety of regulatory compliance and health and safety risks associated with parties using roads are triggered when the Council considers whether or not to approve a temporary road closure.
- 50 This matter also relates to the Community and Wellbeing risk category. It is associated with RISK00016 Temporary Core Infrastructure Outage caused by 3rd Party activity within the QLDC Risk Register. This risk has been assessed as having a Moderate inherent risk rating. This matter relates to this risk because the public's general access to the roading infrastructure will be impacted by the event.
- 51 The approval of the recommended option will support the management of the above risks by ensuring that the Council's legislative requirements are fully satisfied and that appropriate conditions are specified to ensure safety of all event stakeholders and minimal impact to the wider community from the temporary road closure.

## FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

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52 There are no cost implications resulting from the approval of this temporary road closure application. The applicant has paid the cost of the road closure application and will pay for any advertising that is required as part of the process.

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

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

- *Significance and Engagement Policy 2014* – providing clarity on Council’s decision making processes and assessing the extent to which individuals, organisations, groups and sectors in the community are affected by the Council’s decisions.
- *Criteria for Closing Significant Road Policy* - Ardmore Street from Brownston Street to Sargood Drive Street is listed in the Criteria for Closing Significant Roads Policy as a significant road and the proposed road closure comes within this portion of Ardmore Street. However, routes in and out of Wanaka are not disrupted by the closure with alternative detours available. Ardmore Street has been temporarily closed on other occasions, without complaint or incident. This closure is often associated with key Wanaka events.

54 The recommended option is consistent with the principles set out in the named policies.

55 This matter is not included in the 10-Year Plan/Annual Plan as the costs associated with the proposed road closures will be met by the applicant.

## LEGAL CONSIDERATIONS AND STATUTORY RESPONSIBILITIES | KA TURE WHAIWHAKAARO, ME KĀ TAKOHAKA WAETURE

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56 Temporary road closures are controlled by Schedule 10 Section 11(e) of the Local Government Act 1974. As authority for approval of road closures is delegated to the Chief Executive and considering Section 10 (2) of the Local Government Act 2002 the advice recommends a decision that is efficient, effective and appropriate to present and anticipated future circumstances.

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

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57 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 ensuring that the events associated with the 2020 Challenge Wanaka event can continue in the preferred format;
- 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 Map and schedule showing extent of temporary road closure
- B Health and Safety Plan and Risk Assessment Management System 2020 (available upon request)

## Challenge Wanaka 2020 - Road Closure Overview

Road Closure	Date and Time	Purpose	Alternative Route
<b>Ardmore Street</b> from Dungarvon Street to McDougall Street	Wednesday (12/2) from 0800 to Sunday (16/2) at 1800	Infrastructure build up and break down	Via Brownston Street
<b>Dungarvon Street</b> from Dunmore Street to Ardmore Street	Saturday (15/2) from 0300 to Sunday (16/2) at 0300	Infrastructure build up and dismantling at end of event	Via Helwick Street or Brownston Street
<b>Ardmore Street</b> from Dungarvon Street to Lakeside Road	Saturday (15/2) from 0300 to Sunday (16/2) at 0300	Infrastructure build up and safe passage of athletes; dismantling at end of event	Via Brownston Street
Single Lane closure of <b>Wanaka Mt Aspiring Road</b> from Meadowstone Drive to Hospital Flat	Saturday (15/2) from 0615 to 1200	Challenge Wanaka to allow safe passage for both athletes and motorists	Via Old Station Road to return to town until road opens. Access to residents and tourism operators will be permitted
<b>Ardmore Street</b> from McDougall Street to Meadowstone Drive	Saturday (15/2) from 0615 to 1500	To allow safe passage of athletes	Via Warren St and Meadowstone Drive. Access to residents permitted
<b>Wanaka – Mt Aspiring Road</b> from Old Station Ave to Meadowstone Drive	Saturday (15/2) from 0615 to 1200	To allow safe passage of athletes	Via Old Station Road to return to town until road opens
<b>McDougall Street</b> from Brownston Street to Ardmore Street	Saturday (15/2) from 0600 to 1500	To allow safe passage of athletes travelling back along Ardmore Street / Mt Aspiring Road	Via Warren St and Meadowstone Drive or Golf Course Road
One way closure of <b>Red Bridge</b> , closed to North Bound Traffic	Saturday (15/2) from 0815 to 1200	Challenge Wanaka Event – to prevent long traffic delays to northbound traffic (detour will be quicker)	Via Shortcut Road, Wanaka Luggate Highway (SH6), Lake Hawea Albert Town Road (SH6), Camphill Road, Kane Road
One way closure of <b>Mt. Barker Rd</b> , closed for eastbound traffic from Faulks Road to Wanaka-Luggate Highway	Saturday (15/2) from 0815 to 1500	To allow safe passage of athletes	Via Ballantyne Road



