

Item 2: Minor Improvements Programme Update

SESSION TYPE: Workshop

PURPOSE/DESIRED OUTCOME:

The purpose of this workshop is to present the latest draft of the Minor Improvements Programme, with an emphasis on Queenstown Projects for the Infrastructure Committee. The workshop will include a briefing on how the programme has been prioritised following confirmation of funding levels, and what the timeframes are expected to be for delivery of designs and construction works. Feedback is sought from the elected members, notably around the “public concern” aspect of the policy ratings.

DATE/TIME:

Thursday 1 May 2025 at 10.15am

TIME BREAKDOWN:

Presentation: 30 minutes

Questions/Discussion: 15 minutes

Prepared by:

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Title: Roding Operations and Contracts
Manager
11 March 2025

Reviewed and Authorised by:

Name: Tony Avery
Title: GM of Property & Infrastructure
12 March 2025

ATTACHMENTS:

A	Presentation and Draft Programme
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Infrastructure Committee Update

2024 – 2027 Minor Improvements Programme
(MIP)

MIP policy and prioritisation process

- **Purpose** - Provides low-cost/low-risk (LCLR) transport network upgrades following NZTA Funding Policy.
- **Funding** - LTP Minor Improvements and can attract NZTA financial assistance.
- **Project Sources** - Arise from service requests, community input, council strategies, or the One Network Road Classification framework.
- **Assessment Process** - Projects assessed using weighted criteria; top-ranking projects pursued based on funding availability.
 - <https://www.qldc.govt.nz/media/ixopizmo/minor-improvements-programme-development-policy-nov-2016.pdf>
- **Consultation** - Prioritised programme presented to Wanaka Community Board, Infrastructure Committee, or other elected groups.
- **Adjustments** - Programme may adapt to coordinate with roadworks, utility activities, or district priorities.

Individual scoring

Weighting	Criteria	Score	Justification
40	Safety / Criticality	5	Extreme - Possibility of more than one fatal or serious injury per year
		4	Very Serious - Possibility of one fatal or serious injury per year
		3	Serious - Possibility of one fatal or serious injury every 5 years
		2	Moderate - Possibility of one fatal or serious injury every 5 to 20 years
		1	Insignificant - no plausible possibility of fatal or serious injury
15	Technical	5	Successive failures in achieving service delivery standards
		4	Failure to achieve some service delivery standards
		3	Some reduction in service delivery standards
		2	Minor breach of service delivery standards
		1	Negligible impact on service delivery standards
25	Public Concern	5	Identified in Community Outcomes, Council Strategy and Plans
		4	Escalated by Community Board or Infrastructure Councilors
		3	Raised by a Petition to Council, Community Association or a large number of individual requests.
		2	Raised by an individual on behalf of others or a few separate.
		1	Raised by an individual
10	One Network Road Classification - Traffic Volume & Function (Now One Network Framework)	5	Arterial
		4	Primary Collector
		3	Secondary Collector
		2	Access
		1	Low Volume Access
10	Cost (\$)	5	0 – 5,000
		4	5,001 - 25,000
		3	25,001 - 50,000
		2	50,001 - 150,000
		1	150,001 - 300,000

NLTP application (reduced funding from NZTA)

Smaller investment in LCLR programme in NZTA's 24-27 NLTP.

QLDC submitted \$17m of projects aligned to GPS but only received \$1.2m to complete Ballantyne Road / Riverbank Road.

The programme scope/scale has been adjusted to reflect the reduced investment.

A new "Targeted Fund" opportunity was released in December 2024. Officers put forward our programme again. And, on 14-April received advice of funding from NZTA for 51% of the following

- Crown Range slow vehicle bay or passing lane \$800k
- Golf Course Road / Ballantyne Road intersection upgrade \$1,900k
- Capell Ave Road Formation \$2,000k

Budgets for MIP

- \$9.36m (per Transport Funding Options report, 12-December-2024 Council meeting)
- \$1.377 51% NZTA share of \$2.7m Targeted Fund (TF) approved April 2025 (excl Capell Ave)
- Total \$10.7m

