Item 3: Regional Deal Transport Package

SESSION TYPE: Workshop

PURPOSE/DESIRED OUTCOME:

The purpose of this workshop is to refresh the Council on the transport elements of the regional deal and to present the OCL integrated Transport Network Plan. The Transport Network Plan was developed in partnership between QLDC, Otago Regional Council, Central Otago District Council and New Zealand Transport Agency in preparation for the regional deal. The Plan does not represent new work but brings together work done by all four partners over recent years and presents this as one integrated view of the future transport network. The workshop will also discuss potential roles for the Mayors Transport Taskforce in progressing the regional deal transport package,

DATE/START TIME:

Tuesday, 10 November 2026 at 11.00am

TIME BREAKDOWN:

Presentation: 30 min
Questions: 30 min

PRESENTERS:

Pennie Pearce, Director Reform and Strategic Initiatives
Cameron Martyn, Strategy and Infrastructure Planning Manager
Tony Pickard, Strategy Planning Manager

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ATTACHMENTS:

A	Regional Deal Transport Package overview (to follow)
B	Transport Network Plan (distributed separately)

TRANSFORMING TRANSPORT

Otago Central Lakes Transport Network Plan

Planning our shared future together

06 October 2026
Version 1

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Image source: Adobe Stock

Introduction

Queenstown Lakes District Council (QLDC), Central Otago District Council (CODC), and Otago Regional Council (ORC) are working together under the Otago Central Lakes partnership to address shared transport challenges. This collaboration sits within a broader regional approach to deliver shared economic, infrastructure, and community outcomes.

The transport challenges facing our sub-region are significant and represent a shared problem that cannot be addressed by any single council alone. Rapid population and visitor growth, combined with increasing inter-district travel by commuters, tourists, and freight, are placing sustained pressure on the network. Congestion is growing and pushing the network to its limit. Incremental upgrades and short-term fixes are no longer working - transformational, large-scale solutions are needed to address the region's transport challenges.

By working together, the councils can better coordinate projects, align priorities, and optimise funding. This will help us to deliver more effective transport solutions, support our growing communities on either side of our boundary, and improve how people and goods move across the sub-region. Working together also strengthens our case for investment, unlocks access to new funding tools and enhances our delivery capability. Ultimately, our partnership aims to improve how transport is planned, funded, and delivered, ensuring the sub-region remains liveable, connected, and can continue to sustainably support future growth.

QUEENSTOWN LAKES DISTRICT COUNCIL

CENTRAL OTAGO DISTRICT COUNCIL

Otago Regional Council

What is the purpose of the Transport Network Plan?

Over the past decade, numerous plans, strategies, and business cases have been developed to identify key transport issues and guide investment and decision-making across the sub-region. However, these have typically focused on specific locations or corridors, or on single modes or outcomes.

The purpose of the Transport Network Plan (TNP) is to bring this information together into a single, consolidated document. It summarises the transport challenges across Queenstown Lakes and Central Otago, and identifies what is needed to improve how people and goods move throughout the sub-region. While the TNP draws on existing documents and plans, it does not replace the underlying documents that form the evidence base or rationale for individual projects or activities.

Instead, the Otago Central Lakes TNP integrates this existing knowledge to provide a clear understanding of current issues, a shared direction for the future, and a coordinated programme of projects and actions to bridge the gap between current network performance and future transport needs. In doing so, it establishes an agreed long-term plan that provides the foundation for investment prioritisation and planning.



OUR CONTEXT

Our place

Our physical environment shapes where people live, work, and travel

Our mountains, rivers, and lakes are defining features of our sub-region and draw visitors from all over the world. However, these very landscapes make travel more challenging. Geographic and topographic constraints mean access is limited to a number of strategic corridors. In our urban centres, these corridors funnel high volumes of people and goods, leading to bottlenecks and congestion.

Our landscape has also shaped land use patterns, with towns and settlements spread throughout the region's valleys. In recent years, our sub-region has experienced extraordinary growth, with rapid expansion of residential areas occurring beyond our main centres. These dispersed land use patterns influence travel demand and behaviour.

Our seasons also influence travel demand and place pressure on infrastructure at different times of the year. Winter conditions bring snow and ice, drawing visitors to the region, but also impact on access and safety. By contrast, summer brings even more tourism activity and recreational travel.

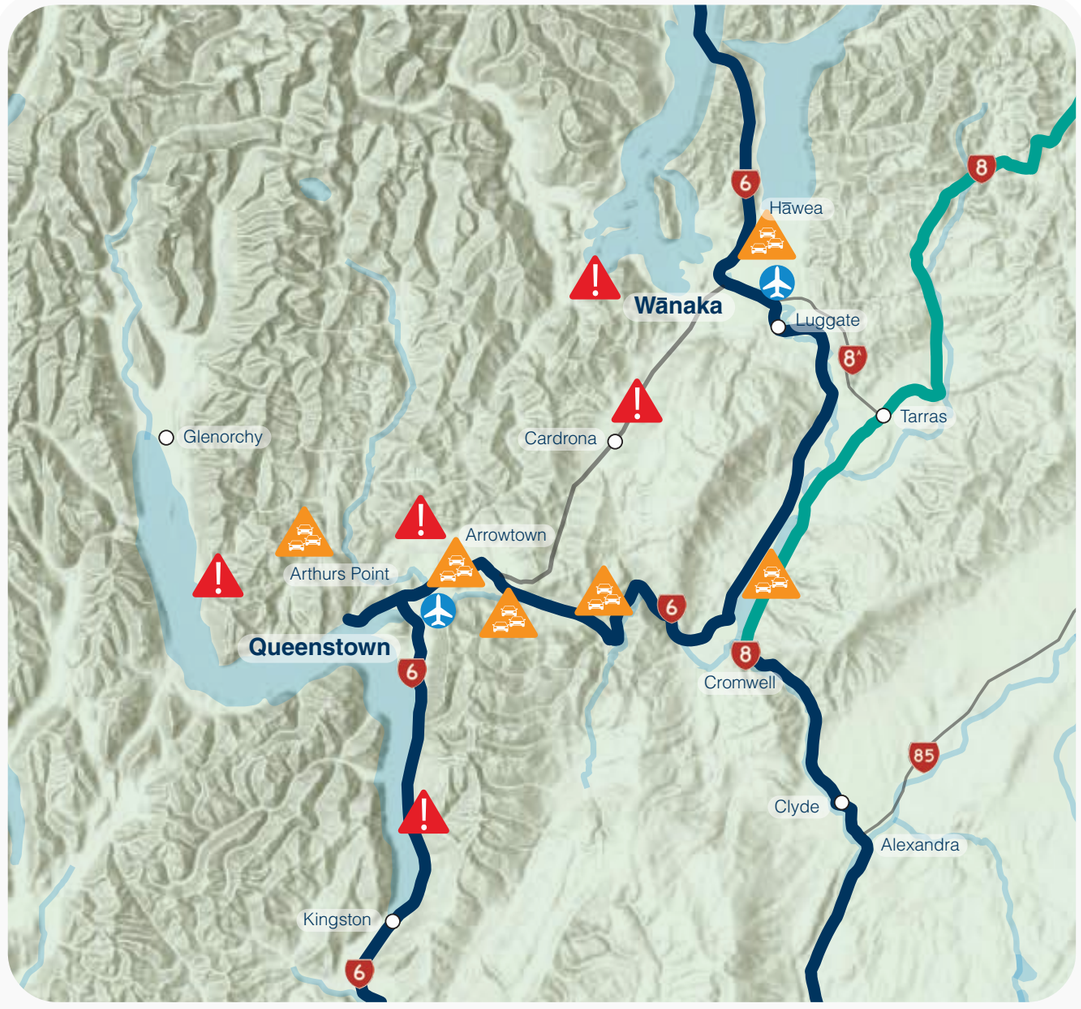
Our transport network is vulnerable to disruption

Our alpine environment means our transport network is vulnerable to natural hazards and weather events. With limited transport routes, road closures can have substantial impacts on access. Glenorchy has no alternative route, while a closure of SH8 between Clyde and Cromwell requires a detour of up to 340km. For residents in Kingston, the alternative route to Queenstown is 305km if SH6 is closed, while frequent closures of the Crown Range (the most direct route between Wānaka and Queenstown) due to snow, ice or crashes adds 20 minutes to the journey. Closures of SH6 through Kawarau Gorge due to slips, ice or crashes are also common and can add one hour to a journey from Cromwell to Frankton.

Wider network failures also have knock-on effects for our sub-region. Our region's dependency on tourism means road closures on the West Coast impact on visitors being able to travel to Wānaka and Queenstown. Closures of Lindis Pass (SH8) impact on both tourist journeys and critical supply chains from Christchurch. The closure of the Ashburton Bridge in 2021 due to flooding impacted on freight deliveries across the lower South Island, including Otago Central Lakes.

Other key network pinch points and vulnerabilities include:

- **Shotover and Kawarau bridges** – high volume single-carriageway bridges that provide the only key river crossings to access the Whakatipu Basin
- **Edith Cavell bridge** – historic, end of life single lane bridge that presents a seismic risk, but provides the only alternative road access to Queenstown.
- **SH6A** – high volume access corridor directly linking Queenstown and Frankton is built on landslides, with several active and monitored slips.
- **Albert Town bridge** – single lane bridge provides the main link to the West Coast. During peak travel periods, high traffic volumes lead to significant congestion and delays.
- **Kawarau Gorge** - Narrow and winding alignment with limited passing opportunities, leading to safety and reliability issues and restricting opportunities for network upgrades.
- **SH8 near Lowburn** – flooding periodically results in road closures, disrupting connectivity between Wānaka and Cromwell.



Otago Central Lakes - Transport

- Smaller settlement
- Major road
- Airport
- Tourism (regional flow)
- Tourism and frieght (regional flow)

Safety Risk Areas:
Crown Range / Cadrona Valley Road / Malaghans / Gorge Road
Queenstown - Glenorchy
Wanaka - Mt Aspiring Road
Queenstown - Te Anau

Key Constraints:
Albert Town Bridge
Shotover Bridge
SH6A - Frankton Town Centre
Edith Cavell Bridge (Arthurs Point)
Kawarau Gorge
SH8 near Lowburn

Our people

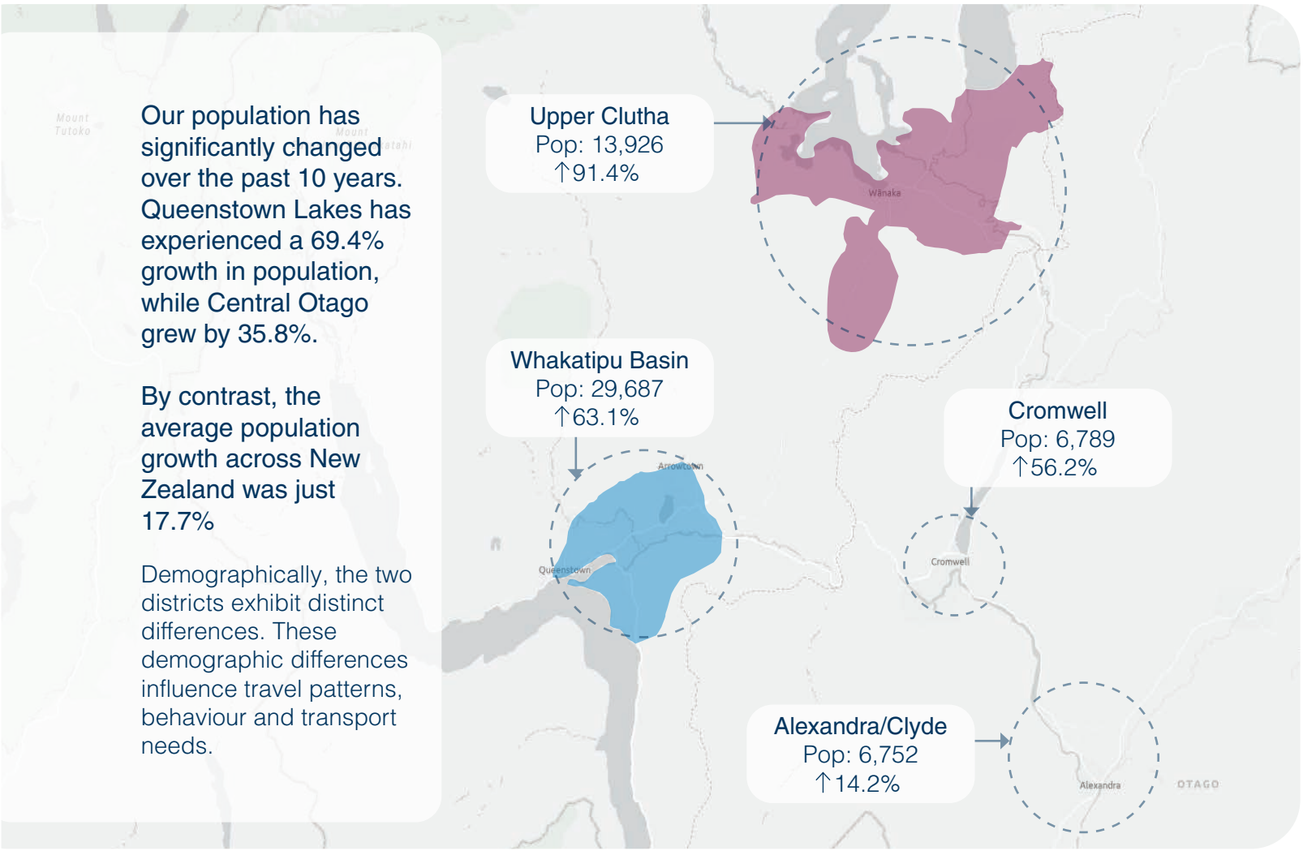
The characteristics of our population influences transport needs

Our sub-region is one of the fastest-growing areas in New Zealand. The pace and scale of this growth have been driven by migration, employment opportunities and lifestyle factors. In 2023, the population of our sub-region was 72,117.

Our population has significantly changed over the past 10 years. Queenstown Lakes has experienced a 69.4% growth in population, while Central Otago grew by 35.8%.

By contrast, the average population growth across New Zealand was just 17.7%

Demographically, the two districts exhibit distinct differences. These demographic differences influence travel patterns, behaviour and transport needs.