**Roads to be Closed:** Single Lane closure of Mt Aspiring Road from Meadowstone Drive to Hospital Flat

**Period of Closure:** 0615 to 1200 Saturday 15 February 2020





**Wānaka Community Board**  
**21 November 2019**

**Report for Agenda Item | Rīpoata moto e Rāraki take: 3**

**Title | Taitara: Chair's Report**

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

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The purpose of this report is to provide the Board with an update on projects of interest and previous actions and to address other matters not listed elsewhere on the agenda.

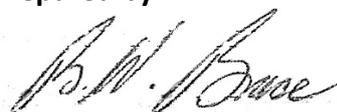
**RECOMMENDATION | NGĀ TŪTOHUNGA**

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That the Wānaka Community Board:

1. **Note** the contents of this report; and
2. **Approve** the community appointments of Wānaka Community Board members for the 2019-22 triennium.

**Prepared by:**



Barry Bruce

Chair, Wānaka Community Board

11/11/2019

**CONTEXT | HOROPAKI**

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**Community Appointments for Wānaka Community Board members**

1. Board members are allocated various groups within the Upper Clutha community to provide a liaison point between the Board and the group and to the Council itself. Consideration has been given to allocating each member a balanced portfolio of groups, taking into account personal interests/preferences and geographic location. The Board is asked to approve the community appointments which are set out below:

External Group	Member Appointed
Albert Town Community Association	Niamh Shaw
Alpine Community Development Trust	Quentin Smith (Trustee)
Alpine Lakes Research and Education Centre	Calum MacLeod
Armstrong Trust	Barry Bruce
Aspiring Arts and Culture Trust	Chris Hadfield

<b>External Group</b>	<b>Member Appointed</b>
Cardrona Community Association	Chris Hadfield
Elmslie House and Enliven	Ed Taylor
Events	Niamh Shaw
Friends of Bullock Creek	Niamh Shaw
Friends of Pembroke Park	Calum MacLeod
G and O West Charitable Trust	Jude Battson
Guardians of Albert Town Lagoon	Niamh Shaw
Guardians of Lake Wanaka	Calum MacLeod
Hawea Community Association	Jude Battson
Hidden Hills Residents Association	Niamh Shaw
Kahu Youth Trust	Calum MacLeod
Lagarosiphon Management Team	Calum MacLeod
Lake Wanaka Tourism	Calum MacLeod Quentin Smith
Catchment Group	Ed Taylor
Link Upper Clutha	Quentin Smith
Luggate Community Association	Calum MacLeod
Makarora Valley Community Inc	Jude Battson
Mt Barker Residents' Association	Ed Taylor
Ruby Island Management Committee	Jude Battson
Shaping Our Future Liaison	Barry Bruce
Startup Queenstown Lakes (SQL)	Barry Bruce
Town Centre Business Group	Chris Hadfield
Upper Clutha A & P Society	Ed Taylor
Upper Clutha Historical Records Society	Ed Taylor
Upper Clutha Lakes Trust	Calum MacLeod
Upper Clutha Local Responsible Camping Forum	TBC
Upper Clutha Sports Community	Quentin Smith (Trustee)
Upper Clutha Tracks Trust	Barry Bruce Quentin Smith
Wanaka Airport User Group	Ed Taylor
Wanaka Alcohol Group	Niamh Shaw
Wanaka Arts Centre Trust	Chris Hadfield
Wanaka Community Hub	Jude Battson
Wanaka Chamber of Commerce (Ignite Wanaka)	Quentin Smith
Wanaka Public Library Association	Jude Battson
Wanaka Town Centre Property Owners Group	Barry Bruce

### **Wānaka Lakefront Development**

2. Stage 3 of the Lakefront Development project is progressing through the design phase and staff hope to be in a position to release detailed design to the public early in the new year. Construction is due to start in late summer.
3. Stage 2 is progressing with design options. Engagement with stakeholder groups will be undertaken over the coming months.

### **Citizenship Ceremony in Wānaka in November 2019**

4. It was very pleasing to be able to host for the first time a Citizenship Ceremony in the Upper Clutha area on 5 November 2019. The Council holds regular citizenship ceremonies on behalf of the Department of Internal Affairs and the recent event was held in Wānaka at the suggestion of Councillor Smith.
5. There has been very positive feedback about this event and thanks are extended not only to Councillor Smith for the original idea but also the staff who managed the event, in particular Amy Wilson-White (EA to the Mayor) and Jan Maxwell (Relationship Manager, Arts and Events). Thanks are also extended to Mayor Jim Boulton for officiating at the event.

