

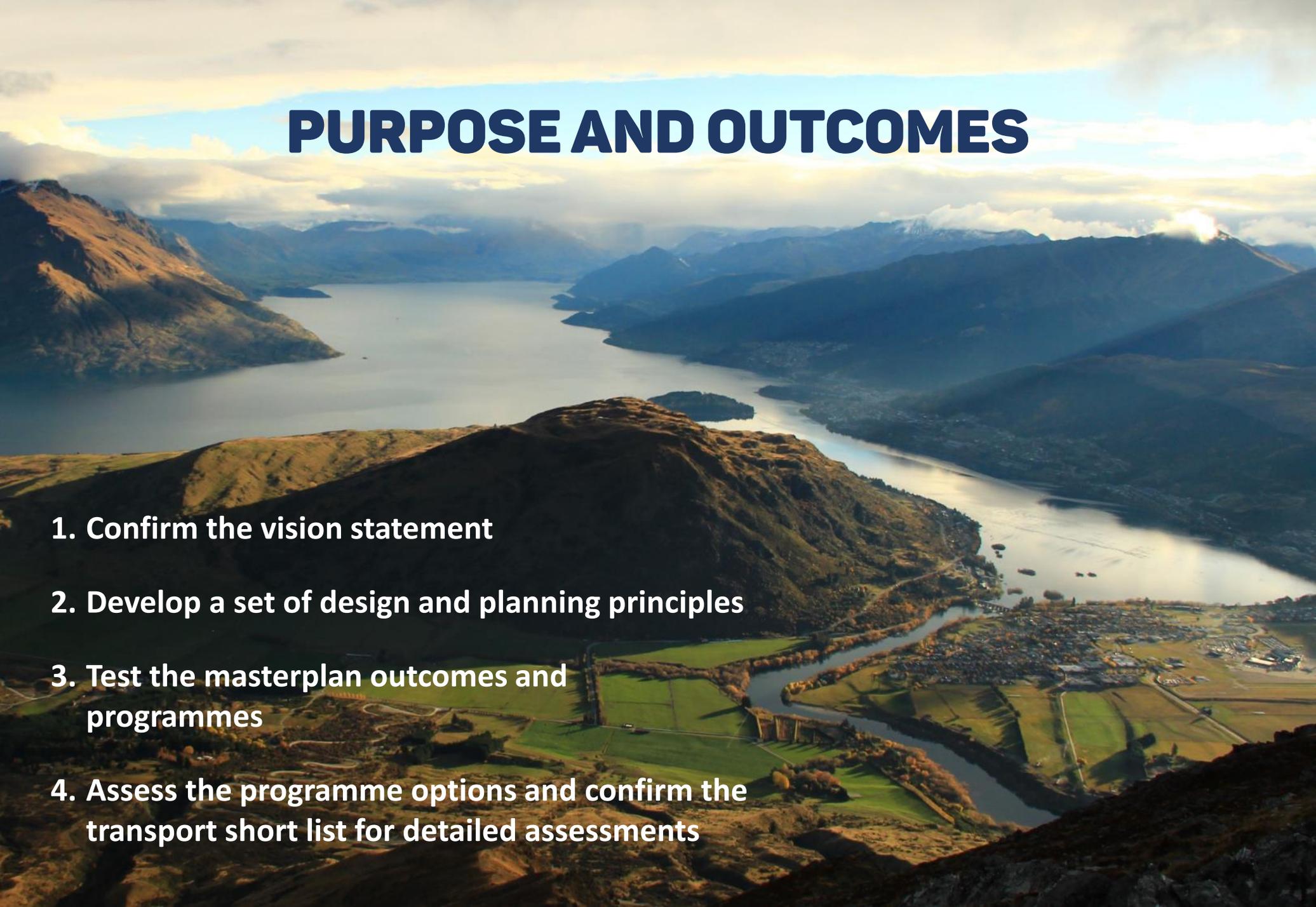
FRANKTON MASTERPLAN

& INTEGRATED TRANSPORT PROGRAMME BUSINESS CASE

WORKSHOP TWO SUMMARY

21 FEBRUARY, 2019

PURPOSE AND OUTCOMES

An aerial photograph of a scenic fjord valley. The water of the fjord winds through the valley, surrounded by steep, rugged mountains. In the foreground, there are rolling green hills and a small town with buildings and roads. The sky is filled with soft, golden light, suggesting a sunrise or sunset.