Queenstown Lakes

Median Age **35.5**

11.9% aged over 65

Household Characteristics

- Younger, working-age households
- Seasonal residents
- Transient workers
- Shared housing

Central Otago

Median Age **46.7**

24.2% aged over 65

Household Characteristics

- Traditional family households
- Retirees
- Long-term tenures



Image source: Unsplash.com, Sulthan Auliya

Our communities

Community connectivity shapes travel demand, movement, and behaviour

Access to jobs, schools, shops, and recreational spaces is essential for well functioning communities. Being able to travel safely and easily between key destinations influences our quality of life, wellbeing, and supports a strong local economy. Creating safe, attractive, and accessible places, including more walkable town centres provides opportunities to reduce reliance on cars. However, the region's geography and dispersed settlements influence what can realistically be achieved.

Most people travel by private vehicle, as distances between towns and destinations make it the most practical transport option. While a growing number of people work from home, more people are moving to the fringe of our town centres to access more affordable housing, but further from the goods and services they need. Increasingly, this includes inter-district travel, with Cromwell, Clyde and Alexandra now serving as a residential bases for people working in Queenstown and Wānaka, resulting in regular commuter flows.

Public transport is currently only available in the Whakatipu Basin. Significant investment in recent years has delivered new routes, increased frequencies and bus hub improvements, resulting in a significant uptake in bus patronage. Walking and cycling play an important role across the sub-region, particularly within urban areas and for recreational purposes. Investment in trails and active transport infrastructure has created a network of shared paths that support both local travel and tourism. However, the use of these modes for everyday trips varies depending on availability, distance and connectivity.

Key journeys

Commuter and school journeys are a major part of daily travel and typically occur at peak times. Most of these journeys are made by private car, however there is a growing uptake of public transport in Queenstown. Walking, cycling and school bus services also play an important role in school travel.

Journeys to access goods and services such as shopping, healthcare, and community facilities, typically occur outside peak periods. These trips include travel by residents of rural communities to larger centres. Most of these trips are undertaken by private vehicle, although public transport supports access where services are available. Walking and cycling are commonly used for shorter urban trips.

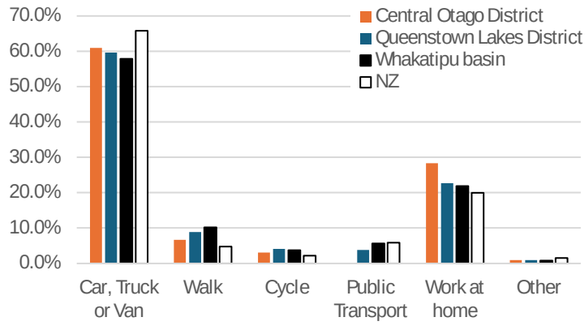
Visitor and recreational journeys are often seasonal, concentrated along key routes. Most visitors travel by private vehicle, although some use private transport operators, shuttle services, or guided tours. Walking and cycling are popular recreational activities, but many people rely on private vehciles to access trailheads, tracks, and other destinations.

Freight and service journeys are critical for the region's economy. Freight, service, and delivery vehicles transport food, fuel, construction materials, agricultural products, and other goods within and between centres. The movement of goods is heavily reliant on the road network, meaning the efficiency and reliability of key routes are essential. Limited alternative routes mean network disruptions can have significant impacts on businesses and supply chains.

How we get around - key insights

Journeys to work

Most people continue to travel to work by car, however private vehicle mode share is somewhat less than the New Zealand average. We have a large proportion of people who work from home, avoiding the need to travel in the first place. Within the Whakatipu Basin, the proportion of people driving to work is declining due to availability of public transport, along with more convenient access to jobs, education and services.



Journey to work mode share (2023)

Changing trends over the past 10 years

Private car 2.0% ↑

Working from home 7.5% ↑

Public transport (Whakatipu) 2.0% ↑

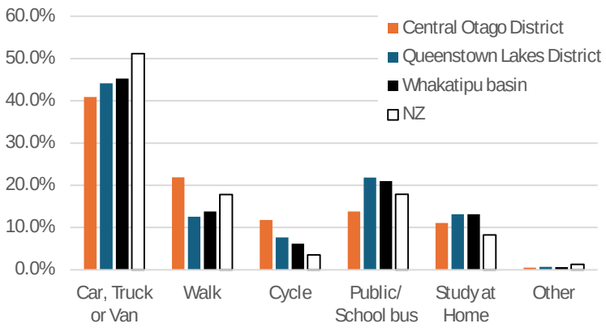
Walking & cycling 6.1% ↓

Our booming cycle culture

Our sub-region has a thriving and growing cycling culture, driven by internationally recognised trails, an expanding network of urban cycle facilities and a strong outdoor lifestyle. As cycling continues to grow in popularity, it is playing an increasingly important role in providing healthy, sustainable transport options. While the census data shows a declining proportion of walking and cycling journeys to work, in real terms the number of people choosing these modes has increased (but so too has our population).

Journeys to education

While many students travel to school / education by car, the rate is substantially lower than the New Zealand average. Central Otago notably has especially high rates of students walking and cycling due to small catchments and lower traffic volumes meaning these modes provide attractive alternatives. Within Queenstown Lakes, high numbers of students use public or school buses to travel to school, while many also study from home.



Journey to education mode share (2023)

With only 4 high schools in the Otago Central Lakes, travel by active modes is not a practical option for some students

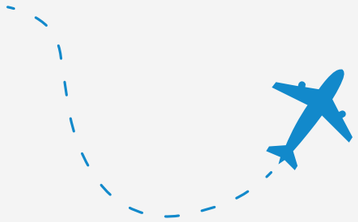
Our economy

Economic factors generate movement of people and goods

Tourism is the backbone of our economy however it is highly seasonal and creates significant fluctuations in travel demand. Growth in the sub-region is also driving the construction sector, placing high demands on our road network to move materials, equipment, and workers. Primary industries are core elements of Central Otago's economy, generating seasonal freight movements to processing facilities and distribution hubs.

Cromwell's role as a freight distribution hub is growing given its strategic location. Its distance from Christchurch allows drivers to make return trips in a day. National transport companies have established regional depots in Cromwell, providing a staging point for breaking bulk loads coming over the Lindis Pass for distribution across the region.

With no access to rail or coastal shipping, movement of goods is predominantly road-based (some freight is moved by air). However, congestion on key routes is impacting freight efficiency and reliability, reducing productivity and increasing costs for local businesses. Maintaining resilient and reliable road connections to other parts of the South Island is critical for our economy to support visitor travel and freight supply chains.



As a key gateway for visitors, Queenstown Airport also plays a critical role in our regional economy, and functions as a lifeline in the event of a natural disaster or major emergency.

Employment is booming...

Queenstown Lakes has the highest rate of employment in New Zealand (84.9%), with the main urban centres of Queenstown and Wānaka functioning as major tourism and employment hubs. Central Otago's lower employment rate (66.7%) and lower median income reflects the higher number of retirees in the District. Cromwell and Alexandra serve as Central Otago's main employment centres, supporting essential service, industrial, and agricultural activities.

Top 3 employment sectors (by % population)

Queenstown Lakes

17% Construction

15.2% Accomodation & food services

10.2% Professional, scientific & technical services

Central Otago

16.9% Construction

16.5% Agriculture, forestry & fishing

8.7% Retail trade

Median household income (2023)

$125,600	Queenstown Lakes
$86,700	Central Otago
$97,000	New Zealand

While the median household income in Queenstown Lakes is much higher than other parts of the country, it masks the significantly lower incomes of temporary and service industry staff who require access to affordable housing and transport options.

... but we have some of the most expensive housing in the country



In 2026, the mean house value in Queenstown Lakes is nearly $1.9 million, more than double the New Zealand average of $910,000. By comparison, the mean house value in Central Otago was approximately $800,000.

Median household rent in 2026 is $724 per week in Queenstown Lakes and $565 in Central Otago, compared to $564 nationally.

A 2022 survey found 1 in 3 Queenstown businesses identified housing as the biggest barrier to recruiting and retaining staff.

>$3M

The average house price in **Arrowtown**, New Zealand's most expensive suburb.

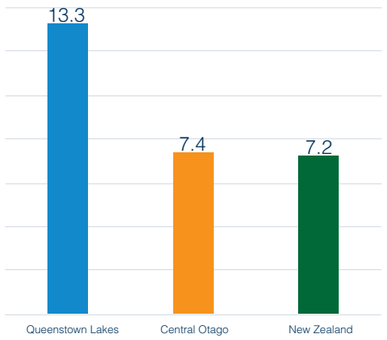
Unoccupied dwellings

28.4% Queenstown Lakes

50.6% Queenstown East
44.3% Frankton Arm
42.5% Wānaka Waterfront

16.2% Central Otago District

32.3% Clyde



The average property value is 13.3 times the average household income in Queenstown Lakes, and 7.7 times in Central Otago. The New Zealand average is 7.2.

The impacts of housing on transport and our economy

Access to affordable housing plays an important role in shaping how people travel. In Queenstown and Wānaka, high house prices and rents are pushing many workers to live in more affordable locations such as Cromwell. This separation between jobs and housing is difficult to support with efficient public transport, leading to high car dependency and resulting in higher traffic volumes, congestion, and longer travel times. Although smaller homes and higher-density housing are being developed, there remains a shortage of affordable homes.

Housing affordability also makes it difficult to attract and retain workers. Key sectors such as tourism and primary industries often rely on seasonal and lower-paid staff. Shared living arrangements are common – in 2023 nearly 600 homes in the Whakatipu Basin were classified as crowded or severely crowded.



Whakatipu Basin — Cromwell

Between 2018 and 2023 there was a **77%** increase in people commuting between Cromwell and Whakatipu basin

OUR TRANSPORT CHALLENGES

The ‘current state’

We have limited ways to fund infrastructure...

Rapid growth has outpaced our ability to deliver critical infrastructure

Delivering major transport improvements requires significant investment and coordination across all tiers of government, yet available funding falls well short of what is needed. The National Land Transport Fund (NLTF) is frequently over-subscribed, and Councils have limited tools to generate more revenue. While the sub-region has received significant transport investment over the past decade, the scale and pace of growth has resulted in a significant transport deficit. Ultimately, both Councils can no longer afford to pay for the increasing transport needs of the growing community using the current funding approach.

This funding gap is compounded by a high reliance on ratepayers, who effectively fund infrastructure used by the large visitor population. With proposed rates capping, Council revenue from rates will be further constrained.

Recovering costs through developer contributions is also constrained. Under legislation, these can only be levied to pay for the additional demand created and typically only cover a portion of the cost of providing new infrastructure. This leaves Councils to cover past deficits and the cumulative impacts of development through general rates or NLTF funding.

New funding tools such as bed taxes and time-of-use charging, access to the International Visitor Levy or expanded parking revenue are being explored. Private investment in transport infrastructure is also emerging, with innovative transport solutions being explored. One example is Southern Infrastructure Limited's proposed cable car project, which is currently progressing through the Fast Track approval process.

A 2019 QLDC referendum found 81% support for a 5% 'bed tax', estimated to generate up $40m p.a.

Shifting priorities and major reform makes long-term planning difficult

Changes to government policy settings introduces significant uncertainty in transport planning and investment for local authorities. Funding for walking and cycling has decreased in recent years, while constrained funding for public transport is making it difficult to deliver service improvements and new services in growth areas.

Locally, critical transport projects are often deferred or reprioritised to address more pressing issues such as three waters infrastructure, resilience projects, and replacing ageing infrastructure.

In recent years, Queenstown Lakes has had to rely on 'rescue packages' to deliver critical transport infrastructure

Further uncertainties are associated with local government reforms and Council amalgamations. While they may present long-term opportunities for improved efficiency and coordination, in the short term these changes create ambiguity around governance, decision-making processes and funding mechanisms.



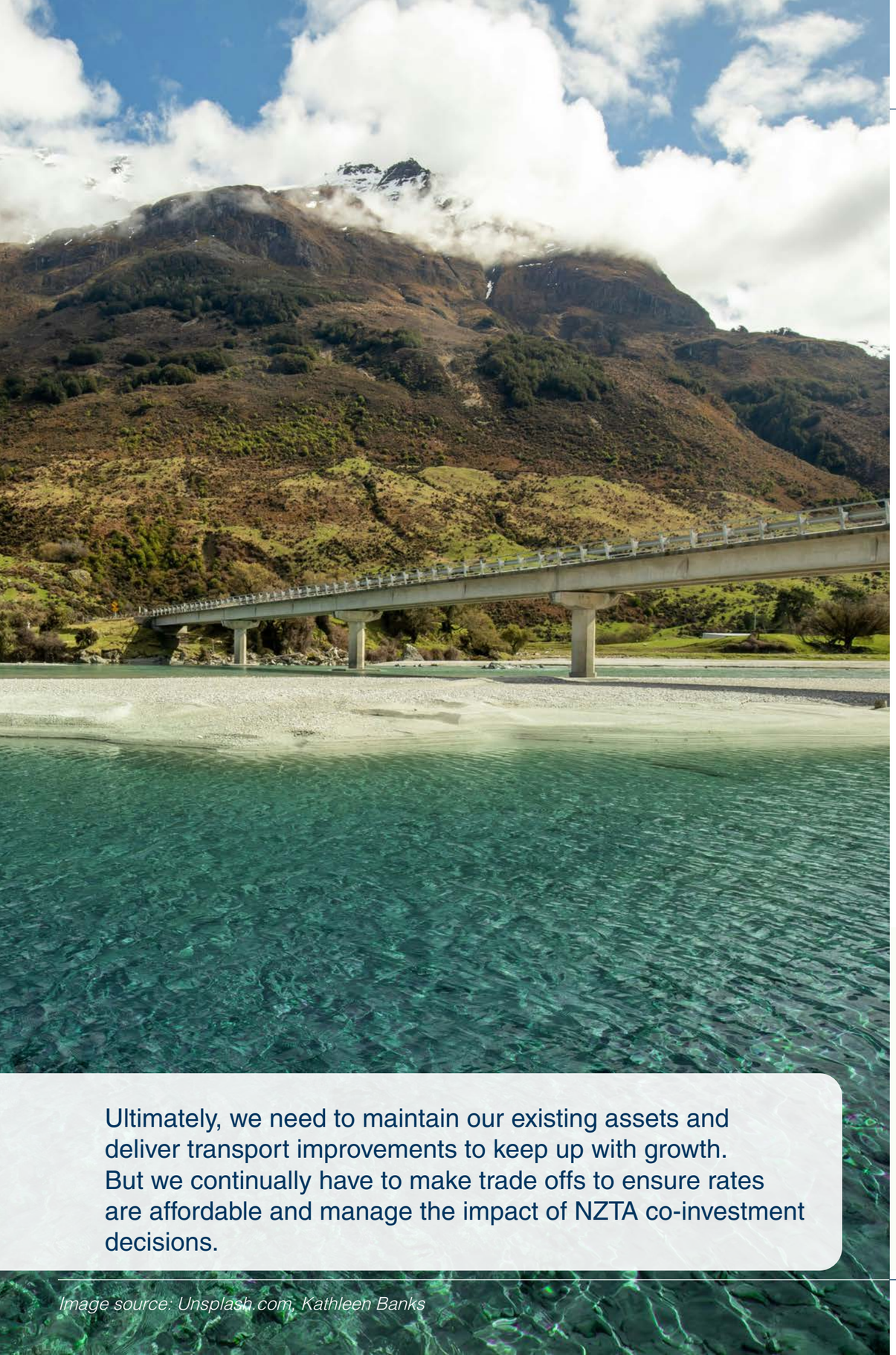
Image source: Still Vision Photography, 2025

Case Study: The growing infrastructure deficit in the Whakatipu Basin

The main areas of growth along Te Pūtahi Ladies Mile (Eastern corridor) and Te Tapuae Southern Corridor rely on single routes to connect to the main centres of Frankton and Queenstown to access jobs, education and shops. These routes, which are already heavily congested at peak time, are all state highways, meaning planning and delivery of major upgrades sits largely with NZTA.