Low Cost Low Risk	Budget	Work In Progress	Remaining Budget	Comments
Minor Improvements – Whakatipu Subsidised	800,000	-	800,000	
Crown Range Road Slow Passing bay - Whakatipu	800,000	-	800,000	Recently approved through the NZTA Targeted Fund - must be spend here
Minor Improvements - Upper Clutha (TR)	3,100,000	1,200,000	1,900,000	
Ballantyne/Riverbank roundabout	1,200,000	1,200,000	-	NZTA LCLR approved project - WIP
TF - Golf Course Road / Ballantyne Road intersection upgrade	1,900,000	-	1,900,000	Recently approved through the NZTA Targeted Fund - must be spend here
Minor Improvements - Whakatipu Unsubsidised	4,223,922	760,000	3,463,922	
Minor Imp Whakatipu (TR) unsub	3,040,559	-	3,040,559	
PT Assets Whakatipu (TR) unsub	903,622	-	903,622	
Active Travel Whakatipu (TR) unsub	279,741	-	279,741	
Minor Improvements - Upper Clutha Unsubsidised	2,613,829	930,000	1,683,829	
Minor Imp Upper Clutha (TR) unsub	1,800,086	930,000	870,086	WIP \$560k + \$370k overspend on Ballantyne/Riverbank roundabout
PT Assets Upper Clutha (TR) unsub	432,278	-	432,278	No PT Improvements planned for UC - to be transferred MI Unsub
Active Travel Upper Clutha (TR) unsub	381,465	-	381,465	
TOTAL	10,737,751	2,890,000	7,847,751	\$2.7m on subsidised Wak/Wan reserved for specific projects \$5.14m (\$3.46m +\$1.68m) remaining unsubsidised budget for Minor Improvement projects

Minor Improvements Whakatipu

Road	Project Name	Problem Description	Estimated Cost	Solution Description	Ranking	Comments:
MALAGHANS ROAD	Malaghans/Dalefield intersection improvements	Vehicles turning off Malaghans Rd into Dalefield Rd stop in middle of road, cars following have no space to get around the stationary car waiting to turn.	\$100,000	Consider right turn lane and any other improvements. RIAWS may depend on any speed limit change but otherwise yes needs something	305	RIAWS and lighting cost estimate \$100,000. Alternative option is right turn bay approximately \$1 million.
ARTHURS POINT ROAD	Arthurs Point Road package (traffic calming and pedestrian crossing protection)	Become busy bypass of Frankton Road to/from QTN. Poor speed compliance and lots of cycle and pedestrian movements. Will result in minimal delays to motorists, will be beyond comparison when weighed against improved safety to vulnerable road users. Pedestrian crossing points well used for access to bus stops - primary school east side, high school west side, commuter traffic (east) and ski bus users (west). Regular walkers at all times of day between two sides of road.	\$500,000	Upgrade crossing points near bus stops. Note design needs to fit in with bus stops and could be incorporated with upgrade of west bus stop. Raised platform/flush crossing may be options as well as lane narrowing to introduce side friction to slow traffic.	305	Reseal scheduled 25/26
GLENORCHY-QUEENSTOWN ROAD	Wilsons Bay speed management	Activity in Wilsons Bay is increasing as is traffic volumes on Glenorchy Rd passing through Wilsons Bay. Speeding and dangerous overtaking maneuvers are reportedly occurring with residents accessing properties and recreational activities on the roadside.	\$50,000	Potential for speed feedback signs or some other form of flashing warning signage. 60kph speed limit may be more appropriate	300	
MALAGHANS ROAD	Malaghan Road/Coronet Peak Road/Littles Road intersection improvements	Reported near misses and conflicts during the winter months. Higher percentage of motorists unfamiliar with intersection/area/domestic&international tourists	\$50,000	Potentially some form of active warning sign for the intersection. Already 50km/h through here, look at median islands for intersection Coronet Peak leg approach .	280	active warning signs and median islands
FERNHILL ROAD	Sunshine Bay intersection upgrade/roundabout	Little advance warning to intersection from GY Road approach. Hidden by horizontal and vertical crests. Lack of safe pedestrian crossing facility. Awkward/low angle approach from Fernhill Road, difficult for elderly to look far over shoulder etc.	\$100,000	Undertake concept designs for intersection. FH & SB community associations asking for safe crossing point across GY-QT Road to Sunshine Bay reserve. Must include crossing point for peds and cycles in design.	275	Complex project, consider undertaking concept designs now and discussing with councillors for potential 27-30 programme. Physical works to line up with REHAB 30/31