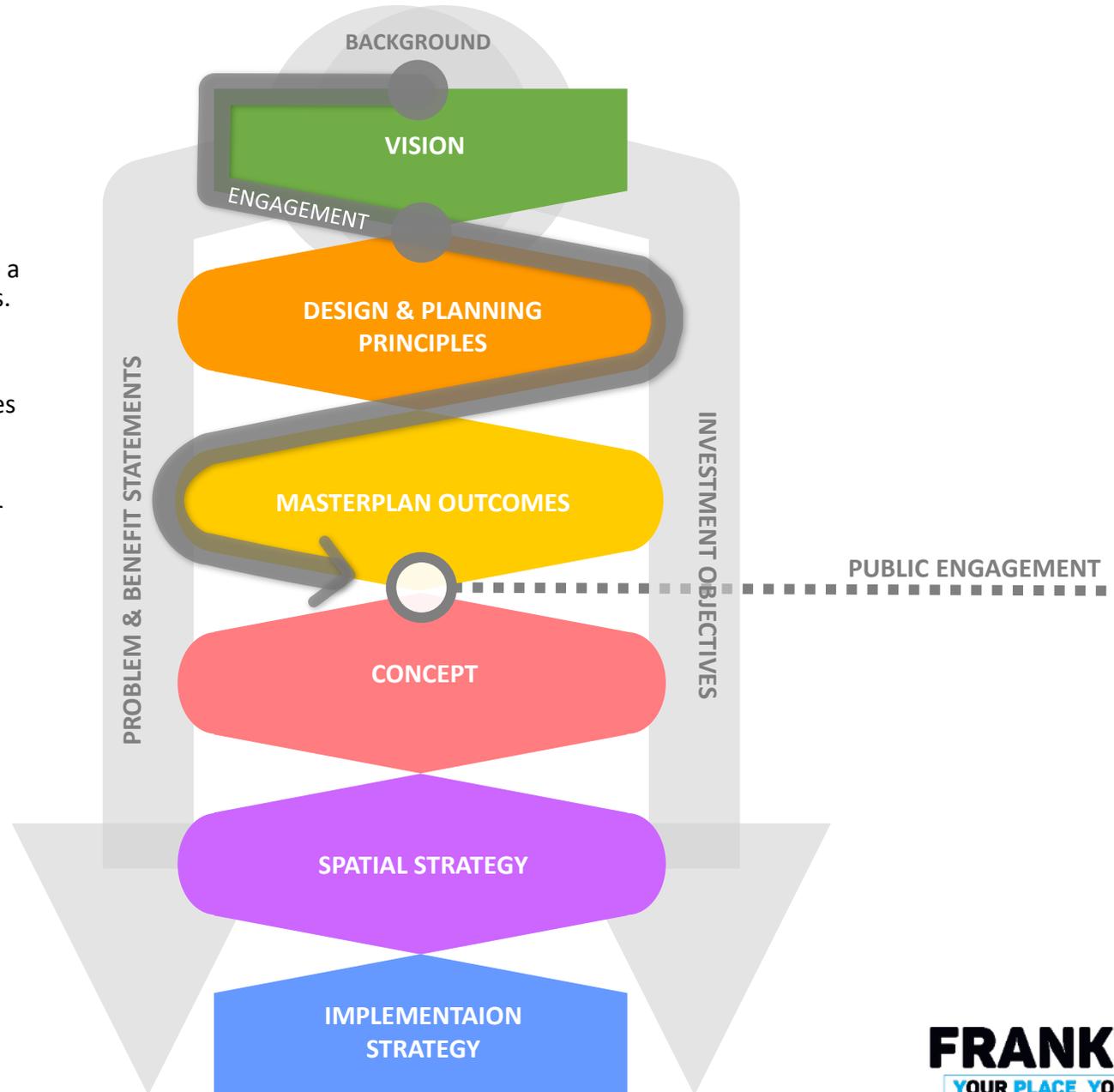
1. Confirm the vision statement
2. Develop a set of design and planning principles
3. Test the masterplan outcomes and programmes
4. Assess the programme options and confirm the transport short list for detailed assessments

MASTERPLAN PROCESS - WHERE ARE WE AT?

Following on from the Vision and options workshops, preparation is underway for broader public engagement. This engagement will be undertaken alongside a range of projects that have shared outcomes.

The objective of the public engagement is to confirm the vision and approach to the masterplan, as well as understanding the priorities of the broader community.

The public engagement will also be an opportunity to focus on engaging younger members of the community through schools.



THE WORKSHOP METHODOLOGY

- An **integrated and interactive** work that drew upon the findings from the Vision workshop series, targeted stakeholder engagement, the Early Insights engagement and background research.
- A set of fast paced and focused exercises that moved from strategic concepts down to specific actions and priorities.
- As a continuation of the first workshop series, stakeholders were each assigned a character as a prompt to remind them that they were representing the wider community as well as themselves.
- Exercises were undertaken in a mixture of group and individual tasks and were largely self facilitated to remove any inadvertent bias and allow participants to debate and discuss their ideas freely.
- A range of recording techniques were used to build a comprehensive picture of ideas, preferences and discussion.
- The workshop was initially focused on masterplan outcomes to help build the bigger picture, with exercises dealing with land use and transport matters in tandem.