### **Wānaka Recreation Centre**

6. The following is a general update on recent activities at the Wānaka Recreation Centre ('WRC'):
  - WRC set a new record in October 2019 for total monthly visits to the pools at Wānaka Recreation Centre being 12,129 (previous record 11,180 in July 2019);
  - Sport and fitness programmes are fully subscribed: 'Flippa Ball' (water polo for kids) on Fridays after school; 'Aqua Boards' on Monday evenings; 'Sport 10' social league on Monday evenings;
  - Local primary schools will attend a swimming and water safety programme between 4 November and 6 December 2019;
  - A 21-Day Nutrition Challenge is underway (ends 24 November 2019).

### **Liaison positions, community associations, and Council meeting updates**

7. Members are invited to report on the Board-related activities they have been involved in since the previous meeting, and Councillors are asked to comment on any matters of interest from recent Council meetings.

### **Attachments**

The following standard reports are provided on every Board agenda:

- A 3 Water Capex Programme Summary Report
- B Rooding Minor Improvement List
- C Parks and Reserves Capital Programme and Renewals

**3 WATER CAPEX PROGRAMME SUMMARY REPORT**

REPORT ISSUED ON : 14 November 2019



Bundle #	Project #	Project Name	RISK PROFILE (RP)			PRACTICAL COMPLETION DATE	Expected to Realised benefits from BBC		OVERALL PROJECT STATUS (OPS)	COMMENT
			Very Low	Low	Moderate		High	Fully Realised		
			H&S STATUS FOR PERIOD (HS)							
			No Incidents			Fully Realised		Strategic Business Case / Programme Business Case		
			Near Miss			Partially Realised		Indicative Business Case		
			At Risk			Not Realised		Detailed Business Case		
			Reportable			Overdue		Implementation Phase		
			Over Budget					Project Close Out		
108	108	Luggate new WWPS & Cxn to Project Pure	Very Low	Low	On Budget	10 December 2019	Fully Realised	On Track	Construction complete	
111	111	Capell Ave Hawea Watermain extension	Very Low	Low	On Budget	29 November 2019	Fully Realised	On Track	Construction on track to finish end of November	
<b>1</b>	<b>1</b>	<b>TREATED WATER RESERVOIRS DESIGN</b>	Very Low	Low	On Budget	7 April 2020	Fully Realised	On Track		
1	1.1	Beacon Point new Reservoir - Design	Very Low	Low	On Budget	24 February 2020	Fully Realised	On Track	OPS: ECI contractor on board. Preliminary design complete RP: Land acquisition discussions ongoing	
<b>2</b>	<b>2</b>	<b>TREATED WATER RESERVOIRS CONSTRUCT</b>	Very Low	Low	On Budget	1 February 2021	Fully Realised	On Track		
2	2.1	Beacon Point new Reservoir	Very Low	Low	On Budget	18 January 2021	Fully Realised	On Track		
3	3.1	Hawea WW Cxn to Project Pure WWTP - Design	Very Low	Low	On Budget	15 July 2020	Fully Realised	At Risk	Route not finalised, Stakeholder Management ongoing	
3	3.2	North Wanaka new WW conveyance scheme - Design	Very Low	Low	On Budget	4 February 2020	Fully Realised	On Track	Preliminary Design before Christmas	
<b>4</b>	<b>4</b>	<b>WANAKA TRANSMISSION PIPELINE DESIGN</b>	Very Low	Low	On Budget	2 October 2020	Fully Realised	On Track		