Minor Improvements Whakatipu

Road	Project Name	Problem Description	Estimated Cost	Solution Description	Ranking	Comments:
ARROWTOWN-LAKE HAYES ROAD	Arrowtown - Lake Hayes Road/Speargrass Flat Road/Hogans Gully Road Intersection improvements	Abley modelled HIGH risk of straight-through-type crashes over a 20yr period	\$250,000	Aim to replicate the Hunter Rd treatments on both Speargrass and Hogans Gully approaches to the intersection. Signs, islands, lighting etc..	265	No RIAWS as speed limit is already 70.
SPEARGRASS FLAT ROAD	Littles Road/Speargrass Flat Road intersection with Domain Road/Dalefield Road	Abley modelled risk band HIGH of straight-through-type crashes over a 20yr period	\$50,000	Consider installing Chevrons on the top of the T's. Signs, islands, lighting etc..	255	Possible RIAWS but is 80 already.
MULL STREET (EAST)	Glenorchy Township improvements	Pedestrian connectivity and footpath missing links. Bus parking issues.	\$483,000	New footpaths and other items. Vehicles parking on footpaths and absent footpaths in other areas.	255	Also incorporate designated bus parking and some light parking management.
CROWN RANGE ROAD	Crown Range Road SH6 - Cardrona Valley Road efficiency improvements	Focus on 3 locations for combined chain bay/slow vehicle bays – Eastburn Gates, Summit and Chain Bay 1. Look at options for multi use signs that can be flipped when need for chain bays. At summit look at left slip into the car park as well.	\$800,000	Construction of slow vehicle/passing lanes. Potential land issues at Chain Bay 1 but check. Keep lookout halfway up Queenstown side on the list but not currently a priority and may have land issues.	250	
BRUNSWICK STREET	Brunswick/Lake Esp intersection rejig	Poor crossing facility for people with disabilities or on mobility devices. Also reported multiple people driving on the wrong side of the road.	\$300,000	Relatively high priority with focus on getting peds safely across the intersection. Maybe incorporate Lake Street with a similar treatment although that is lower priority. Check development design for their access and include safe crossing of Lake Esplanade	235	Note, red line drawn where budget runs out
WAKATIPU WARD DISPATCH	Schools across Wakatipu side of district - Footpath missing links around schools impacting children safety	Some missing links, connections and/or crossing points near schools impacting children safety	\$600,000	Footpaths, connections and/or crossing points	230	

Minor Improvements Whakatipu

- Remaining backlog projects unlikely to be delivered

Road	Project Name	Problem Description	Estimated Cost	Solution Description	Ranking	Comments:
JONES AVENUE	Jones Avenue crossing near Woodstock Road	Crossing point off a inter-suburb shared path. Located just off an Urban Connector Road (secondary collector street)	\$65,000	Design completed - upgrade crossing point	225	Reseal planned 2027/2028
STALKER ROAD	Stalker Road crossing near Tonis Terrace/Woodstock Road	Crossing point off a inter-suburb shared path. Located on Urban Connector Road. Ensure coordination with Shotover School kea crossing / ped crossing so that opportunity to deliver one at the school is not overlooked at same time. RAMM ID: 9818	\$65,000	Design completed - upgrade crossing point	225	
KENT STREET (KINGSTON)	Kent St threshold	Request from the community for better signage & infrastructure to promote slower speeds.	\$65,000	Speed limit threshold as agreed with the community.	220	Reseal planned 2030/2031
FERNHILL ROAD	Fernhill Road crossing point at Cameron Place	Crossing point at Cameron Place and bus stop	\$140,000	Check Active Travel Design to ensure it can be incorporated into the design. Line up with rehab project in a couple of years	220	Reseal recently complete
GORGE ROAD	Gorge Road pedestrian crossing	Pick up items not completed by AP active travel route.	\$120,000	Raise pedestrian crossing point for increase awareness to motorists.	220	
HENSMAN ROAD	Traffic Calming and on-street parking review to improve road safety	Old style linking of all roads, results in increased traffic on residential streets. Deterioration of the road network, extra traffic load is wearing the pavement faster.	\$800,000	Behaving as a rat running arterial/collector, ONF as a local street. Increase traffic will cause more wear and tear on pavement and cost council more in the long term. Local area traffic management.	215	Wait for NZUP works to complete, consider in 27-30 programme