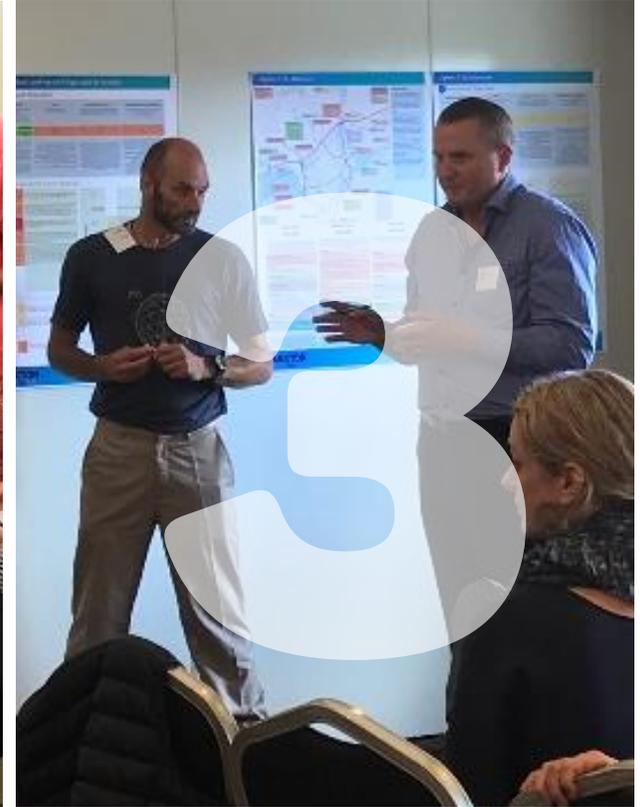
INTERACTIVE WORKSHOP SESSIONS



**RATING FRANKTON
AGAINST THE DESIGN AND
PLANNING PRINCIPLES**



**PRESENT A LONGLIST OF
ACTIONS THAT WILL HELP
DELIVER ON MASTERPLAN
OUTCOMES**



**IDENTIFYING A SHORT LIST
OF TRANSPORT
PROGRAMME OPTIONS**

DESIGN AND PLANNING PRINCIPLES



COMMUNITY
WHANAUNGATANGA

An inclusive environment where spaces and facilities are provided that enable the community to grow and connect.



WELCOMING
MANAAKITANGA

A place that feels safe, hospitable and accessible for all user groups.



CHARACTER
MANA MOTUHAKE

A distinctly local experience for residents to call home and visitors to be hosted.



ENVIRONMENT
WAIRUATANGA

Foster peoples connection to land and water where the community lives in harmony with nature.



IDENTITY
WHAKAPAPA

The public realm and built form reflect their local context: including culture, history, values and aspirations.



INTEGRATED
TŪHONO

A functional and well defined town centre that is connected and complementary to the wider district and has the flexibility to adapt and grow.



FEASIBLE
WHAIPAINGA

Masterplan actions and outcomes are well defined, set against realistic timeframes and budgets, and are well supported by the community and stakeholders.

A range of design and planning principles were developed in preparation for the options workshop. This principles drew upon a number of sources, including the Vision workshop, targeted stakeholder engagement, community engagement findings that preceded this masterplan and background research.

The design and planning principles will form part of the criteria for evaluating the masterplan outcomes.

The principles will be continually updated throughout the process of engagement to ensure they are current and representative.

EXERCISE ONE: HOW DOES CURRENT FRANKTON RATE AGAINST EACH OF THE DESIGN AND PLANNING PRINCIPLES?

The design and planning principles were used as a the basis for the first exercise.

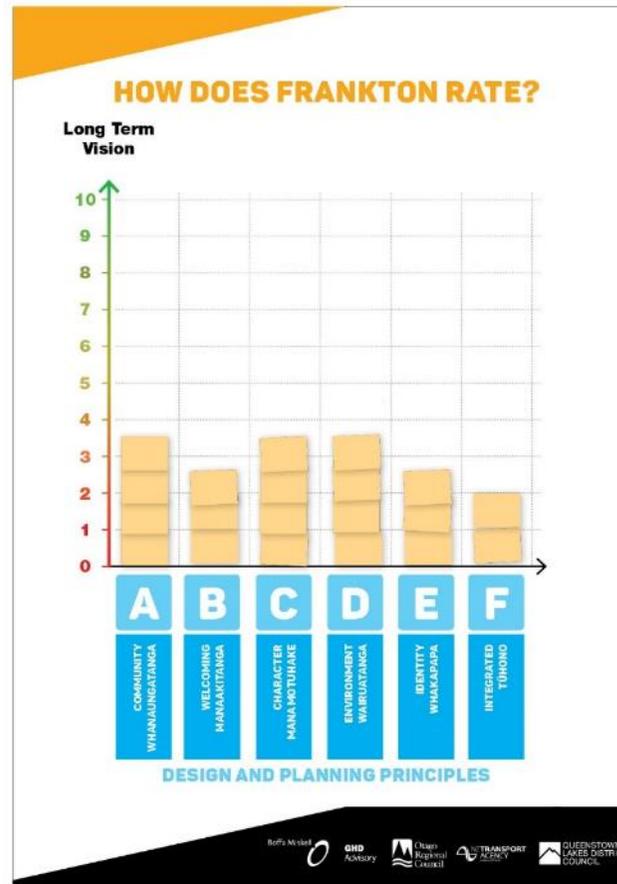
The objective of the exercise was for stakeholders to set a score how well Frankton is currently performing against the criteria and more broadly the long term version.

The exercise also allowed participants the opportunity to familiarise themselves with the principles, while critiquing and providing feedback on any gaps they believe existed.

The stakeholder were broken into small groups to allow discussion and debate, as well as provide the ability to average the scores and identify any trends. Stakeholder groups presented back their scores, highlighting the reasons why the scored as they had.

Themes that emerged from this process included the existence of small, but strong pockets of community, the success of the local farmers market, and the importance of the surrounding landscape. The lack of local character and reference to cultural history was considered an issue and how illegible Frankton is for travellers.

In terms of gaps, stakeholders recommended that awareness and ease of access to businesses and social infrastructure should be emphasised within the principles.