While QLDC, NZTA and ORC have developed transport plans and compelling business cases to improve roads, public transport and town centre streets, many of these transport projects needed to support growth have been delayed or remain unfunded. Major projects that have been funded have relied on special funding initiatives such as Crown Infrastructure Partners (CIP), the New Zealand Upgrade Programme (NZUP), and the Queenstown Package. Stage 1 of the Queenstown Arterial only proceeded after receiving special government funding through a COVID-19 stimulus package - the remaining stages including the Stanley Street public transport interchange and completing the town centre bypass remain unfunded. The project's key benefits, including improved public transport, reduced traffic in the town centre, and pedestrian and public realm improvements will not be fully realised until the project is complete.

The challenge for Queenstown Lakes is that growth has not been deferred. New housing, visitor accommodation and commercial developments continue to be approved and built. Fast Track consenting is proposing a further 11,000 homes in the Whakatipu Basin (along with nearly 2000 homes in Cromwell), with nearly half of these homes proposed in areas that sit outside of QLDC's Spatial Plan growth areas. Each of these developments are assessed individually - they do not consider cumulative impacts on roads, public transport, schools, health, and other services. Without more reliable funding pathways, the deficit between planned growth and supporting infrastructure continues to widen. This will lead to increased congestion, longer travel times and reduced access across the Whakatipu Basin.



Ultimately, we need to maintain our existing assets and deliver transport improvements to keep up with growth. But we continually have to make trade offs to ensure rates are affordable and manage the impact of NZTA co-investment decisions.

Image source: Unsplash.com, Kathleen Banks

...& we face rising costs, deferred maintenance & aging assets

The cost of maintaining our assets is increasing

Escalating costs are reducing the affordability of our renewals and maintenance programmes. Increasing heavy vehicle movements (especially on unsealed roads) and growth in travel demand are also accelerating wear and tear on our roads.

CODC estimates roading costs have increased by up to 20% over the past three years. A $3.8 million backlog in maintenance and renewals, combined with reduced NTZA subsidies is making it difficult to maintain service levels without increasing rates or debt.

QLDC's local road maintenance programme is 28% higher for 2024/27 compared to 2021/24. With a $7M shortfall in NZTA subsidies to deliver 'the basics' (maintenance, operations and renewals), Council rates are being used to maintain minimum levels of service. This has significantly reduced what QLDC can deliver, with most major transport projects now delayed or unfunded. Just $5.5M (7.9% of the transport budget) is available for improvements.

The One Network Framework road classification provides a national standard to define appropriate levels of service to guide and prioritise investment. However, both Councils are having to prioritise the most critical renewals where risk and deterioration are greatest, in light of rising costs and limited funding.

And we face challenges with ageing assets such as bridges

Thirty bridges in Central Otago will need replacing within 10 years, at a cost of $20 million, and a further 58 within 30 years. CODC's Bridge Strategy aims to prioritise investment, which includes closing or removing high-risk or low priority bridges. QLDC is progressing a solution for a new bridge at Arthurs Point to replace the existing single-lane Edith Cavell Bridge to improve resilience of this critical route.

30 bridges in Central Otago need replacing over the next 10 years

Looking After What We Have, Better



Across New Zealand, local Councils are grappling with broken pipes, a backlog of road investment, and ageing infrastructure. A 2026 New Zealand Infrastructure Commission (Te Waihanga) report identified key issues with asset management practices in New Zealand including:

- organisations have favoured building new infrastructure and not looked after existing assets
- Maintenance and renewals are often deferred to prioritise lower rates
- Many organisations have inadequate data and a poor understanding of their assets and condition

The report recommends 60% of infrastructure capital spending should be for maintenance and renewal of existing assets. **Central Otago currently allocates 97% of their transport budget to maintenance and renewals; for Queenstown Lakes it is 92%.**

We’re struggling to keep up with the scale and pace of growth...

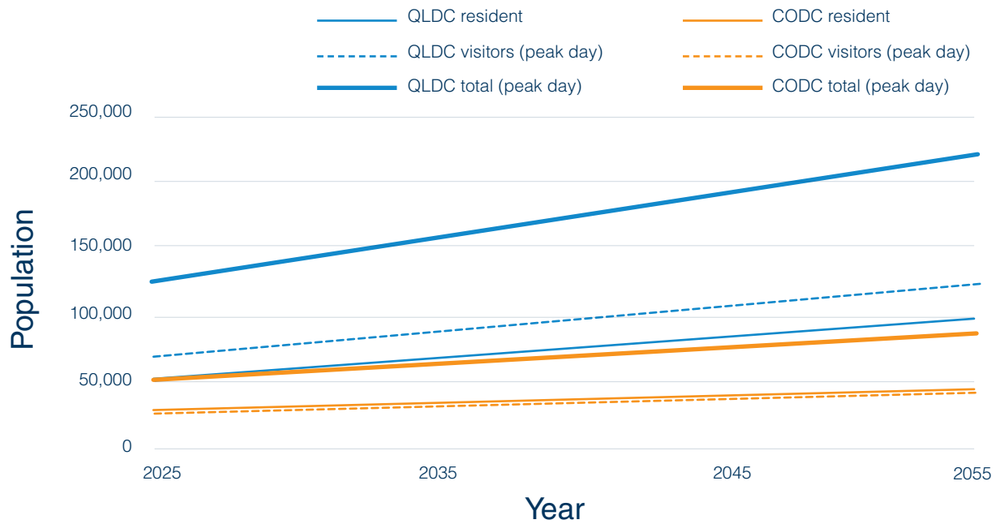
We’re one of the fastest growing regions in New Zealand



For every resident there are 2.25 visitors in Queenstown Lakes and around 2 visitors in Central Otago on peak days

Over the past 15 years, the population of Queenstown Lakes has doubled. Over the next 30 years it is expected to nearly double again. Over the same period, Central Otago’s population has grown by 40% and is forecast to grow by a further 60%.

Despite frequent forecasting, growth rates persistently exceed projections. The scale of visitor demand is also so significant, that both Councils undertake visitor projections to inform long term planning.



More people = more homes = more pressure on infrastructure

Central Otago estimates 6,650 new dwellings could be built in the District by 2035, with nearly 70% of these proposed for Cromwell. Queenstown Lakes is forecasting another 7,695 during the same period. These figures do not capture potential large-scale projects and their impacts such as new mining activities, increased airport capacity or a hydro-electric scheme at Lake Onslow.

With current pressures on our transport network, accommodating further growth will require significant investment and a fundamental shift in how people travel.



Image source: Unsplash.com, Ervin Lukacs

...and tourism shapes and strains our community

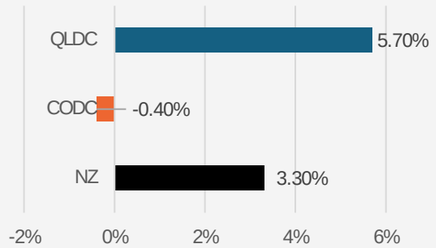
Our region showcases some of NZ's most iconic experiences and landscapes

From skiing, cycling, boating, wineries, wellness, adventure and nature-based recreation, our sub-region offers something for everyone. It also features on the itineraries of most South Island self-drive holidays. While tourism brings substantial significant economic benefits, the growing demand from visitors creates enormous pressure on critical infrastructure including transport.

A snapshot of tourism in the sub-region

4.16M
guest nights
April 2025 - April 2026

28.4%
of all guest nights across NZ occur in our sub-region



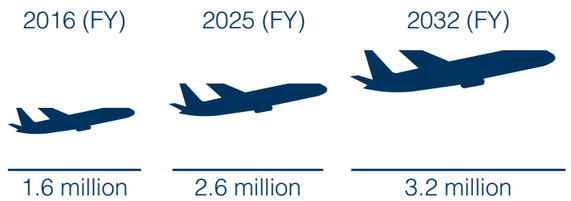
Change in guest nights
April 2025- April 2026



Over 60% of visitors to our sub-region are from overseas

Queenstown Airport - the gateway to the sub-region

Queenstown Airport plays a critical role in supporting tourism in the region, and passenger numbers are forecast to grow substantially. While the airport is investing in improving efficiency and optimising capacity, statutory noise boundaries limit the scale and timing of aircraft operations and constrain future growth over the longer term.



Queenstown Airport passenger numbers

Fading appeal? The 'Barcelona Effect'

The "Barcelona effect" occurs when tourism overwhelms a place, reducing residents' quality of life and leading to resentment toward visitors.

The influx of millions of visitors each year to our region, combined with our own growing population leads to gridlock on key arterials on 'peak days'. Safety on our roads is also compromised by visitors unfamiliar with local roads and conditions. The prevalence of oversized vehicles such as tour coaches and motorhomes used by many visitors impacts on parking and town centre amenity.

While the tourism sector supports jobs and prosperity, much of the infrastructure burden falls on local ratepayers. Public support for tourism is waning as the scale of tourism erodes the local character and authenticity of our towns. Balancing residents' needs and the visitor experience will be essential for the long-term sustainability of our tourism industry and community wellbeing.

Image source: Unsplash.com, Seb FVE2

Our urban footprint is sprawling...

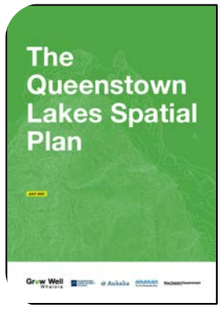
Our communities are dispersed across the area

Homes, jobs, and services are dispersed across multiple towns and rural communities, meaning many people travel long distances to access work, education, and essential services. Rapid population growth and a preference for low-density housing have led to a sprawling urban footprint.

Our Spatial Plans aim to guide where homes, jobs, and infrastructure are built

QLDC developed a Spatial Plan in 2021 as part of the Whaiora Grow Well Partnership in collaboration with central government, Kāi Tahu, and ORC. It aims to shape urban form, influence travel demand, and deliver more cohesive, resilient and sustainable communities. It enables higher density development in some areas and identifies six priority areas for development (including Te Tūpahi Ladies Mile and Te Tapuae Southern Corridor). Structure Plans will guide the development of each area to ensure infrastructure and services are provided to meet community needs.

CODC have developed Spatial Plans for Cromwell Town Centre and Vincent (Alexandra and Clyde).