Minor Improvements Upper Clutha

Road	Project Name	Problem Description	Estimated Cost	Solution Description	Ranking	Comments
BALLANTYNE ROAD	Ballantyne Road/Golf Course Road mini roundabout	Motorists accepting unsafe gaps in traffic due to delays. Poor protection for people walking or cycling. New signalised crossing point on Ballantyne Road cannot be relied on as it is far off desire line.	\$2,000,000	Full roundabout solution.		We are seeking contribution from developer agreements as the full 370 cost is unaffordable to council.
KANE ROAD	Kane Road - safety infrastructure (Windmill Corner)	Speeds through this section of Kane Road are high considering the roadside environment and number of property accesses per 100m. Sight distance issues exiting properties looking out for southbound traffic.	\$100,000	Check what plans were through the speed limit review and what community desires are but new threshold signage and markings would be appropriate either side of the s-bends.	305	Reseal planned for 27/28
ARDMORE STREET	Wanaka CBD connectivity upgrades	CBD are with lots of pedestrian movements at intersection with poor pedestrian crossing facilities and limited protection. Opportunity to improve walkability and improve pedestrian safety at several intersection and crossing points. Ardmore St, Helwick St, Dunmore St, Dungarvon St, Brownston St, McDougall St.	\$1,640,000	Implementation of outputs from Wanaka Network Optimisation SSBC. Check with Parks that locations align with events etc.	295	Reseal scheduled 29/30
ALBERT TOWN RESIDENTIAL AREA	Albert Town traffic calming	Alison Ave, Dale St, Lagoon Ave, Gunn Rd, Sherwin Ave. Consistent issues with speeding on this road, as the area grows more populated this is becoming a safety issue.	\$1,000,000	Scope all these sites together and prepare recommendation for consistent treatments throughout. Check existing speeds in various locations. Need to consult with residents' association on their desires. Review line markings throughout for consistency.	290	Note, red line drawn where budget runs out
CAPELL AVENUE	Capell Ave barrier between Scotts Beach Rd and Skinner Cr	Steep drop off close to pedestrian path.	\$40,000	Suggest combined pedestrian and vehicle barrier. Solution must resolve missing link in footpath	285	

Minor Improvements Upper Clutha

- Remaining backlog projects unlikely to be delivered

Road	Project Name	Problem Description	Estimated Cost	Solution Description	Ranking	Comments
GLADSTONE ROAD	Rural intersection improvements for Gladstone Road/Domain Road/McCarthy Road	Rural intersection improvements for at risk intersection (Rated from Abley Report: HIGH). High 'straight-through' modelled crashes over 20 years.	\$250,000	Not sure enough traffic to warrant a RIAWS but some intersection warning signage would be appropriate. Check crash history to determine what type of treatment might be appropriate	280	
FAULKS ROAD	Rural intersection improvements for Maxwell Rd/Faulks Rd	Rural intersection improvements for at risk intersection (Rated from Abley Report: LOW/MED). Low Medium 'straight-through' modelled crashes over 20 years.	\$50,000	unlikely to be sufficient traffic to warrant a RIAWS but new signage and markings would be appropriate at intersection plus possible concealed intersection signs on Faulks	230	
WANAKA WARD DISPATCH	Schools across Wanaka side of district	Some missing links, connections and/or crossing points near schools impacting children safety	\$800,000	Footpaths, connections and/or crossing points	230	
ST NINIANS WAY	Hawea Flat School crossing upgrade	No safe crossing point for school kids to cross St Ninians Way to access active travel routes and cars parked on western side of the road.	\$120,000	Requested by school, loop back in with school on treatment	215	Reseal planned for 30/31

Additional detail on Wānaka CBD connectivity upgrades (ref \$1.64m line from slide 9)