- INDIVIDUAL POCKETS OF COMMUNITY
- NON INTUITIVE TRANSPORT ROUTES - NOT ACCESSIBLE FOR ALL USERS
- WAYFINDING DIFFICULT FOR TRAVELLERS
- CONNECTIONS TO LAKE AND RIVERS ARE POOR
- ENVIRONMENT IS NOT CELEBRATED OR ACCESSIBLE
- HISTORICAL/ CULTURAL REFERENCES MISSING
- FRANKTON MARKETS - GREAT COMMUNITY SPACE
- LACKS LOCAL CHARACTER - RELIES ON SURROUNDING LANDSCAPE
- LACKS MANA WHENUA PRESENCE

EXERCISE TWO: LONG LIST OF ACTIONS FOR MASTERPLAN OUTCOMES

Six masterplan outcomes were formulated prior to the workshop, building on themes and opportunities that had been identified in the Vision workshop series. Each of these masterplan outcomes had an associated set of draft objectives that addressed the design and planning principles, as well as some of the specific site constraints. The masterplan outcomes included:

MP01. Integrating with the waters edge

MP02. Gateway into the district

MP03. Enhancing the local networks

MP04. Integrated urban centres

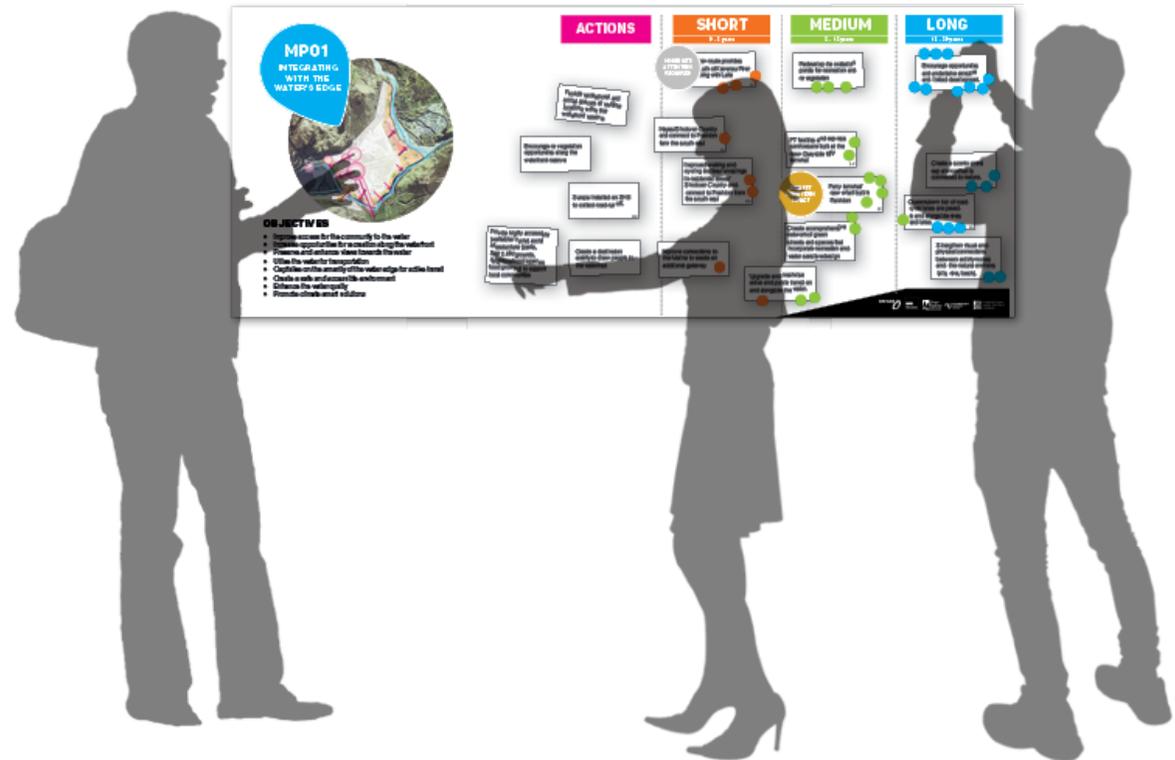
MP05. Living and growing in harmony with nature

MP06. Inclusive neighbourhoods

In newly formed groups from the previous exercise, participants were assigned one of the six masterplan outcomes that will contribute to the overall Vision.

The groups were asked to create a programme of approximately 15-20 interventions that would help deliver their masterplan outcome. The groups were provided with a provision set of actions which were drawn from the previous workshops series, and were encouraged to amend or include any of their own actions.

Each group presented their initial long list programme back to the group, who in turn scored how well it delivered the overall masterplan vision and the Design and Planning Principles that were considered in exercise one.