4	4.1	Wanaka Water Trunk Main stage 1 - Design	Very Low	Low	On Budget	14 January 2020	Fully Realised	On Track	Detailed Design underway	
4	4.2	Wanaka Water Trunk Main stage 2 - Design	Very Low	Low	On Budget	2 October 2020	Fully Realised	On Track	Detailed Design underway	
<b>5</b>	<b>5</b>	<b>WANAKA WWPS AND PIPELINES CONSTRUCT</b>	Very Low	Low	On Budget	21 April 2022	Fully Realised	On Track		
5	5.1	Hawea WW Cxn to Project Pure WWTP	Very Low	Low	On Budget	26 July 2021	Fully Realised	On Track		
5	5.2	North Wanaka new WW conveyance scheme	Very Low	Low	On Budget	7 October 2021	Fully Realised	On Track		
5	5.3	Wanaka Water Trunk Main stage 1	Very Low	Low	On Budget	9 December 2020	Fully Realised	On Track		
5	5.4	Wanaka Water Trunk Main stage 2	Very Low	Low	On Budget	21 April 2022	Fully Realised	On Track	Construction dependant on demand (still being evaluated through masterplanning requirements).	
9	9.1	Bremner Park Rd - Lake new SW outlet - Design	Very Low	Low	On Budget	9 July 2020	Fully Realised	At Risk	Business Case in progress (December 2019)	
9	9.2	Wiley Rd - Beacon Pt new SW outlet - Design	Very Low	Low	On Budget	9 July 2020	Fully Realised	At Risk	Business Case in progress (December 2019)	
9	9.3	Mt Aspiring College SW drainage upgrade - Design	Very Low	Low	On Budget	9 July 2020	Fully Realised	At Risk	Business Case in progress (December 2019)	
9	9.5	Aubrey Rd Rec Reserve SW detention pond - Design	Very Low	Low	On Budget	9 July 2020	Fully Realised	At Risk	Business Case in progress (December 2019)	
9	9.6	Three Parks catchment new SW outlet - Design	Very Low	Low	On Budget	9 July 2020	Fully Realised	At Risk	Business Case in progress (December 2019)	
9	9.7	Luggate WW reticulation extension - Design	Very Low	Low	On Budget	13 July 2020	Fully Realised	At Risk	Business Case in progress (December 2019)	
9	9.8	Luggate New WTP,PS & pipeline to airport - Design	Very Low	Low	On Budget	13 July 2020	Fully Realised	At Risk	Business Case in progress (December 2019)	
10	10.1	Bremner Park Rd - Lake new SW outlet	Very Low	Low	On Budget	18 March 2021	Fully Realised	At Risk		
10	10.2	Wiley Rd - Beacon Pt new SW outlet	Very Low	Low	On Budget	18 March 2021	Fully Realised	At Risk		
10	10.3	Mt Aspiring College SW drainage upgrade	Very Low	Low	On Budget	18 March 2021	Fully Realised	At Risk		
10	10.5	Aubrey Rd Rec Reserve SW detention pond	Very Low	Low	On Budget	18 March 2021	Fully Realised	At Risk		
10	10.6	Three Parks catchment new SW outlet	Very Low	Low	On Budget	18 March 2021	Fully Realised	At Risk		
10	10.7	Luggate WW reticulation extension	Very Low	Low	On Budget	14 July 2021	Fully Realised	At Risk		
10	10.8	Luggate New WTP,PS & pipeline to airport	Very Low	Low	On Budget	14 July 2021	Fully Realised	At Risk		
11	11.2	Project Pure WWTP upgrade - Design	Very Low	Low	On Budget	N/A	Fully Realised	At Risk	December-19: PCG to decide the preferred option and way forward	
12	12.2	Project Pure WWTP upgrade	Very Low	Low	On Budget	N/A	Fully Realised	At Risk		