Road	Ward A	Site Description	Project Name	Problem Description	Status	Estimated Cost	Solution Description
ARDMORE STREET	WANAKA	Ardmore Street between Lakeside Road and McDougall Street (consider extending to Meadowstone Drive if feasible)	Wanaka Network Optimisation Implementation	Priority pedestrian crossings across Ardmore Street. Large nodes of lakefront - Pembroke Park - Town CBD with high pedestrian demand. CBD are with lots of pedestrian movements at intersection with poor pedestrian crossing facilities and limited protection. Opportunity to improve walkability and improve pedestrian safety at intersection.	Draft	\$500,000.00	Implementation of outputs from Wanaka Network Optimisation SSBC. Check with Parks that locations align with events etc. Loop in with Tony P
HELWICK STREET	WANAKA	Intersection of Helwick Street and Dunmore Street	Wanaka TC Masterplan)		Draft	\$100,000.00	Implementation of outputs from Wanaka Network Optimisation SSBC. Further investigation required if RBT is appropriate from a modelling perspective. If tight left turn swept path, consider right loop to turn left sign.
HELWICK STREET	WANAKA	Helwick Street near Brownston Street	Helwick at Brownston crossing	Poor pedestrian crossing protection across Helwick Street at Brownston	Draft	\$120,000.00	Implementation of outputs from Wanaka Network Optimisation SSBC. Allow for 1 vehicle storage for vehicle turned into Helwick and for 1 vehicle queued to turn out of Helwick. Ensure project lines up with Wanaka TC Masterplan.
HELWICK STREET	WANAKA	Helwick Street near Ardmore Street	Ardmore existing crossing point	Right turning vehicles are blocking the thru and left movements and due to delays, motorists are accepting unsafe gaps in traffic	Draft	\$120,000.00	Implementation of outputs from Wanaka Network Optimisation SSBC
DUNMORE STREET	WANAKA	Dunmore Street near Dungarvon Street	Dunmore Street crossing point	Poor pedestrian crossing protection across Dunmore Street at Dungarvon	Draft	\$120,000.00	Implementation of outputs from Wanaka Network Optimisation SSBC. Allow for 1 vehicle storage for vehicle turned into Dunmore and for 1 vehicle queued to turn out of Dunmore. Ensure project lines up with Wanaka TC Masterplan.
DUNGARVON STR	WANAKA	Dungarvon Street near Ardmore Street	existing crossing point upgrade	Poor pedestrian crossing protection across Dungarvon Street	Draft	\$120,000.00	Implementation of outputs from Wanaka Network Optimisation SSBC
BROWNSTON STF	WANAKA	Brownston Street by food truck precincts	Brownston Street pedestrian crossing improvements	LTP submission: Include to list of Wanaka TC Network Optimisation pool of projects	Draft	\$0.00	Upgrade & add new crossing for pedestrians
ARDMORE STREET	WANAKA	Ardmore Street crossing by 4 Square	Upgrade existing crossing point	Vehicles travelling at speeds higher than 30km/h.	Draft	\$120,000.00	Implementation of outputs from Wanaka Network Optimisation SSBC
MCDOUGALL STR	WANAKA	McDougall Street/Brownston Street intersection	Street/Brownston Street compact	Some intersection related crashes. Delays at intersection results in motorist accepting unsafe gaps in traffic.	Draft	\$440,000.00	Compact roundabout