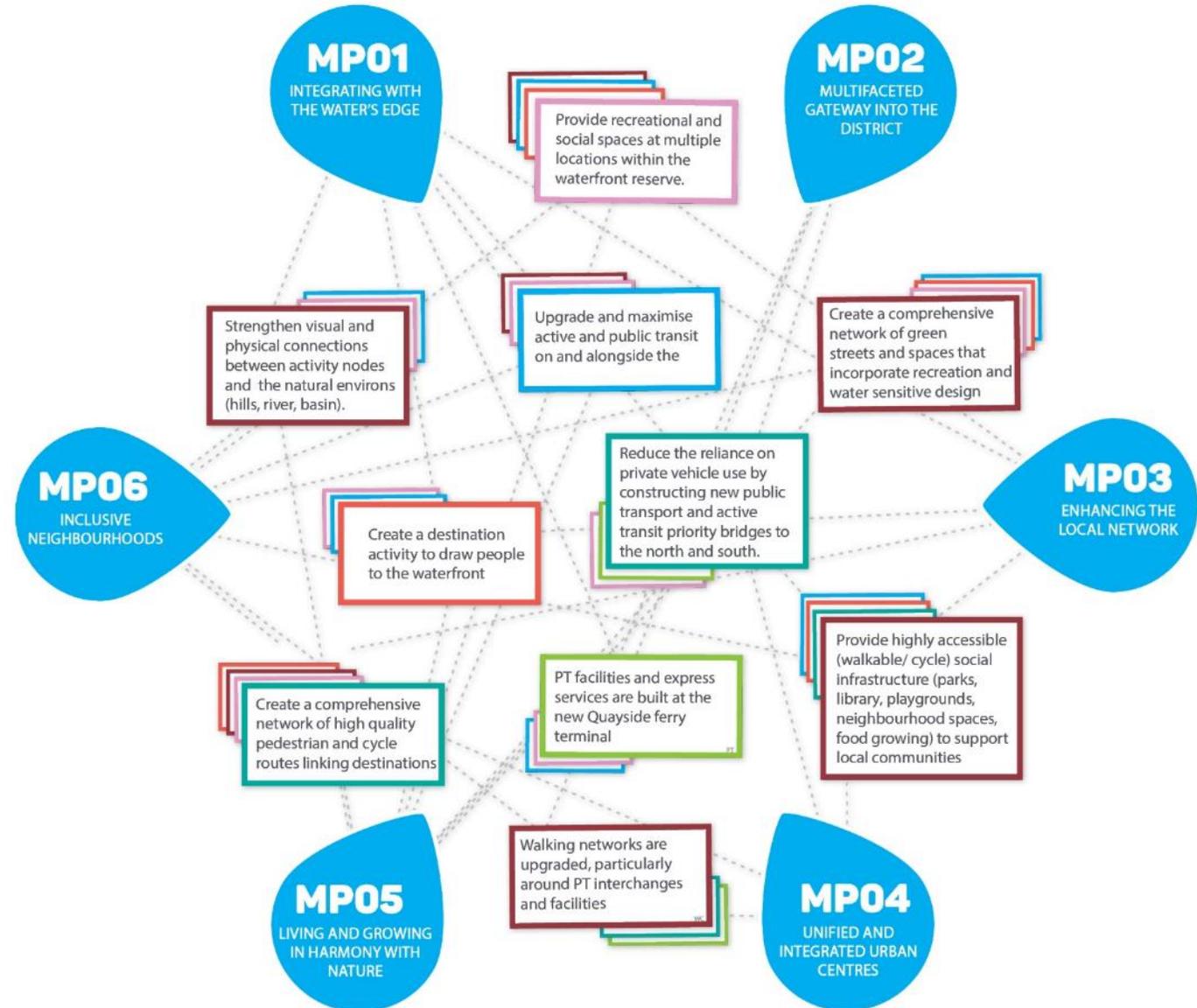


PREFERRED ACTIONS FOR MASTER PLAN

While each of the masterplan outcomes had it's own distinct set of draft objectives, there were a number of overlaps between each of the longlisted actions across all six of groups.

The diagram opposite highlights the top ten most common actions that were picked across all participants. Given that each of the masterplan outcomes will combine to deliver the long term vision, it is encouraging to see consensus and recognition that most of the actions will deliver multiple benefits.

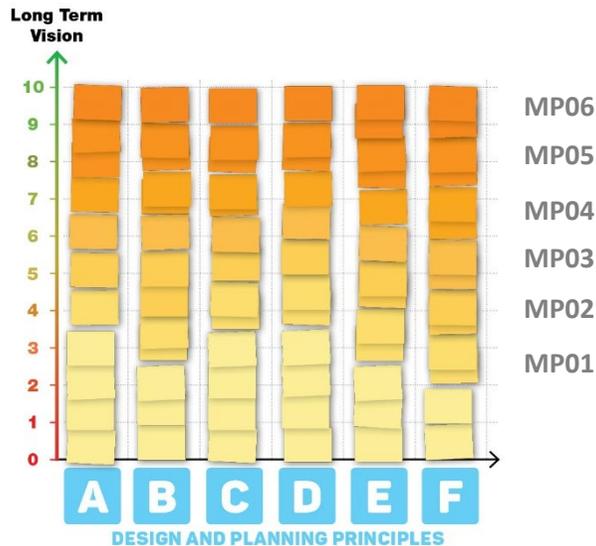
Common themes highlighted in the overlapping actions include; the need to provide more comprehensive and higher quality routes and spaces for pedestrians and cyclists, the need for improved PT facilities and environment and experiential enhancements.



STAGING THE MASTERPLAN OUTCOMES

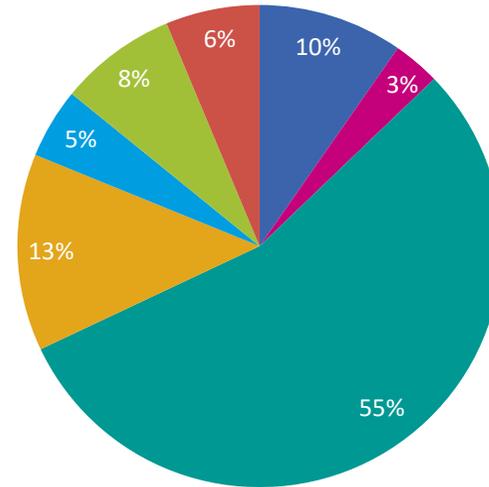
Based on a combination of participant scoring and prioritisation, each of the masterplan outcomes contributed relatively equally to delivering the long term vision. However, when considering the nature of the underlying actions, overall there was a significant emphasis on land use planning interventions across all masterplan outcomes

More significantly, when accounting for the timeframes over which actions were associated, the shorter terms focus was generally on improving experience and transport mode shift with the longer term actions more focused on transformational changes to the environment.