# Attachment B

## Wanaka Ward - Roading Minor Improvement List

Project Name	Problem / Opportunity	Estimated Cost	Proposed solution	Notes
Brownston St raising drainage grates	Drain grates into sumps are very low compared to the road level and can catch out drivers and are dangerous for cyclists.	\$8,000.00	Investigate drainage requirements and raise grates.	Works Complete
Beacon Pt-Penrith Park speed advisories	Crashes in northerly direction at curve. Crash report recommends speed advisories and associated signs for both directions.	\$10,000.00	Curve advisory analysis including speed test. Curve signs must also show intersecting road. Chevron boards to be included, and edge lining to match solid center line length.	Design in Progress
Beacon Pt-Penrith Park Rds intersection light	Crash report identified lack of lighting at this intersection	\$10,000.00	Intersection flag light subject	With Lighting Contractor
Crown Range summit car park entrance upgrade	Pull over area is not wide enough and area deteriorating	\$22,500.00	Formalise entrance to car park, widening where necessary. Improve drainage to ensure seal/unseal join is protected.	Design in Progress
Stone St flag light	Street light needed Check new intersection design for new side road	\$3,000.00	Install new Street light Check new intersection design for new side road	
Cardona Valley Rd at medical center footpath connections	See attached email. The Wanaka medical center has identified that there are poor pedestrian connections outside the medical center. This applies to both sides of the road and includes the crossing of Stone St	\$20,000.00	Review of pedestrian paths and crossing points.	Not started
Wanaka general signs and Lines	Need a bucket of money to do minor signs and lines	\$40,000.00	Install signs and lines	N/a
Lighting Lagoon Ave path south of Bernard	New footpath has been put in which goes around mailboxes and power pole, but at night it is too dark to see and pedestrians are effectively directed to walk into the mailboxes. Also SL19/0171	\$10,000.00	Investigate extra lighting after the LED upgrade. .	With Lighting Contractor
Footpath upgrade near medical centre 19/20	A request to upgrade the gravel footpaths around the medical centre and the retirement home also down McDougall St.	\$190,000.00	AC or chip seal existing gravel footpath. widen to a 2.5m wide.	Subject to LUX survey
Old Wanaka Lighting Upgrade	Poor Street lighting in general old Wanaka	\$20,000.00	Street lighting improvements	With Lighting Contractor
Aubrey Rd cycle/walkway sealing - Part 1	Track is currently unsealed and not wide enough for cyclists and pedestrians	\$200,000.00	Existing track sealed to 2.5m width based on land Dev Guide widths.	Public consultation (along with Anderson Road) completed and outcomes communicated. Wilkin Road trial closure underway. Detailed design in final stages with expectation works will be tendered in the New Years. Scheduling with 3Waters has yet to reach conclusion.
Rodeo Dr flag light	Flag street light needed. possibly look at lighting all of Golf Course Rd.	\$3,000.00	Install new street light	With Lighting Contractor
Hawea Dam control structure/Capell Ave barrier upgrade	Recent crashes into the wire fence have highlighted safety concerns with this corner. Old wire rope barrier needs upgrading.	\$185,000.00	Replace wire rope fence with guardrail, with appropriate access points to the dam.	Works underway
Ballantyne Rd - New Streetlight	Safety of Pedestrians walking along road reserve.	\$10,000.00	Install street light. Take into account any planned works associated with a new 3 Parks entrance at this location.	With Lighting Contractor
Old Wanaka Firestation kerb upgrade	The old Wanaka Firestation is now retail and car parking is being reinstalled. The dish channel to allow vehicles to cross the footpath is no longer required, and wheel stops are needed instead until new kerbing can be installed.	\$2,500.00	Replace the dish channel with vertical faced kerb and channel (matching profile further down Ardmore St). Also upgrade the kerb and channel to standard vehicle crossing form for the entrance to the QLDC carpark.	Not started
Nook Rd and Hawea Back Rd intersection upgrade	Current design has created a sweeping, narrow, blind corner from Hawea Back Rd into Nook Rd	\$160,000.00	Realigning of the intersection to ensure vehicles slow down turning into and out of Nook Rd.	Design and Quote received. Design revisions on progress.

<b>Wanaka Parks &amp; Reserves Capital Programme + Renewals</b>			
<i>Monthly WCB Update - Nov 19</i>			
<b>Project</b>	<b>Details/Description</b>	<b>Projected start date</b>	<b>Projected completion date</b>
Stage 3 Lakefront Development project	Progressing with developed design, construction to start late summer/early autumn 2020	Autumn 2020	1/12/2020
Minor Renewal Reserve Works - Wanaka Ward	See details below		1/07/2020
Playground Renewals	Rotary Playground Lakefront Reserve, currently exploring options to extend this playground to increase the range of play equipment.	1/02/2020	1/07/2020
Street Tree Replacement program Wanaka	Programme underway.	1/08/2018	1/07/2019
TIF Funding project public toilets at Albert Town, Red Bridge Luggate	MBIE TIF agreement signed by both parties. Project to install toilets in Gunn Rd Albert Town, Red Bridge Luggate, planning underway for the installation of these toilets before christmas. Working with LINZ to replace the Craighburn Toilet with an Exeloo drv vault	second half of 2019	
Wanaka Recreation Reserve.	Irrigation system being upgraded. Power supply and field connections in the reserve to be upgraded input from the A&P Society into this work.	1/02/2020	1/07/2020
<b>Minor Renewal Reserve Works - Wanaka Ward</b>			
<b>Wanaka Fencing and Entrances</b>			
<b>Wanaka Park garden enhancements/plants</b>			
<b>Wanaka furniture</b>			
<b>Wanaka Park improvements (Skate bowls, sports facilities, turf</b>			
Wanaka Skatepark repairs	Wanaka Skatepark Assessment and Feasibility Report produced by Opus, currently working with Opus to get repair work on Stage 1 done. Starting to work on the tender docs now		1/07/2020
<b>Wanaka Roding Parks and Reserves Maintenance</b>			