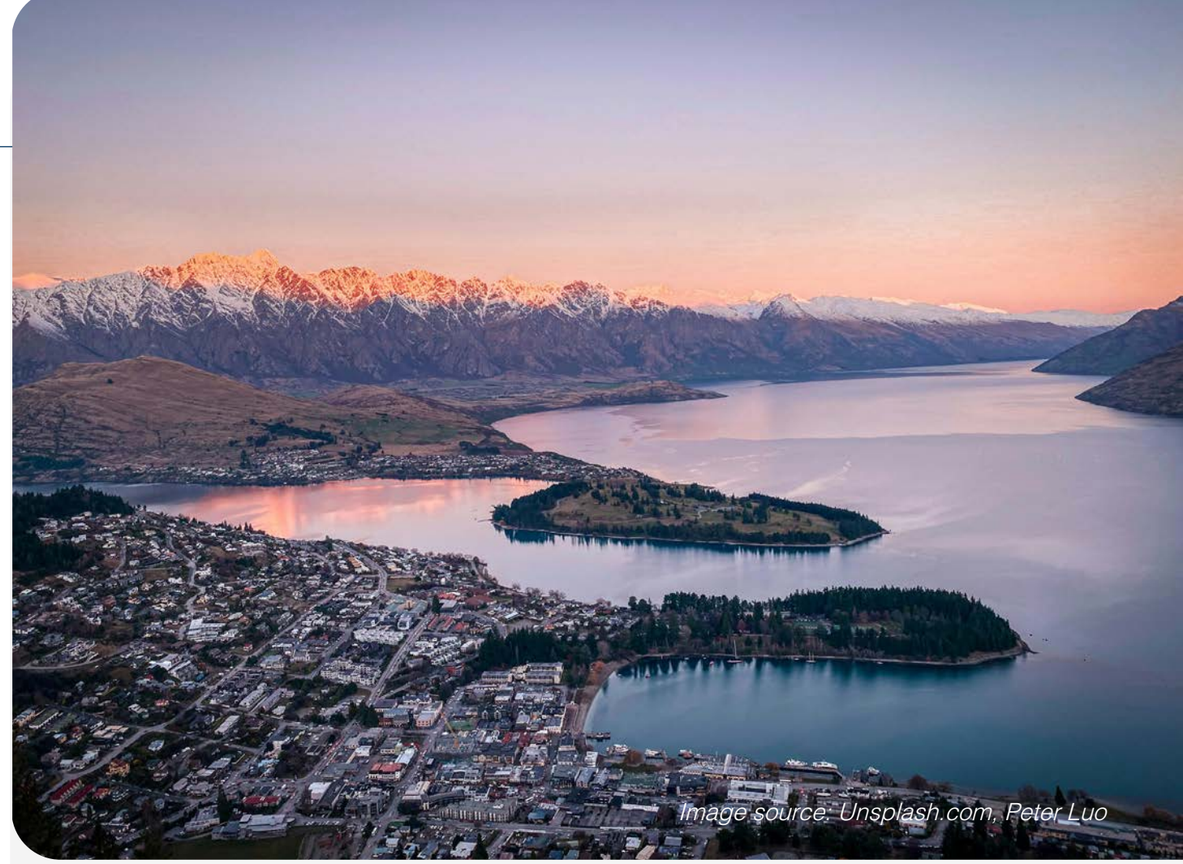


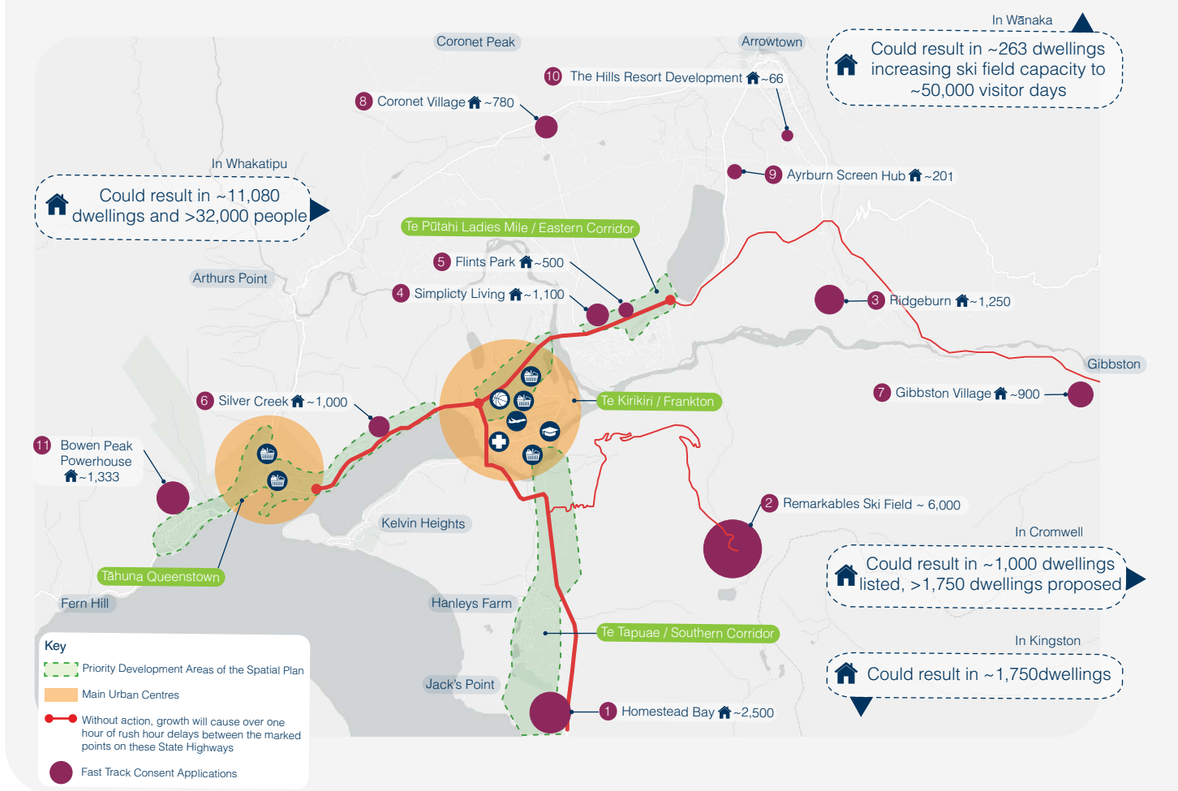


Yet, housing is being built (& fast-tracked) in the wrong places

Our Spatial Plans identify areas for future growth and we have sufficient capacity to accommodate anticipated development for the next 30 years. While our planning system steers development towards these growth areas, developers can work outside of these boundaries. This approach is being accelerated through the Government's Fast-Track programme, where developers are not required to consult with communities nor stay within urban growth boundaries. Fast-Track projects are approved by government appointed expert panels - Councils are considered 'affected parties', providing technical inputs but have no decision-making role.

Proposed large scale Fast-Tracked projects for our sub-region include the Queenstown to Frankton Cable Car and the Bendigo-Ophir Gold Mine. Multiple residential developments are also proposed, with several exceeding 1000 new dwellings. Some of these development sites are located outside the areas earmarked for growth, and lack access to transport infrastructure, employment, education and services that provide for everyday needs. This misalignment will exacerbate the region's current transport challenges and further erode liveability.


Image source: Unsplash.com, Peter Luo



Queenstown Lakes - A Network Approach to Fast Tracking & Growth

...and many communities lack transport options

The Whakatipu Basin is the only part of the sub-region with a public transport network

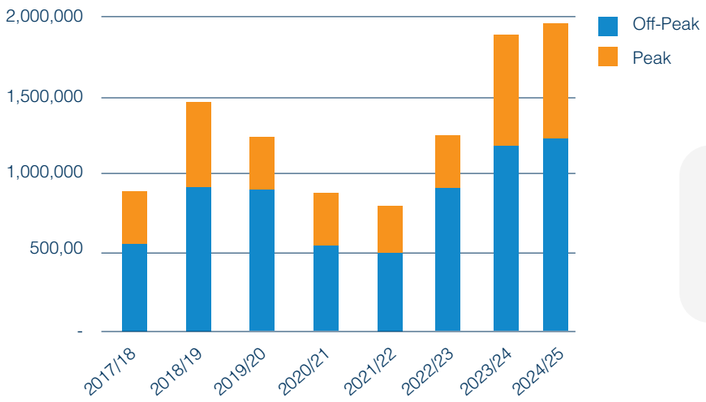
Queenstown's bus network provides good coverage across Whakatipu's urban area. Route 1 (Sunshine Bay to Remarkables Park) provides a frequent 15-minute service and Route 2 (Arrowtown to Frankton Hub) is the most reliable service in Otago. An hourly ferry operates on Lake Whakatipu between Queenstown and stops within Frankton Arm. While ferries make up only 3.5% of Queenstown's public transport trips, patronage increased by 33% between 2024/25 and 2025/26.

Planning for new networks is in the pipeline

Two community-led short term public transport trials connecting Lake Hāwea with Wānaka were conducted in 2022/23. These demonstrated demand and community support for a public transport service in the long-term. However, changes to transport policy settings and national funding constraints make it difficult to fund new services in small town centres. Despite these challenges, a business case for public transport in Upper Clutha has been developed, along with an extensive sub-regional network linking Central Otago and Queenstown.

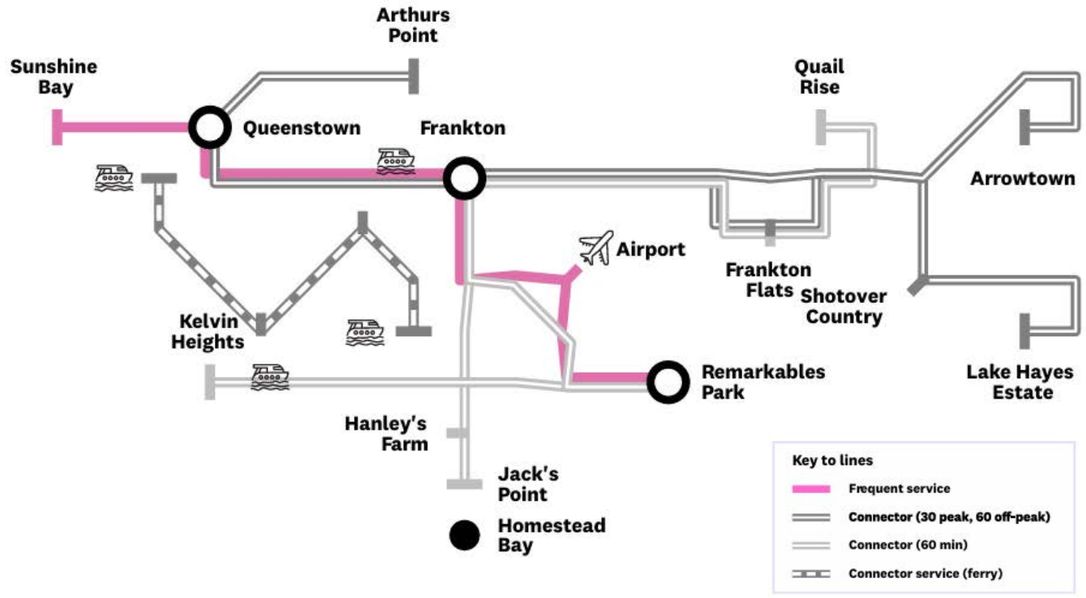
Public transport patronage is growing

ORC and QLDC have delivered extensive improvements to public transport including new routes, increased frequencies and bus hub improvements. Increasing parking fees in Queenstown's town centre and introducing the $2 bus fare in 2017 resulted in a significant uptake in bus patronage. While there were nearly two million bus trips in 2024/25, overall public transport mode share remains low, constituting only 5.6% of journeys to work.



Bus patronage (Whakatipu Basin) between 2017/18 and 2024/25

The 2026 fuel crisis drove a 9.8% increase in bus patronage in Queenstown between March and May 2026 compared with the same period in 2025

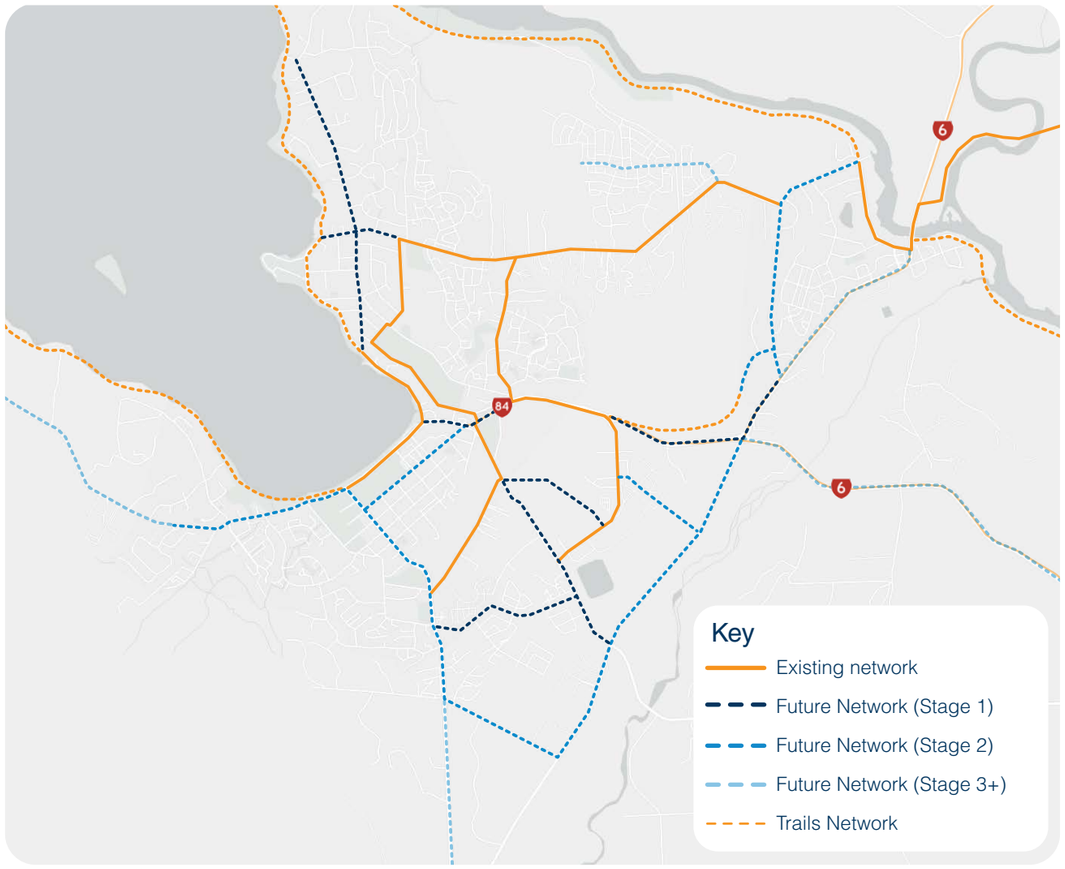


Congestion on key corridors in the Whakatipu Basin frequently exceeds the capacity of the network. Modelling indicates that public transport would need to achieve a mode share of 48% on SH6A by 2053 and 53% at Kawarau Falls. However, capacity of the current public transport service cannot accommodate this demand. Several 'offline' transport solutions (i.e. non-road based) such as gondolas are being considered for parts of the network. A step change in public transport investment is needed to deliver critical mode shift goals.

Urgent investment in public transport is needed to manage congestion

There are key gaps in our region's walking and cycling networks

Significant investment in our trail network and urban walking and cycling infrastructure over the past decade has created a relatively strong foundation for these modes. However, many routes have been developed for recreation rather than transport journeys, limiting their usefulness for everyday trips. Critical gaps in the urban network also remain (for example Wānaka as shown on map), undermining the viability and connectivity of the entire routes. Some of our centres have little to no safe cycling facilities – Central Otago has an extensive trail network, but the urban cycle network is limited to cycle lanes on SH8 through Alexandra.



Wānaka cycling network

Distance and topography mean walking and cycling are not viable for some trips

Our dispersed urban form means many trips such as commuting exceeds comfortable and feasible distances for walking and cycling. Steep terrain imposes further challenges. The growing uptake of e-bikes can mitigate these barriers, with walking and cycling typically more feasible for short to medium trips rather than regional travel between communities.

However, walking and cycling are ideal for replacing short car trips

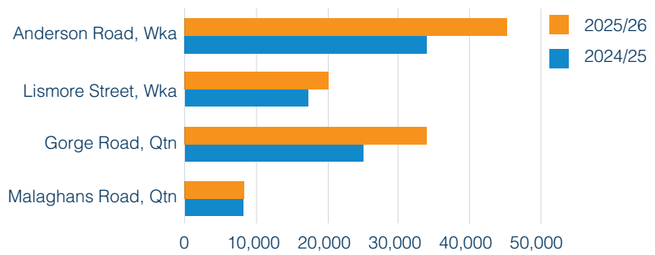


75% of work trips to Frankton by residents living within ~7 km were made by car

Private cars make up 83% of trips on SH6A between Queenstown and Frankton. Many of these are local journeys that start and end within the Whakatipu Basin. While there are genuine barriers to walking and cycling for some people (such as carrying loads or passengers), many trips could be replaced by walking and cycling, at least some of the time.