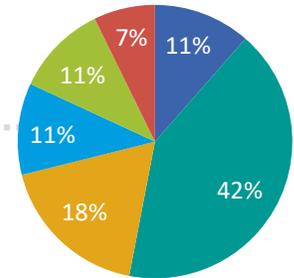
How the Masterplan Outcomes contribute to the long term vision

Combined Actions By Theme

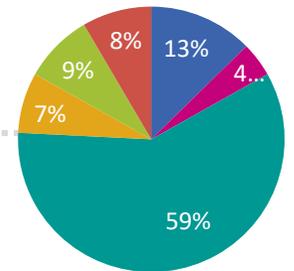


- Public Transport
- Mass Transit
- Land Use Planning
- Walking and Cycling
- Travel Demand Management
- Road and Infrastructure Upgrade
- Network Changes

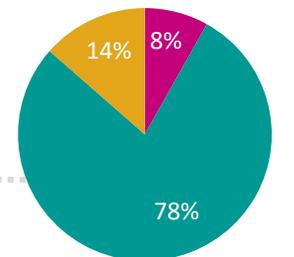
Short Term



Medium Term



Long Term



Analysis of underlying themes

TRANSPORT PROBLEM STATEMENTS

Two problem statements have been drafted based on data and evidence collected as well as the workshops and other engagement with stakeholders. These are consistent with the discussions during the course of the workshop and will be tested and refined with the project team.

- 1. Current and future land use patterns, coupled with infrastructure constraints and significant growth in the movement of people and goods, leads to congestion and increasing travel times for road users.*
- 2. The current transport system favours travel by private vehicle which leads to severance and adversely affects inclusive access, environmental sustainability, and a sense of place for Frankton.*



INVESTMENT OBJECTIVES

The investment objectives below are based on the discussion at the previous workshops as well as related studies including the Queenstown Integrated Transport Business Case. These are consistent with the discussions during the course of the workshop and will be tested and refined with the project team.

- *Improve transport system reliability and travel times*
- *Provide safe transport choices and improve safety perception*
- *Improve access to and use of multi-modal transport options for people of all ages and abilities*
- *Reduce severance, and improve the liveability and attractiveness of Frankton*



TRANSPORT PROGRAMME OPTIONS

1. *Do Minimum –this includes projects already funded in the 2018-21 Regional Transport Plan*
2. *Community access and safety –is focused on active modes and public transport within Frankton to address severance and meet localised transport needs*
3. *Public transport (bus prioritisation) and active modes focus -includes new river crossings for buses, pedestrians and cyclists*
4. *Mass transit within 10 years and active modes focus –requires increased bus prioritisation until Mass transit is provided*
5. *Public transport (mass transit in approx. 20-25 years) and active modes focus -requires increased residential supply within Frankton*
6. *Lane, parking and bridge capacity increase -including duplicating bridges and 4 lanes for general traffic on SH6 and SH6A*
7. *Do maximum –provide network capacity and other infrastructure for all modes*

EXERCISE THREE: REVIEW AND ASSESSMENT OF PROGRAMME OPTIONS



The project team introduced the seven long list transport programme options in the form of posters that were developed for stakeholder feedback and displayed around the room.

Participants were asked to review the programme options and identify the programme option that resonated most with them.

The participants selected 4 programme options that resonated most. These programmes were:

- Option 3 – Public transport (bus prioritisation) and active modes focus
- Option 4 – Mass transit within 10 years
- Option 5 – Public transport (mass transit in approximately 20 – 25 years) and active modes focus
- Option 6 – Lane, parking and bridge capacity increase

Participants were asked to work as a group to interrogate and challenge these four programme options that resonated with them the most.

This included reviewing the potential interventions of each, adding further measures, reviewing the proposed phasing or timing of interventions and challenging the draft assessments of the programmes.