Priority projects deferred

Road	Ward Area	Project Name	Problem Description	Estimated Cost	Solution Description	Ranking	Suggestion:
BALLANTYNE ROAD	WANAKA	Urban Ballantyne Rd corridor upgrade	Ballantyne was a rural road that has had a slow build up of emergency services located at the SH84 end, and industrial developments between Golf Course and Riverbank. With more development (inc 3 parks) the use of the road has outgrown its rural design.	\$2,000,000+	Full length of corridor to be scoped as a feasibility report/business case to identify all preferred treatments. Works may include widening, turning lanes, improve drainage/kerbing, footpath, active transport.	360	Cost is too large for MIP (<\$2,000,000). Clashes with lots of development underway with new intersections coming, added to Point of Entry for future LTP consideration.
LUCAS PLACE CAMP STREET(EAST)	WAKATIPU	Lucas Place - upgrade crossing point	Vehicles failing to give way and travelling with speeds higher than 30km/h.	\$15,000	Upgrade crossing point	305	Wait for NZUP works to complete, consider in 27-30 programme. Progress same project as Lucas pl/Sir Henry Wigley intersection. Reseal planned for 28/29.
CAMP STREET(EAST)	WAKATIPU	Camp Street pedestrian crossing	Vehicles failing to give way.	\$15,000	Build safer infrastructure, upgrade existing crossing to platform.	295	consider pushing to 27-30 programme to line up with reseal. Reseal planned 29/30
CAMP STREET(EAST)	WAKATIPU	Camp Street pedestrian crossing	Vehicles failing to give way.	\$15,000	Build safer infrastructure, upgrade existing crossing to platform.	295	consider pushing to 27-30 programme to line up with reseal. Reseal planned 29/30
LUCAS PLACE	WAKATIPU	Signalised intersection with RSPs (Pedestrian safety and traffic calming). removing this one as is a duplicate)	Lack of pedestrian crossing facilities across Lucas Place, high vehicle speeds around pedestrian conflict areas. See also: 9942 and 10259	\$1,000,000	PSSI: Signalised intersection with RSPs. This intersection is just outside of NZUP, tie in with Zone 4 upgrade	290	Wait for NZUP works to complete, consider in 27-30 programme
LAKE AVENUE & MCBRIDE STREET	WAKATIPU	Old Frankton residential area.	Rat running on Lake Avenue and McBride Street SH6/6a construction. Two schools and not design for carrying SH traffic.	\$800,000	Previous study report identified issues for Old Frankton residential area during the construction of the SH6/6a intersection. Suburb optimisation with local area traffic management.	280	Wait for NZUP works to complete, consider in 27-30 programme
MACPHERSON STREET	WANAKA	MacPherson St traffic calming	Continual increases in traffic using MacPherson St to get from south Wanaka to north Wanaka. Sir Tim Willis Dr has not reduced traffic.	\$200,000	Upgrade to carry additional traffic volumes or design for low volume residential street.	255	Need input from Transport Strategy on its future, likely a key bypass route.
HALLENSTEIN STREET	WAKATIPU	Upgrade existing crossing by St Josephs School (works have been dropped by TC arterial upgrade)	Vehicles travelling at speeds higher than 30km/h and pedestrians unlikely to survive a crash at the current travelling speeds.	\$200,000	Build safer infrastructure, upgrade existing crossing. Review of Arterial design req.	255	Wait for NZUP works to complete, consider in 27-30 programme
TUCKER BEACH ROAD	WAKATIPU	Tucker Beach Rd sharp bend guardrail	Guardrail to be installed at 90 degree bend - concerned people will end up in the shotover.	\$50,000	2 Locations identified for guardrail, one at 90 degree bend and one closer to Queenstown opposite Manata Green.	225	
MAN/CAMP ROUNDABOUT	WAKATIPU	Memorial Street & Camp Street intersection	Need to assess and see if there is something that can be done in advance of the DBC for the Queenstown Town Centre.	\$50,000	Focus on getting peds and cyclists safely across intersection. Limited options for short term. Maybe only Camp Street leg that could fit a pedestrian refuge island	225	Anything here would have to be super minor as intersection is part of next stage of Town Bypass
OXENBRIDGE TUNNEL ROAD	WAKATIPU	Oxenbridge Tunnel Rd entrance protection	Downhill slope in shady section of road with unprotected drop into Shotover Canyon. Also, it is common for vehicles to park here for passengers to walk to the river or watch the boats from the bridge.	\$50,000	Guardrail. Priority near the intersection with Gorge Rd but also potentially extend further down the road	215	

Active Travel LCLR

- Active Travel LCLR recommendations
 - Whakatipu budget \$279k
 - Upper Clutha budget \$381k
- Budgets not sufficient to complete significant section of path, recommend Wayfinding signage.
- This will allow for a consistent signage approach to be established before the network grows too large.

Public Transport LCLR

- Programme reduced due to funding constraints.
- Recommend Upper Clutha \$432k is transferred to Upper Clutha unsub MIP
- Whakatipu budget \$904k. Priorities are:
 - Bus shelters
 - Design and construction of bus stops (Lake Esplanade, Whakatipu Highschool, Jones Ave, Amisfield, Hawthorne Drive)
 - Trial routes and stops to start July 2025 (Arrowtown to Queenstown via Malaghans Road, Howards Drive)