Overall, the number of cycle journeys is increasing

Fixed cycle counters highlight significant increases in the use of our urban cycle networks. Cycle trips have increased by 33% on Anderson Road and 35% on Gorge Road in 12 months. The number of cycle trips on the new Arthurs Point trail was 8.7% higher in May 2026 compared to the previous year.

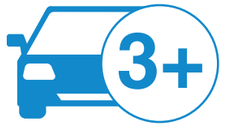


Significant investment is also needed in walking and cycling to address network deficiencies and deliver mode shift outcomes

Limited options makes it difficult to get around without a car...

Car travel is the default choice for most trips across both districts

Long distances, limited practical alternatives, and ingrained habits mean most journeys in the sub-region are made by car. New Zealand has one of the highest levels of car ownership in the world, and this rate is growing. This pattern is reflected across our sub-region – the proportion of car free and one car households is declining, while the number of households with three or more vehicles is growing.



Over a quarter of households in both Queenstown Lakes and Central Otago have 3+ vehicles



663 households (2.8%) in our sub-region do not have access to a vehicle

Ingrained habits and cultural norms make mode shift challenging

Shifting travel habits requires attractive, reliable alternatives to encourage people to change long-established driving behaviour. While parts of our sub-region lack feasible alternatives, parts of the Whakatipu Basin now has frequent public transport and an expanding cycle network.

To date, interventions have largely focused on improving alternative transport options. However, car travel remains a more attractive and convenient option. Encouraging people to change travel behaviour only works if the alternative offers an equal or better experience – for many people simply improving alternative modes won't be enough. To tip the balance, a cultural shift is needed to make driving a less desirable option. Implementing disincentives such as congestion charging, and changing how parking is managed is needed to support the switch.

Case Study: Kawarau Falls Bridge

Constructed in 2017, the Kawarau Falls Bridge replaced a single lane traffic bridge. The aim was to mitigate significant traffic delays from growth in Frankton Flats and peak ski season days, as well as improve resilience and safety. In 2016, average daily counts on the old bridge was 8,598 vehicles. Modelling forecasts undertaken at the time predicted 13,800 daily vehicle movements in 2026, and 19,962 movements in 2041. The project recognised a second bridge would likely be needed in the longer term.

New developments in Jacks Point and Hanleys Farm have accelerated growth on the Southern Corridor. In 2025, the average daily traffic count on the bridge was 21,511 vehicles, 12% higher than 2024, and significantly higher than the original long term 2041 growth forecast. With a new 2,800 dwelling development site planned for Homestead Bay, yet another corridor in the Whakatipu Basin will become congested and lead to significant downstream impacts through to Frankton and Queenstown. Recent modelling shows by 2053, 53% of mode share on the Southern Corridor will need to be via alternative modes to avoid high levels of congestion and major delays.



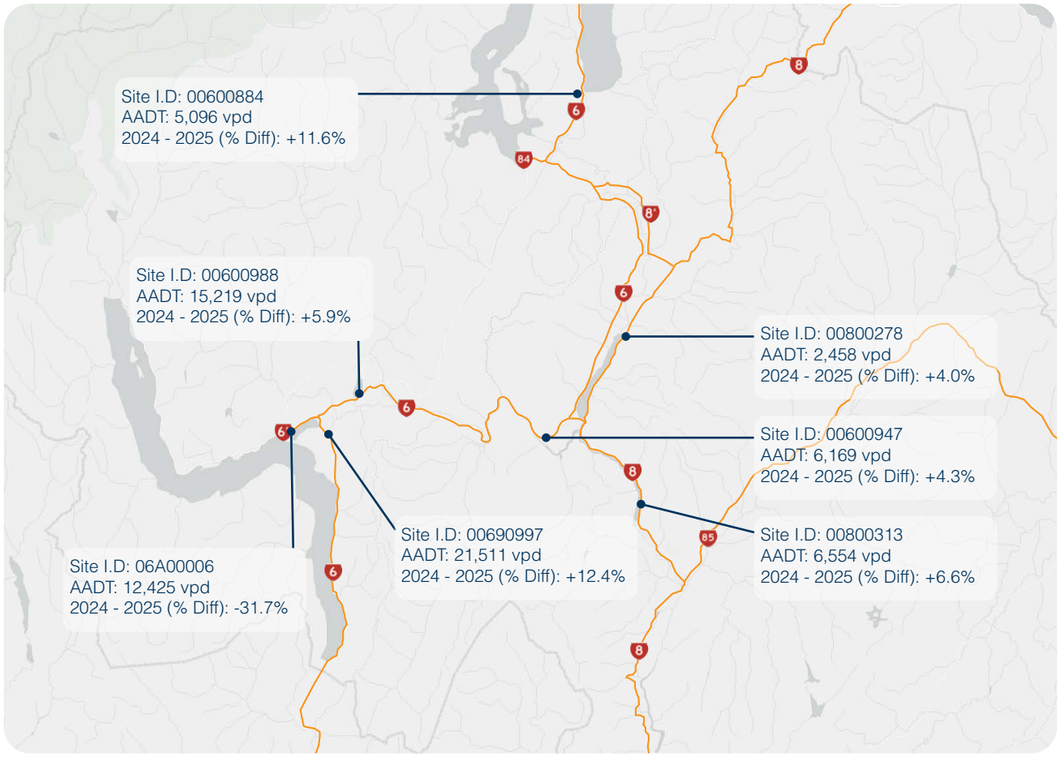
Image source: NZTA Waka Kotahi, New Two-lane Kawarau Falls Bridge Project, 2018

...leading to severe congestion on our corridors

Congestion is impacting our local economy and way of life

The combined impacts of population and visitor growth, geographic constraints, dispersed land use, car dependence and few alternative routes has led to severe congestion on key routes within the Whakatipu Basin.

Congestion has significant impacts on travel time reliability, economic productivity, the visitor experience, safety, severance, emissions, pollution, amenity and our overall quality of life. Congestion also delays public transport, reducing bus reliability and attractiveness, reinforcing private vehicle travel.



Note: Reduced demand was observed at Stanley Street due to the opening of Stage 1 of the Arterial route in 2025.

While other parts of the network are experiencing traffic volume growth, these are insignificant compared to Queenstown's experience. The challenges facing the Whakatipu Basin highlight the importance of planning ahead. As other centres grow, we must ensure transport and land use are better integrated to avoid repeating these challenges elsewhere.

Frankton Road is among the busiest single-carriageway roads in the country

Significant development along the Southern and Eastern Corridors has driven high growth in travel demand, with bottlenecks at the Kawarau Falls and Shotover Bridges funneling more cars into an already congested network. These two corridors converge at the BP roundabout (SH6/SH6A intersection), where high traffic volumes are channelled onto Frankton Road - the only direct single-carriageway connection to Queenstown.

Frankton Road frequently operates beyond capacity. Without improvements, conditions are expected to deteriorate significantly. Based on growth forecasts, travel demand is expected to double, from 1500 peak hour trips in 2028, to more than 3,000 trips by 2048[1], saturating an already stretched network. However, the corridor is geographically hemmed in meaning building more road capacity is cost-prohibitive.

Modelling shows a substantial shift of peak hour trips to alternative transport modes (up to 28% by 2027, and 48% by 2053) will be required to avoid severe congestion. Current and future investment aims to provide a fast, reliable and high-capacity bus route – the scale of the problem is also driving investigation into 'off-line' transport solutions.

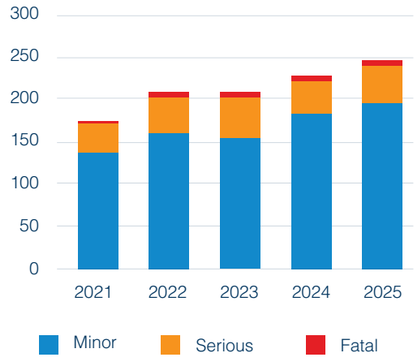
By 2028, travel time between Lake Hayes Estate and Queenstown (14km journey) is expected to exceed 60 minutes during peak periods

[1] The theoretical capacity of Frankton Road is approximately 1,300 vehicles per hour per lane (with peak demand determining the critical traffic direction), while the theoretical capacity of the Kawarau Falls Bridge is approximately 1,400 vehicles per hour.

We need to reduce harm on our roads...

A snapshot of road safety across the sub-region

Between 2021 and 2025 there were 5,217 recorded crashes in our sub-region. During this period, deaths and injuries on our network have continued to increase.



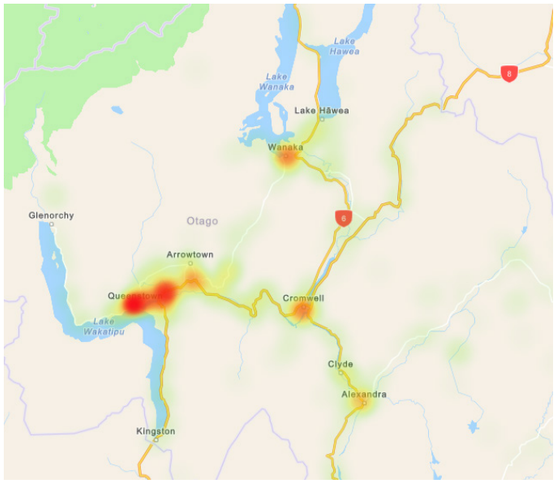
28 deaths and **206** serious injuries on our roads

52% of crashes occurred on rural roads

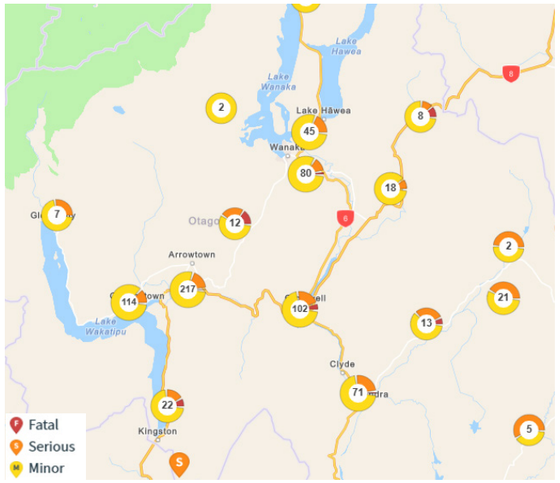
Vulnerable road users accounted for **19.2%** of death and serious injury crashes

46% of all crashes and **69%** of death and serious injury crashes occurred on 100km/hr roads

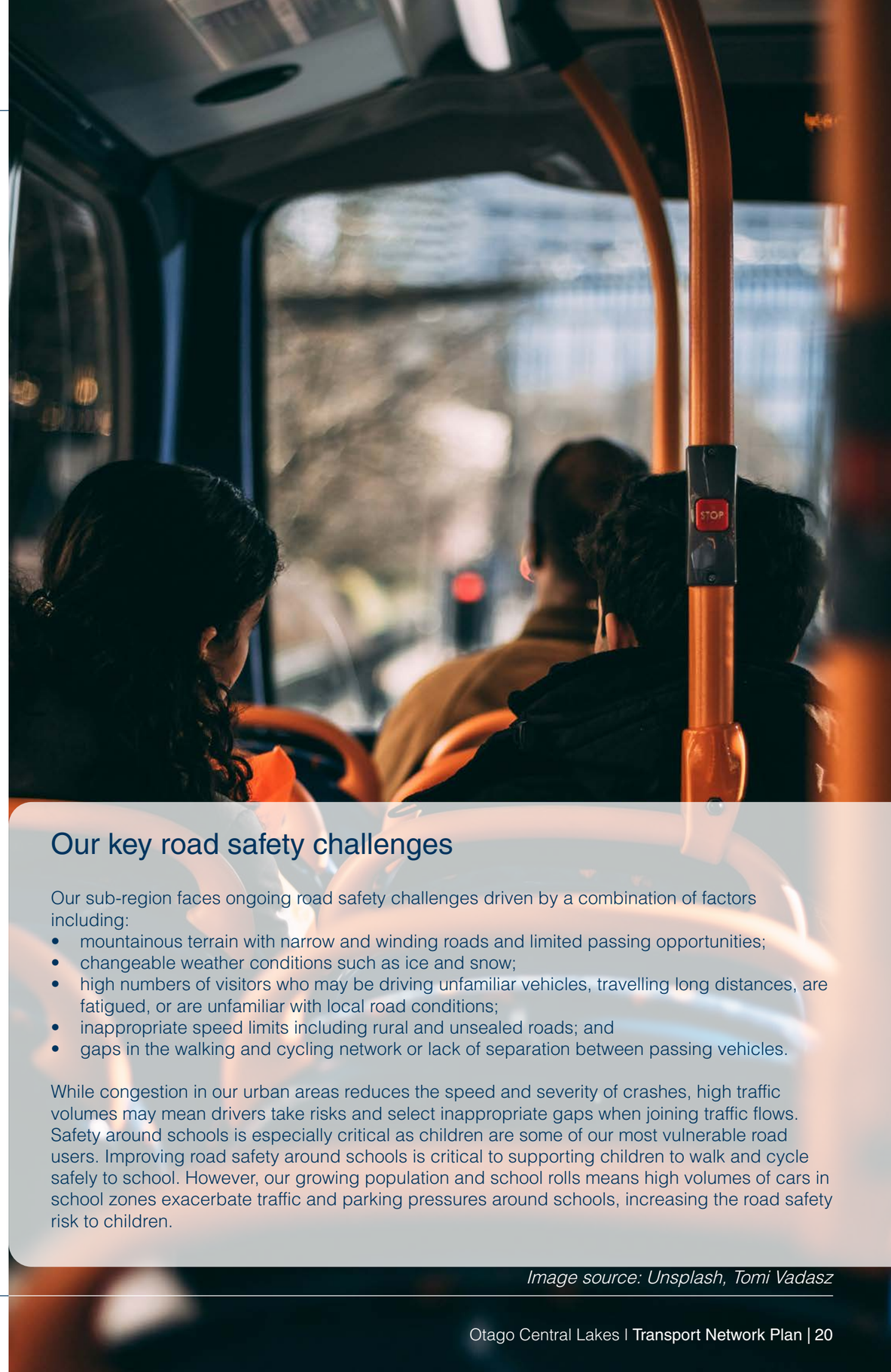
Road safety hotspots



Crashes are mostly concentrated in our busy urban centres



Locations of death and injury crashes on our network



Our key road safety challenges

Our sub-region faces ongoing road safety challenges driven by a combination of factors including:

- mountainous terrain with narrow and winding roads and limited passing opportunities;
- changeable weather conditions such as ice and snow;
- high numbers of visitors who may be driving unfamiliar vehicles, travelling long distances, are fatigued, or are unfamiliar with local road conditions;
- inappropriate speed limits including rural and unsealed roads; and
- gaps in the walking and cycling network or lack of separation between passing vehicles.