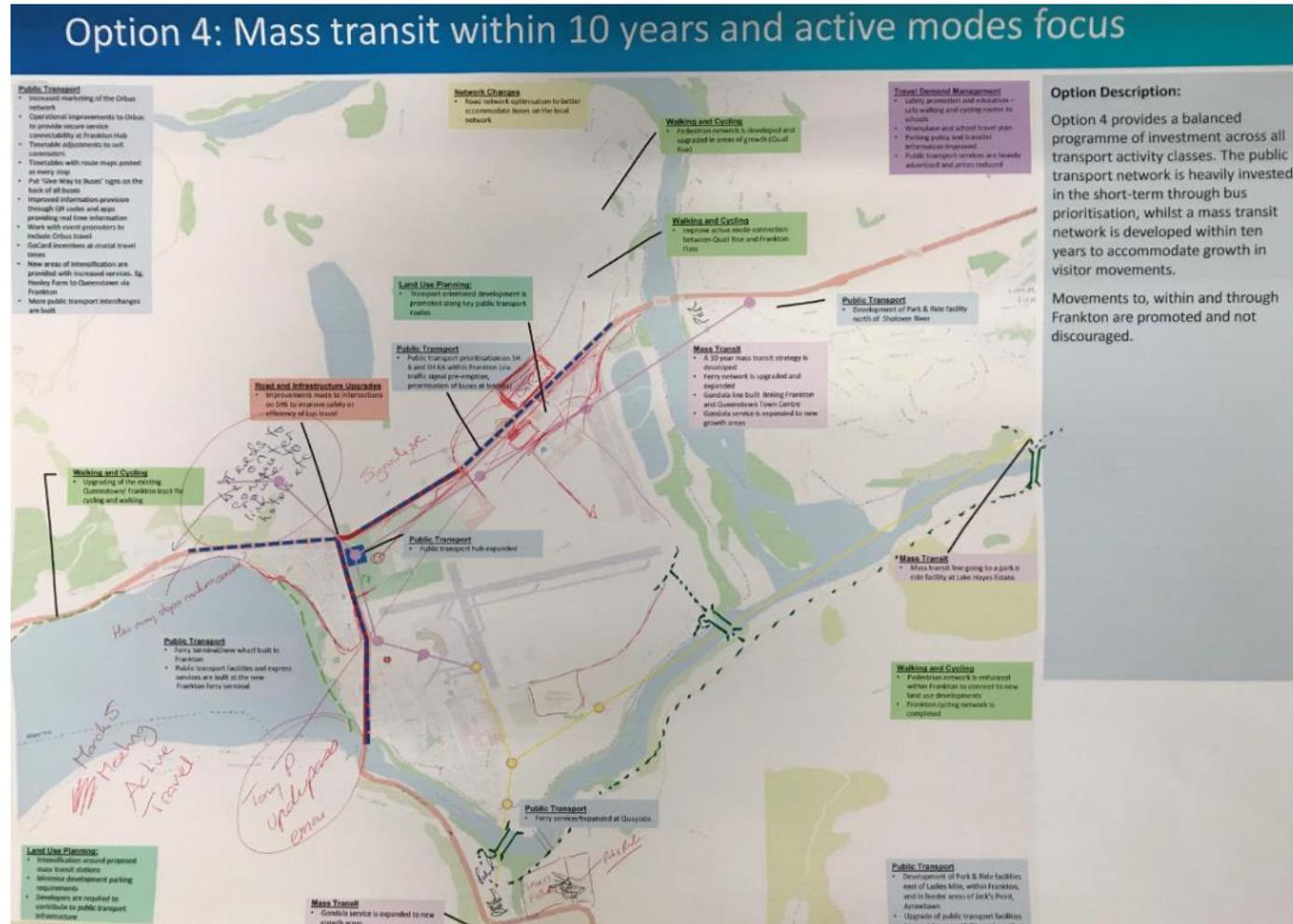
This exercise concluded with each group presenting back to the wider group key discussion points for each option.

OPTION 4, MASS TRANSIT WITHIN 10 YEARS

The large group that selected option 4 felt it was the most sensible and workable option. They felt this way because it provided a effective solution to congestion issues with the provision of a mass transit system within 10 years and that it had an active modes focus that was integrated with the mass transit facilities. A gondola was discussed as the mass transit solution but could be achieved through other solutions such as trackless trams or light rail.

Some interventions that were adjusted/ added to this programme by the group were:

- Increased active mode facilities which included the creation of an active mode trail on the banks of the south side of the Kawarau River, and active mode river crossing providing entry into the south and south-east of Frankton Flats, and Shotover Country
- The gondola route was adjusted to travel via the waterfront and not over the hill. This adjustment was believed to pick up more catchment areas
- Increased behaviour change initiatives. Such interventions could come in the form of employer subsidies for public transport, car sharing initiatives, travel planning for journey to work or journey to school trips, residential travel plans
- An integrated parking strategy for Frankton and Queenstown Town Centre. Noting the influence these interventions can have on travel choices at trip origins. Parking initiatives to be considered by the project team include parking time restrictions and parking charges



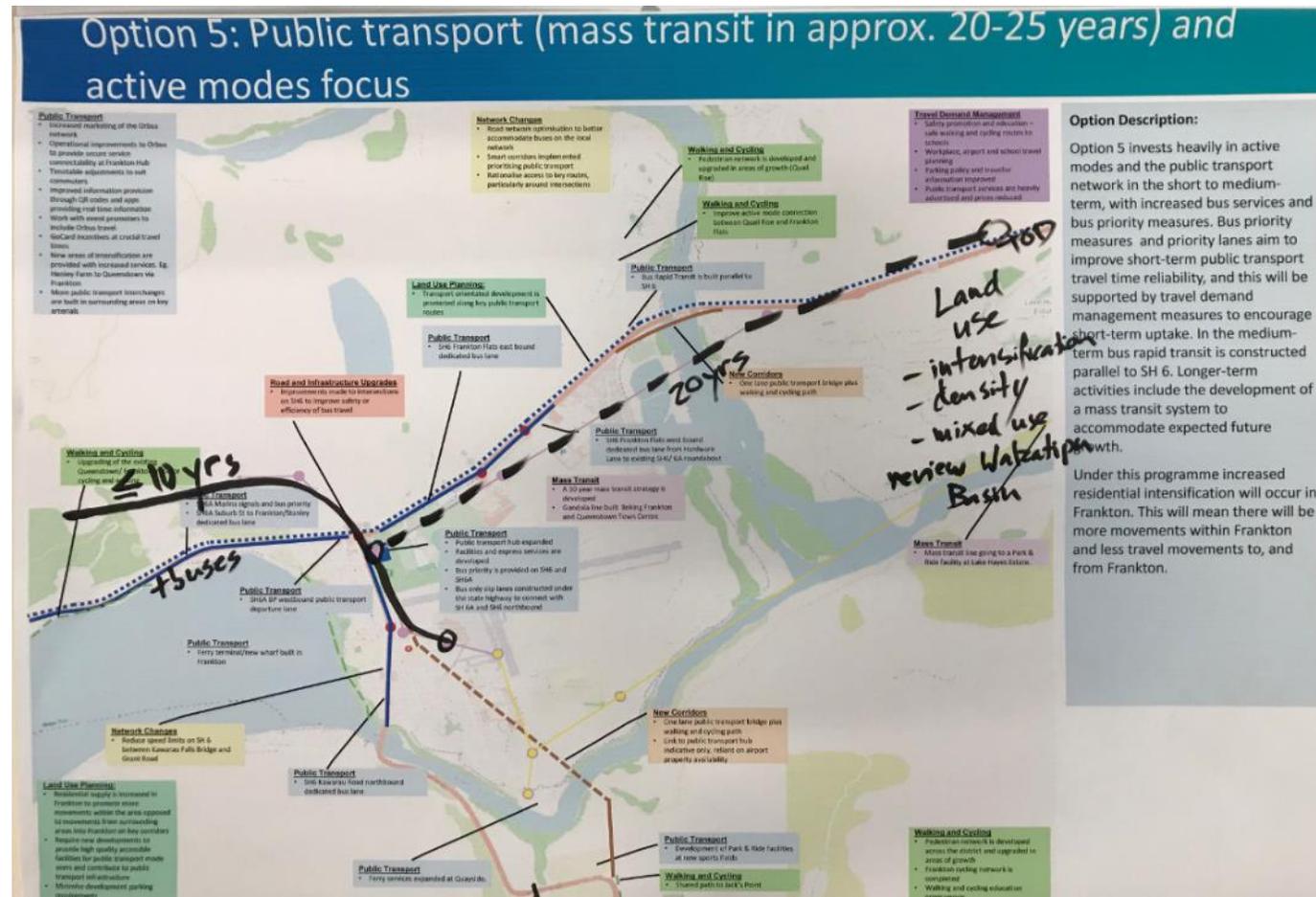
OPTION 5, PUBLIC TRANSPORT (MASS TRANSIT IN APPROXIMATELY 20 – 25 YEARS) AND ACTIVE MODES FOCUS