While congestion in our urban areas reduces the speed and severity of crashes, high traffic volumes may mean drivers take risks and select inappropriate gaps when joining traffic flows. Safety around schools is especially critical as children are some of our most vulnerable road users. Improving road safety around schools is critical to supporting children to walk and cycle safely to school. However, our growing population and school rolls means high volumes of cars in school zones exacerbate traffic and parking pressures around schools, increasing the road safety risk to children.

Image source: Unsplash, Tomi Vadasz



Image source: Unsplash.com, Fabio Romano

...and reduce emissions from transport

We have a growing emissions problem

Emissions from transport are one of the largest sources of carbon emissions in New Zealand. It is also one of the few sectors where emissions are increasing. As the population and visitor demand grows across our sub-region, so too does our travel demand and emissions.

With dispersed communities, long travel distances and limited public transport options, private vehicles dominate how people move around, making it difficult to make meaningful progress in reducing emissions. These challenges are even more pronounced in Central Otago, with its large rural network and few alternatives to driving.

CO_2

Emissions from transport account for 19% of New Zealand's total gross emissions

Reducing emissions from transport is something local authorities can influence

In 2019, both Councils formally recognised the need for leadership and action to respond to climate change and reduce emissions. Queenstown Lakes set a goal of reducing district greenhouse gas emissions by 44% by 2030 and net-zero emissions by 2050. Central Otago's target focuses on its own operations, aiming to reduce gross carbon emissions from Council activities by 52% over five years (from a 2019/20 baseline).

Public transport, walking and cycling is the preferred option for daily travel

Queenstown Lakes Spatial Plan – key outcome

Both Councils have aspirations to provide more options for people to get around, including better public and shared transport options and improve walking and cycling facilities. Transitioning to low-emission vehicles are also an important part of the solution (although don't address the broader issues). Critically, integrating transport and land use, including higher density housing and the development of new town centres are key actions Queenstown Lakes are undertaking to help reduce the need to travel in the first place. These options also deliver transport cost savings and improve our community's energy security and resilience.

However, faced with significant infrastructure deficits and limited funding tools, our sub-region cannot realistically fund the investment needed to support the shift to low-carbon travel. Without a step change in investment, continued growth, especially in areas that are not 'infrastructure ready' nor suitable for development, will ultimately undermine our long-term emissions reduction objectives and aspirations.

What if we just maintain the status quo?

Constrained movement constrains our growth

Key parts of our transport network are under significant strain. We continue to face rapid growth, and dispersed development on the fringe and housing affordability pressures mean more people are travelling further.

Investment in transport has not kept pace with growth, resulting in infrastructure shortfalls, ageing assets, and deferred maintenance. Public transport and active travel options are still limited or underdeveloped in many areas, meaning people are often forced to rely on private vehicles, making it difficult to relieve pressure on the roading network and provide travel choices.

If this trend continues, the impacts will become more severe and widespread, extending to other communities across our sub-region. Congestion on key routes will get worse, reducing access to jobs, services, and education. Travel times for commuters and freight will become less reliable, affecting productivity. This will lead to higher emissions, increased safety risks, and a decline in amenity and overall community wellbeing. These challenges also pose risks to the visitor experience and the region's reputation as one of New Zealand's premier tourism destinations.

Maintaining the status quo also risks locking in inefficient land use patterns, where new housing continues to be developed in areas that are poorly connected to transport networks increasing travel demand. This increases car dependency and will make the network more expensive and difficult to manage over time. Ultimately, without making a significant shift in how we get around, the transport network will not be able to keep up with future growth, leading to reduced connectivity, resilience, and quality of life for residents.

Otago Central Lakes is at a crossroads. While it is clear transformational investment in public transport is needed, we also recognise the need to improve how we manage demand using smarter and more effective tools such as time-of-use charging and parking management. This approach not only creates a long-term funding stream for transport upgrades and asset maintenance, but will also help to avoid the costly ongoing capacity upgrades in response to growth.



Case Study: The economic cost of doing nothing in Queenstown

An assessment of the economic value of Queenstown's tourism sector and the consequences of failing to address the district's transport infrastructure constraints highlights the critical role transport plays in supporting both the local and national economy. Key findings from the analysis included:

- Queenstown's tourism sector generates approximately $1.4 billion in GDP, supports more than 11,500 jobs, and contributes around $392 million in annual tax revenue.
- Queenstown's visitor economy is fundamentally different from the rest of New Zealand. While 63% of tourism expenditure nationally comes from domestic visitors, in Queenstown 63% comes from international visitors. This is significant because international visitor spending represents new money entering the New Zealand economy rather than a redistribution of spending within the country.
- An estimated 19-38% of international visitors travel to New Zealand specifically because of Queenstown, highlighting the destination's importance to the country's tourism sector.
- Evidence suggests worsening congestion is already affecting the visitor experience and could reduce visitor growth. The analysis found a 0.5% reduction in long-term international visitor growth could increase annual GDP losses from approximately $3-5 million in the short term to more than $100 million per year by 2056.

The findings highlight that doing nothing risks significant long-term economic costs for both Queenstown and New Zealand through lower GDP, employment, and tax revenue.



Image source: Unsplash.com Daniel Sturgess

OUR VISION

The ‘future state’

Image source: Adobe Stock

Our Vision ***A transformational and resilient transport network that adapts to growth and change, enabling our communities to thrive***

What will our TNP achieve?

Our Aspirations



Our transport network has kept pace with growth, supporting new homes, jobs, and communities. This has enabled self-reliant and resilient communities where people can access jobs, education, shops, services and recreation close to home. A broad range of housing options, supported by multi-modal transport networks, has made it more affordable for people to **'live locally'** and reduce their travel costs.



Public transport is the preferred option for most daily trips. Buses are prioritised on the network, making public transport a safe, attractive and convenient alternative to driving. High-capacity public transport provides the spine of our network across the Whakatipu Basin, providing efficient links for residents, workers and visitors. A frequent and reliable sub-regional bus service integrated with local services connects our communities, enhancing access and travel choice.



Walking and cycling are safe and easy, making active travel a practical choice for everyday journeys. Connected networks mean people of all ages and abilities can access schools, workplaces, town centres and recreation opportunities, supporting healthy communities.



People are at the heart of our towns, shaped by welcoming, accessible and connected streets and public spaces. Our centres are vibrant places which strengthen community wellbeing, and foster social connection and local prosperity.



Travel demand management strategies such as time of use charging and parking fees combined with a range of transport options combined mean many people choose to get around without a vehicle for most trips. Shared transport options have increased the number of 'car free' households.



Visitors to the region have access to a range of transport options, making it easy to get around the region without a car. Direct public transport links makes travel to and from Queenstown Airport quick, easy and memorable.



Our strategic routes provide safe and reliable connectivity for necessary vehicle travel. Critical journeys for freight, servicing and business activities ensure our sub-region is an attractive place to invest, work and visit.



Resilient infrastructure, proactive management and multi-modal networks have improved the transport system's ability to adapt to and recover from incidents, natural hazards and extreme weather events. Critical links and network vulnerabilities continue to be addressed, enhancing network resilience and support the re-establishment of access to jobs, education, healthcare and essential services as recovery progresses after a major disruption.



A broad range of funding tools has created a sustainable and diversified funding model to maintain existing assets and support future growth. Contributions from developers, visitors and private partnerships has reduced pressure on ratepayers, while road and parking pricing generates revenue and has encouraged more efficient use of the transport network.

Responding to our key issues

Our Transport Network Plan presents a broad range of issues that have contributed to the transport challenges we face. Collectively, these reflect a long-standing mismatch between transport investment and population growth and have resulted in:

an over-reliance on private vehicles, causing significant congestion on key routes. As our population continues to grow, traffic delays will become more severe and widespread.

While our network experiences a number of other pressures, access constraints are the most significant consequence of continued underinvestment in our transport system. Improving access is therefore the core objective underpinning many of our investment priorities.

Our Transport Objectives

The following five objectives establish the strategic direction for our transport network. Together, they provide the framework used to assess and prioritise projects and activities, ensuring our investment decisions are effective in contributing to our long-term vision for transport.

- Access – a network that provides reliable, practical and affordable transport choices, reducing reliance on private vehicle travel while sustainably managing growth and reducing emissions from transport.
- Resilience – a network that is adaptable to change and can withstand and recover from disruption.
- Safety – a network that enhances safety for all users with a goal of Vision Zero.
- Amenity – a network that supports attractive and vibrant town centres and creates welcoming places for people to live, work and visit.
- Affordability – Optimising and maximising funding through new revenue tools, targeted investment, efficient asset management, and sustainable growth to maximise transport benefits.



Image source: Adobe Stock

OUR PRIORITIES

Image source: Adobe Stock

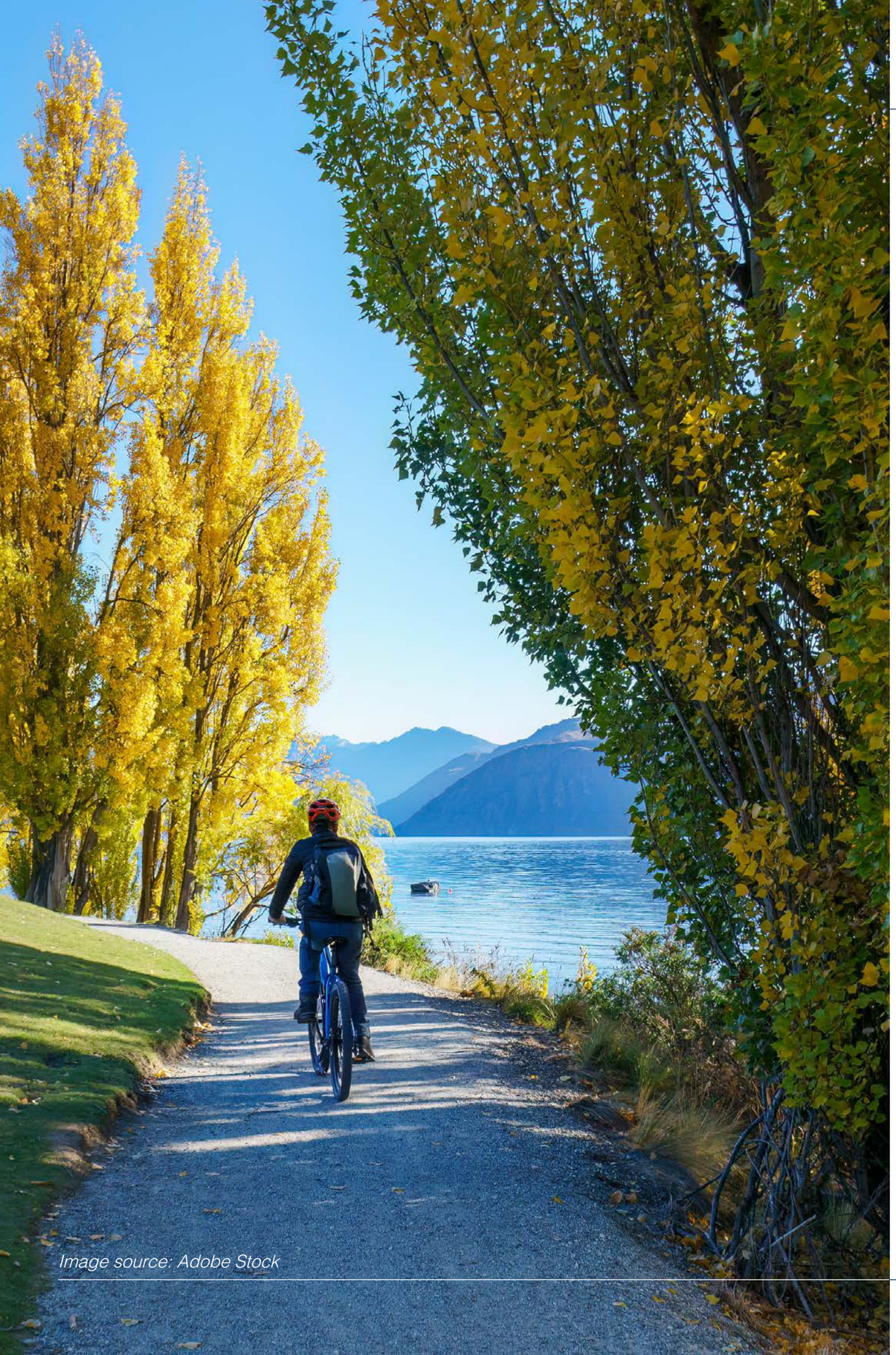


Image source: Adobe Stock

Our Priorities

A range of transport projects and activities have been identified through business cases, plans and strategies. These have been consolidated and prioritised for delivery based on their alignment with the key objectives of the TNP. Each project and activity has been categorised using the AVOID, SHIFT, IMPROVE framework. It provides a hierarchy for travel demand management, prioritising actions that reduce the need to travel, shift trips to more sustainable modes, and improve transport efficiency and emissions reduction.

Avoid

Avoid emissions and the need for travel through urban planning and demand management.

Shift

Shift to more energy efficient modes of transport, like choosing walking, cycling, public transport and low emission freight vehicles.

Improve

Improve the efficiency and safety of the network by increasing bus priority and upgrading intersections.

Avoid - reducing the need to travel

- Land use integration – locating services, facilities, employment and education closer to where people live enables more daily needs to be met locally, reducing travel demand and supporting more connected, resilient neighbourhoods.
- Travel Demand Management (T) – tools such as pricing, parking management, land use planning and behaviour change initiatives influence how, when and why people travel, helping to reduce private vehicle use, support mode shift, and improve network efficiency.

Shift - making it easier to choose sustainable travel

- Public transport (P) – providing frequent, reliable public transport services and new routes makes it easier for people to choose alternatives to driving.
- Accessible streets (A)- reducing traffic through town centres and creating more people-focused streets makes it safer, easier and more convenient for people to move around.
- Cycling (CY) – delivering safe and connected cycle routes enables more short trips to be made by bike, expands travel choice, and supports healthier, more sustainable communities.

Improve - making necessary vehicle travel more efficient

- Network optimisation and safety improvements (N) – improving bus priority and reliability, and upgrading intersections and corridors creates a safer and more efficient transport system.
- Resilience (R) – replacing end-of-life assets and proactively maintaining vulnerable corridors and alternative routes minimises disruption and reduces the impacts of natural hazard events.