Participants that chose to review this option focused on the mass transit and active mode elements. There was agreement and discussion about the need to intensify land use along the mass transit corridor prior to the implementation of a mass transit system. This led the group to discussing bringing the delivery of mass transit sooner rather than in 20 or 25 years as this would underpin the intensification and therefore potential viability of the mass transit system.

Some of the key discussion items included:

- A gondola option was discussed as it could enhance the character of Frankton as it would be the first of its kind in NZ and could be constructed partly as a tourist activity.
- Potentially low environmental footprint of a mass transit over a private car based transport network
- The improved walking and cycling connections to mass transit facilities
- Land use development and transit oriented development beyond the Kawarau and Shotover Rivers and planning for development in the future

It was noted that the changes identified for this programme resulted in this option becoming a variant of option 4. It was agreed to incorporate these suggestions into a refined version of Option 4.



TRANSPORT PROGRAMME SHORT LIST

The short listed programmes for further refinement and assessment are in bold below. The Do Minimum option is always included in the short list assessments as the 'comparator' for economic and other relative analysis.

Programmes 4 and 5 were the favoured options for further assessment by the workshop participants and project team. Well supported and positive elements from the non-short-listed options will be included, where appropriate, into the short listed options as they are refined and assessed in the next two month before being presented at the final assessment workshop in May. Some of these interventions included an orbital bus network within Frankton connection town centres, the airport and the Queenstown Event Centre.

1. ***Do Minimum –this includes projects planned and funded to be delivered in coming years***
2. *Community access and safety –is focused on active modes and public transport within Frankton to address severance and meet localised transport needs*
3. ***Public transport (bus prioritisation) and active modes focus -includes new river crossings for buses, pedestrians and cyclists***
4. ***Mass transit within 10 years and active modes focus –requires increased bus prioritisation until Mass transit is provided***
5. *Public transport (mass transit in approx. 20-25 years) and active modes focus -requires increased residential supply within Frankton*
6. *Lane, parking and bridge capacity increase -including duplicating bridges and 4 lanes for general traffic on SH6 and SH6A*
7. *Do maximum –provide network capacity and other infrastructure for all modes*

ALIGNMENT OF TRANSPORT OPTIONS WITH DRAFT MASTERPLAN OUTCOMES

The participants were asked to score the emerging top two transport programmes (options 3 and 4) against the six masterplan outcomes discussed in the earlier exercises of the workshop.

There was some variance between two options with Option 3 being better supported for inclusive neighbourhoods, integrating with the waters edge and enhancing the local networks. Option 4 was better supported for achieving a gateway into the district and living in harmony with nature.

The results of the masterplan outcomes alignment assessment demonstrated that option 3 and 4 were similar in their overall scoring against the masterplan outcome areas. It was clear that both options could be developed further to align with the Frankton masterplan outcomes.



"...THE RIVER
JUNCTION AND
ITS TRADITIONAL
TRAILS..."

"...BICULTURAL,
ACKNOWLEDGE
THE PAST..."

"...RETAIN SENSE
OF COMMUNITY..."

"Frankton, where our pathways, the lake and the rivers meet"

"At the heart of Te Kirikiri, Frankton is a hub that connects a bustling community of businesses, residents and visitors to Queenstown and the region. Embracing sustainable development, future generations live in harmony with the natural environment."

"...EQUALLY FOR
LOCALS AND
VISITORS..."

"...IMPORTANCE
OF RESILIENCE
FOR CLIMATE
CHANGE..."

"...GENERATIONS
THAT FOLLOW ARE
PROUD OF THE
DECISIONS WE MAKE
TODAY..."

"...COMMUNITY
AND
ENVIRONMENT
LIVE
TOGETHER..."