Avoid - Reducing the need to travel

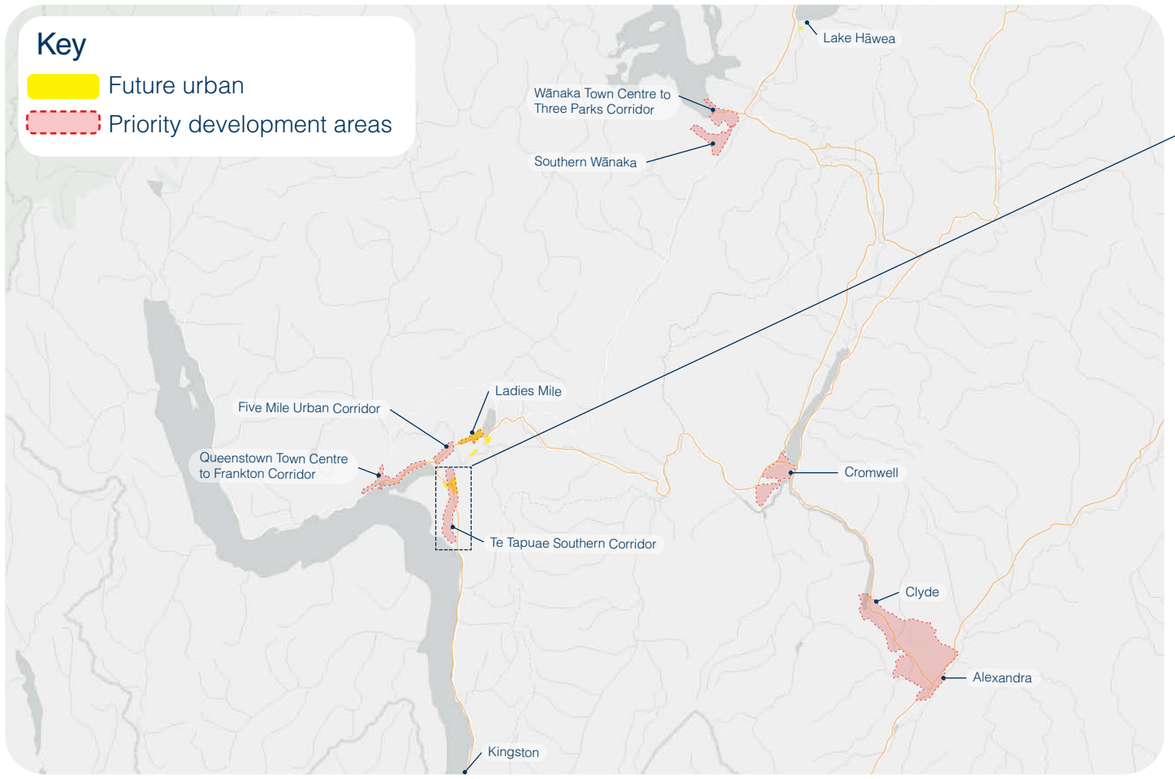
Land Use Integration

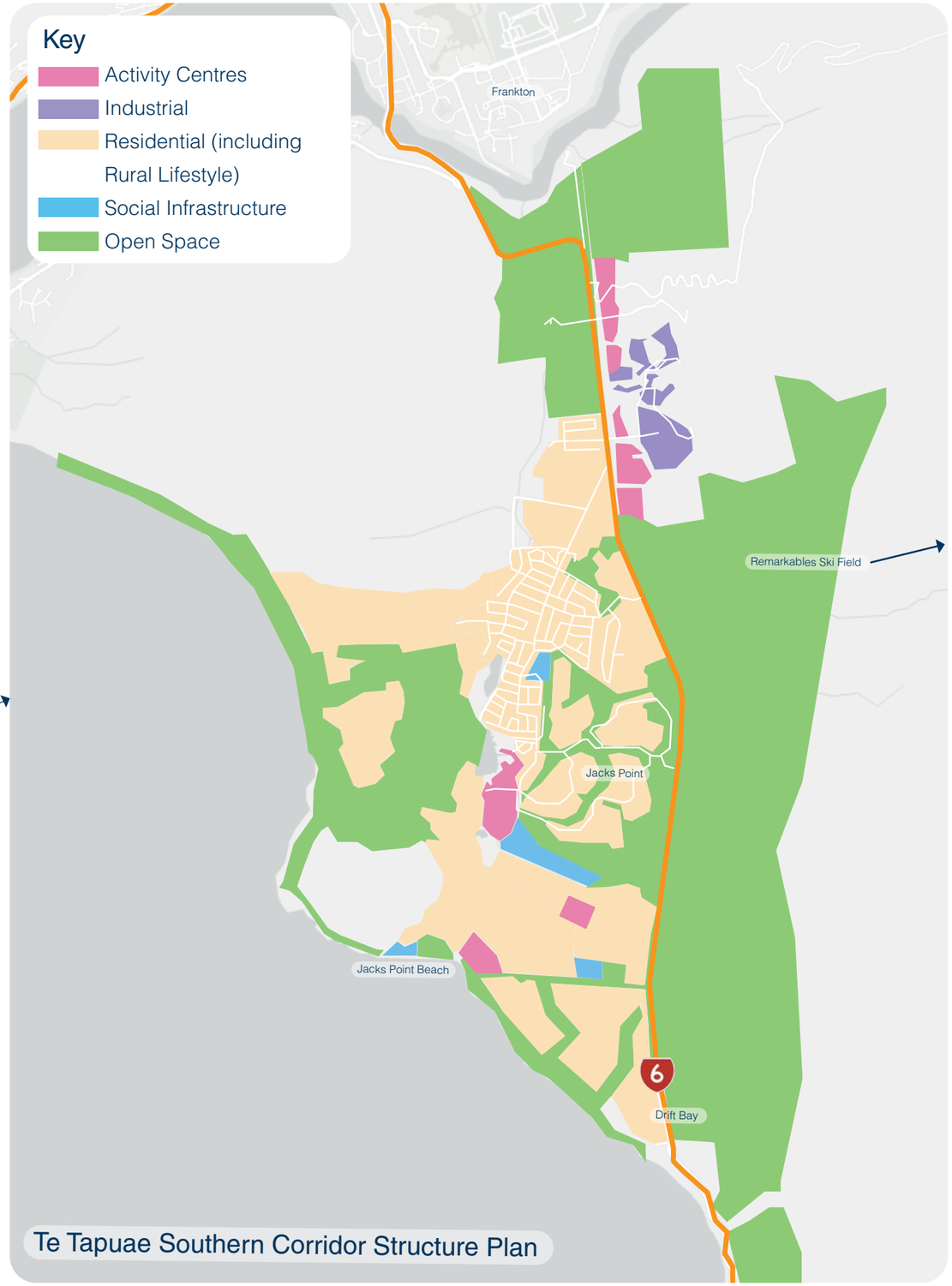
Providing jobs, education, shops, healthcare, recreation, and other everyday needs close to where people live is one of the most effective ways to reduce travel demand.

QLDC and CODC have developed plans to guide where future growth should occur to make it easier to plan and invest in the right infrastructure. These plans consider where future housing, schools, healthcare, community facilities, town centres and industrial hubs should be located, as well as multi-modal transport networks.

Queenstown Lakes' Spatial Plan sets the broad direction for growth across the District, and includes six future urban growth areas. QLDC have completed Structure Plans for two of these areas; Te Tapuae Southern Corridor (refer to adjacent map) and Te Pūtahi Ladies Mile. These plans provide detailed guidance for how these areas will grow, and include areas for new town centres, social infrastructure (such as schools and community facilities) and future industrial areas, so people can access more of their daily needs closer to home.

CODC have developed Spatial Plans for Cromwell, Alexandra and Clyde. The Plans include provision for more infill residential development around the surrounding townships, and identify new precincts for industrial development.





Travel Demand Management



Road pricing such as tolling and time-of-use charging are among the most effective and efficient ways to manage demand, as people shifting trips to different times, routes, or modes. Legislative changes and implementation of Intelligent Transport Systems (ITS) will enable a broader range of road pricing tools to be used, creating new ways of managing travel demand in our sub-region.



Parking management is a very effective travel demand management tool. Paid parking can reduce private vehicle use, encourage alternative travel choices, and improve the efficiency of our parking supply. Workplace parking levies have been successfully implemented in Australian cities and have been transformational in places such as Nottingham (refer to case study), however legislation changes are required for these to be implemented in NZ.



Education, behaviour change programmes and incentives can encourage people to consider more sustainable travel choices. School and workplace travel planning, cycle skills training, improved visitor information and wayfinding, and targeted incentives can encourage more people to walk, cycle and use public transport. While typically less effective on their own, these initiatives play an important role alongside infrastructure and pricing measures.



Providing **practical travel alternatives and options** including car sharing, carpooling and shared micromobility make better use of existing transport infrastructure and help to create a more flexible and efficient transport network.

Travel Demand Management Initiatives

- **T1** Time of Use Charging - Whakatipu Basin
- **T2** Time of Use Charging - Upper Clutha
- **T3** Parking management - Whakatipu Basin
- **T4** Parking management - Upper Clutha
- **T5** Parking management - other town centres
- **T6** Parking levies
- **T7** ITS Strategy and implementation
- **T8** QLDC Wayfinding (TDM Tranche 2)
- **T9** QLDC Travel Plans (TDM Tranche 3)
- **T10** Transport Management Associations (TDM Tranche 4)
- **T11** Enhanced information / behaviour change
- **T12** Improved travel options (carpooling, car sharing)
- **T13** Land use planning (District Plan / Code of Practice changes)



Image source: Transport Nottingham, workplace parking levy

Case Study: How Nottingham used a workplace parking levy to reduce congestion and raise millions

Nottingham City Council in the UK introduced a Workplace Parking Levy in 2012, charging employers that provide 11 or more workplace parking spaces for use by staff. The levy was designed to reduce congestion, encourage public transport use, and help fund better transport options.

Since its introduction, the levy has raised almost £90 million and helped secure over £1 billion of additional transport investment. The funding has supported major improvements including new tram lines, bus priority measures, park and ride facilities, improved walking and cycling infrastructure, electric buses, and upgrades to Nottingham Station.

In 2026/27, the charge is £592 per parking space per year, with exemptions applying to mobility parking spaces and emergency service facilities. While the levy was initially controversial, Nottingham is now widely recognised as a successful example of using workplace parking charges to both manage traffic demand and fund transport improvements. Its experience has attracted interest from other cities considering similar approaches.

Shift - Making it easier to choose sustainable travel

Public Transport

Public transport improvements incorporate network wide improvements to services and infrastructure, as well as location-specific investment across the Whakatipu Basin, Upper Clutha, and the broader sub-region.

Network Wide Improvements

- **P2** Transition to 100% electric bus fleets
- **P3** Bus stop improvements
- **P4** Real-time information systems
- **P5** Implement national ticketing system
- **P6** Investigate park and ride facilities



Image source: Urban Transport Group, Belfast's public transport, 2023

Exploring innovative mass transport solutions

With constrained transport corridors and worsening congestion, an 'offline' public transport solution is recognised as part of the long-term solution to address the Whakatipu Basin's transport challenges. Offline transport services operate independently of road traffic, using dedicated corridors or infrastructure. A range of future-focused options, such as trackless trams, dedicated bus rapid transit corridors and gondola-based transport systems have been explored through business cases over the past decade.

A number of gondola-style solutions are being explored by private consortia and developers across various sites and corridors. These options provide an alternative approach for much needed transport infrastructure and investment but also raise significant uncertainty in terms of funding, financing and delivery.

Image source: Adobe Stock

Public Transport

Whakatipu Basin

- P7 Offline Public Transport network* (Queenstown, Southern and Eastern Corridor - location TBC)
- P10 New ferry connections*
- P12 Park and Ride facilities - Whakatipu Basin (locations TBC)
- N7 Bus priority on SH6A, Southern & Eastern Corridors
- N8 New Kawarau Bridge crossing (locaton TBC)
- A2 Queenstown public transport interchange
- A3 Stanley and Shotover Street improvements (inc. bus hub)

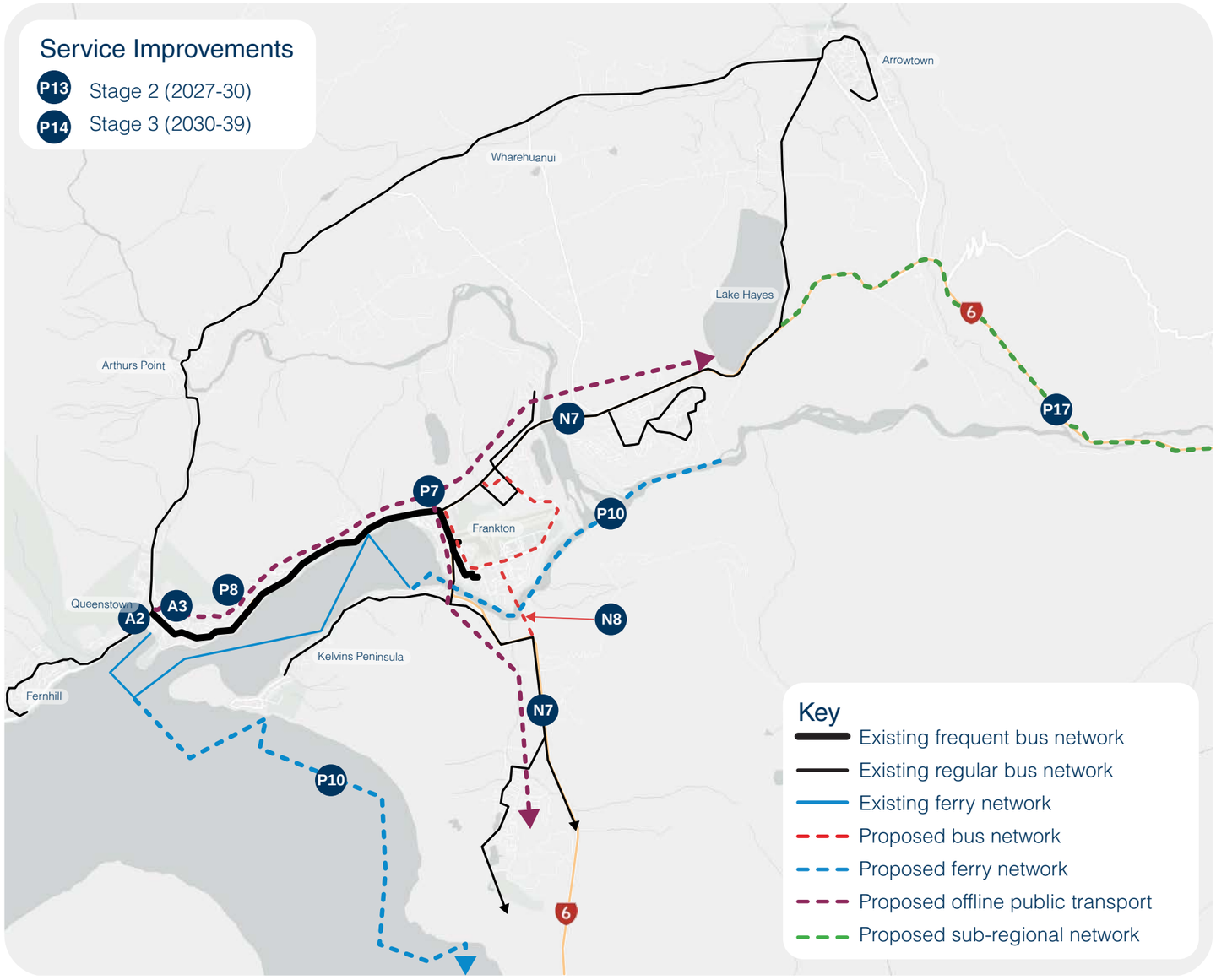
P13 Service Improvements Stage 2 (2027-30)

- Route changes
  - Arrowtown to Queenstown via Malaghans Road
  - Jacks Point to Queenstown
- Service frequency upgrades
  - Route 1 – every 15 mins extended from 7pm to 10pm
  - Other bus routes – every 15 mins until 7pm, every 30 mins after 7pm
  - Ferry – 30 mins
- High-capacity buses on core routes

P14 Service Improvements Stage 3 (2030-39)

- Service frequency upgrades – min. 15 minutes all day
- Service span increases
- High-capacity buses on further routes

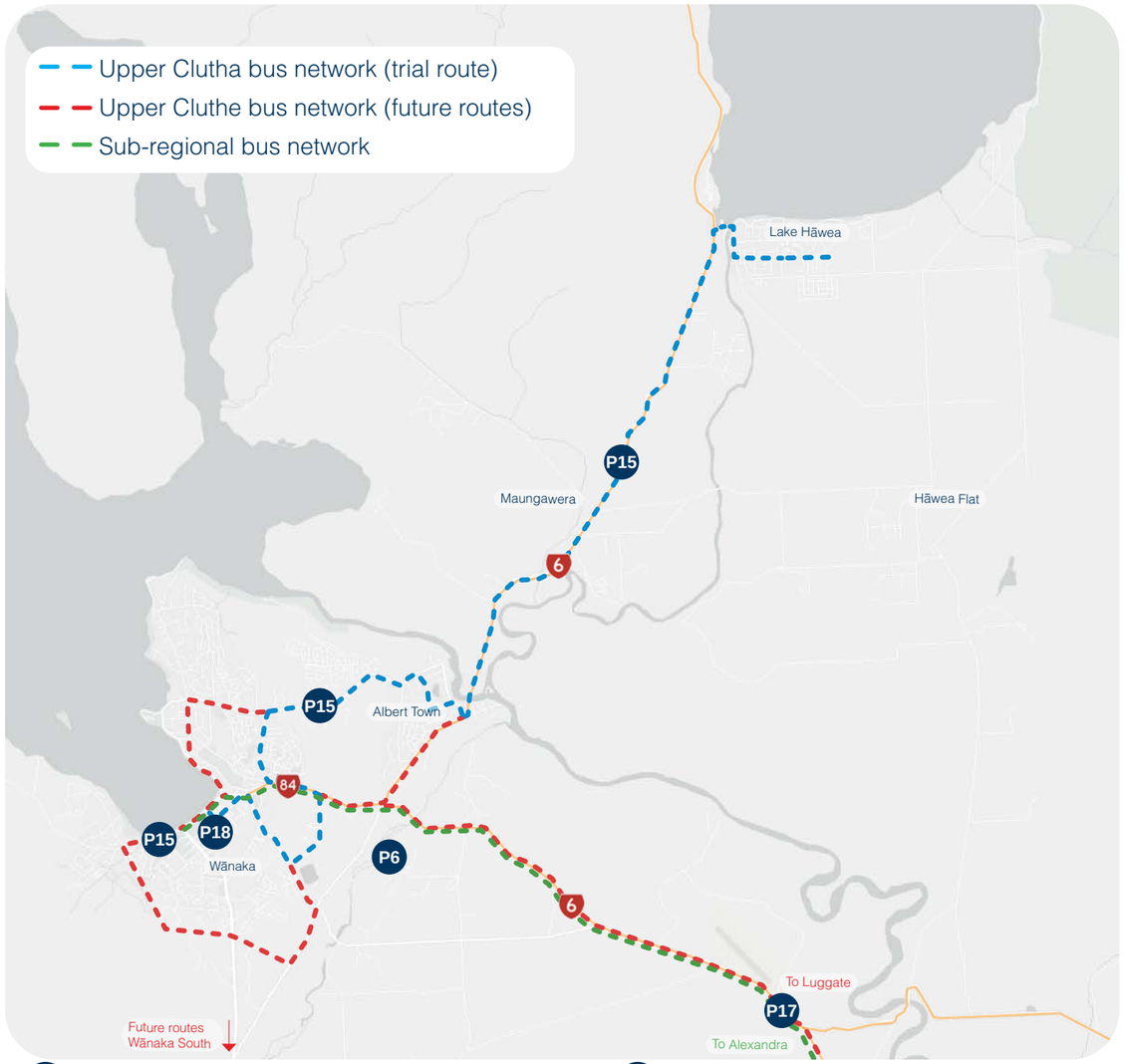
P17 Sub-regional public transport trial



* funding source for construction uncertain, dependent on further technical work and investigations

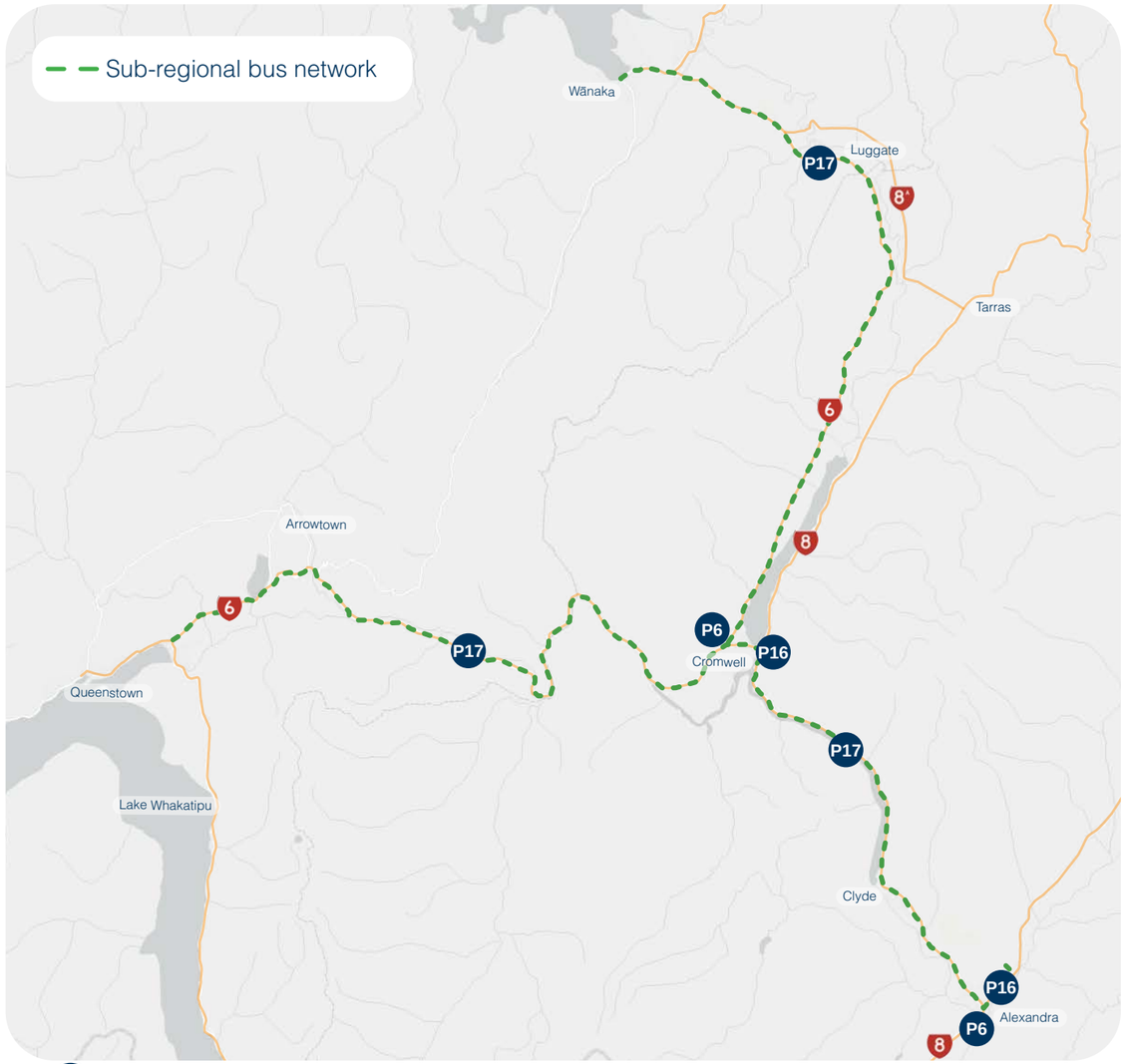
Public Transport

Upper Clutha



P15 Upper Clutha public transport trial
P17 Sub-regional public transport trial
P6 Investigate park and ride requirements
P18 Wānaka bus hub

Sub-regional public transport network



P16 Local Bus Services (Cromwell, Clyde/Alexandra - TBC)
P17 Sub-regional public transport trial
P6 Investigate park and ride requirements

Avoid - Reducing the need to travel

Accessible Streets

Accessible streets projects focus on reducing traffic in our town centres and creating more vibrant and people-focused places that make it safer, easier and more enjoyable for people to move around.

Queenstown Town Centre



- **A1** Town centre arterial (Stage 2&3)
- **A2** Queenstown public transport interchange
- **A3** Stanley and Shotover Street improvements (inc. bus hub)
- **A5** Public realm upgrades (Stage 2)
- **A6** Parking building study

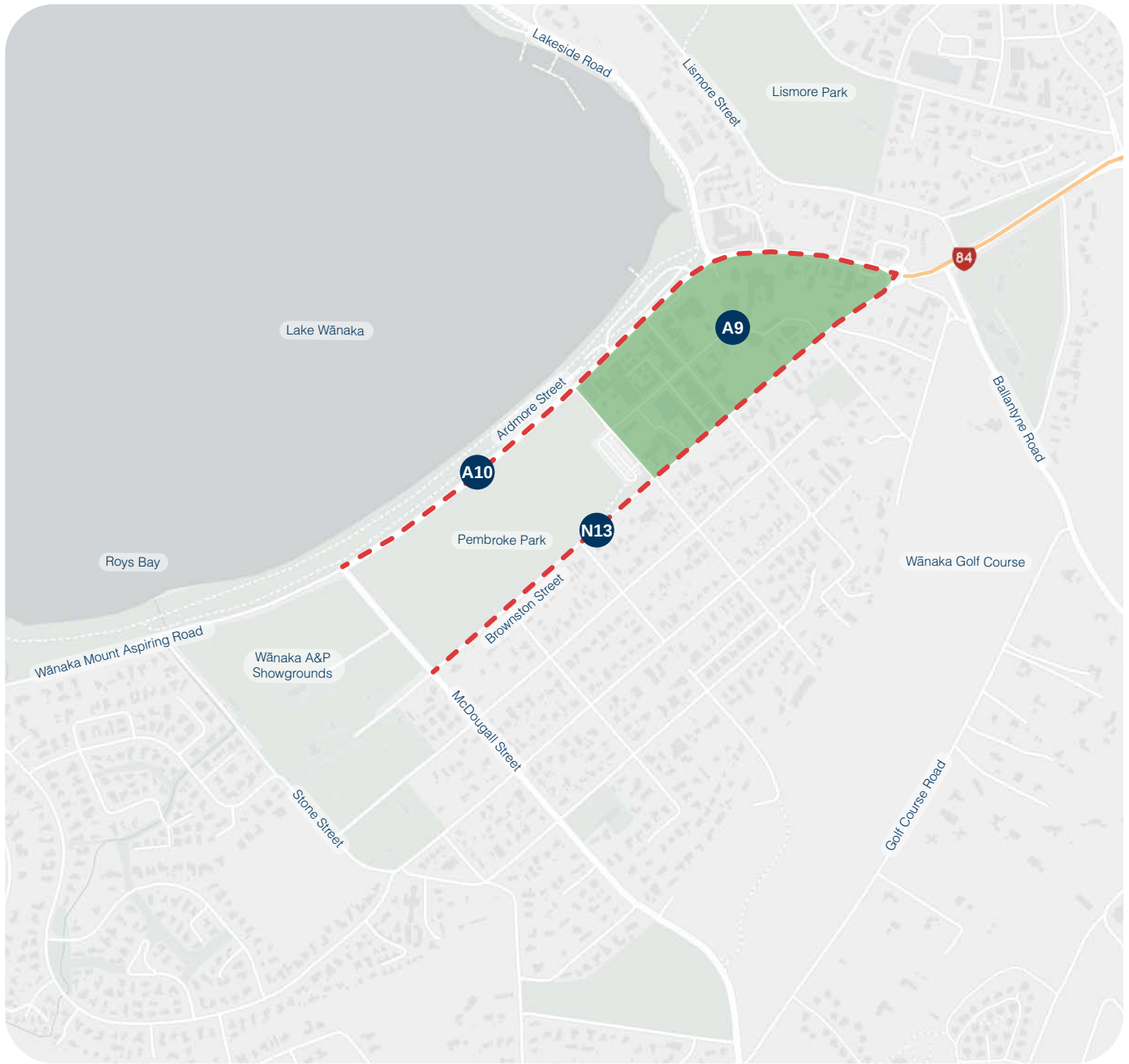
Frankton



- **A7** Lake Link
- **A8** Robertson Street Improvements
- **N8** New Kawarau River crossing (location TBC)

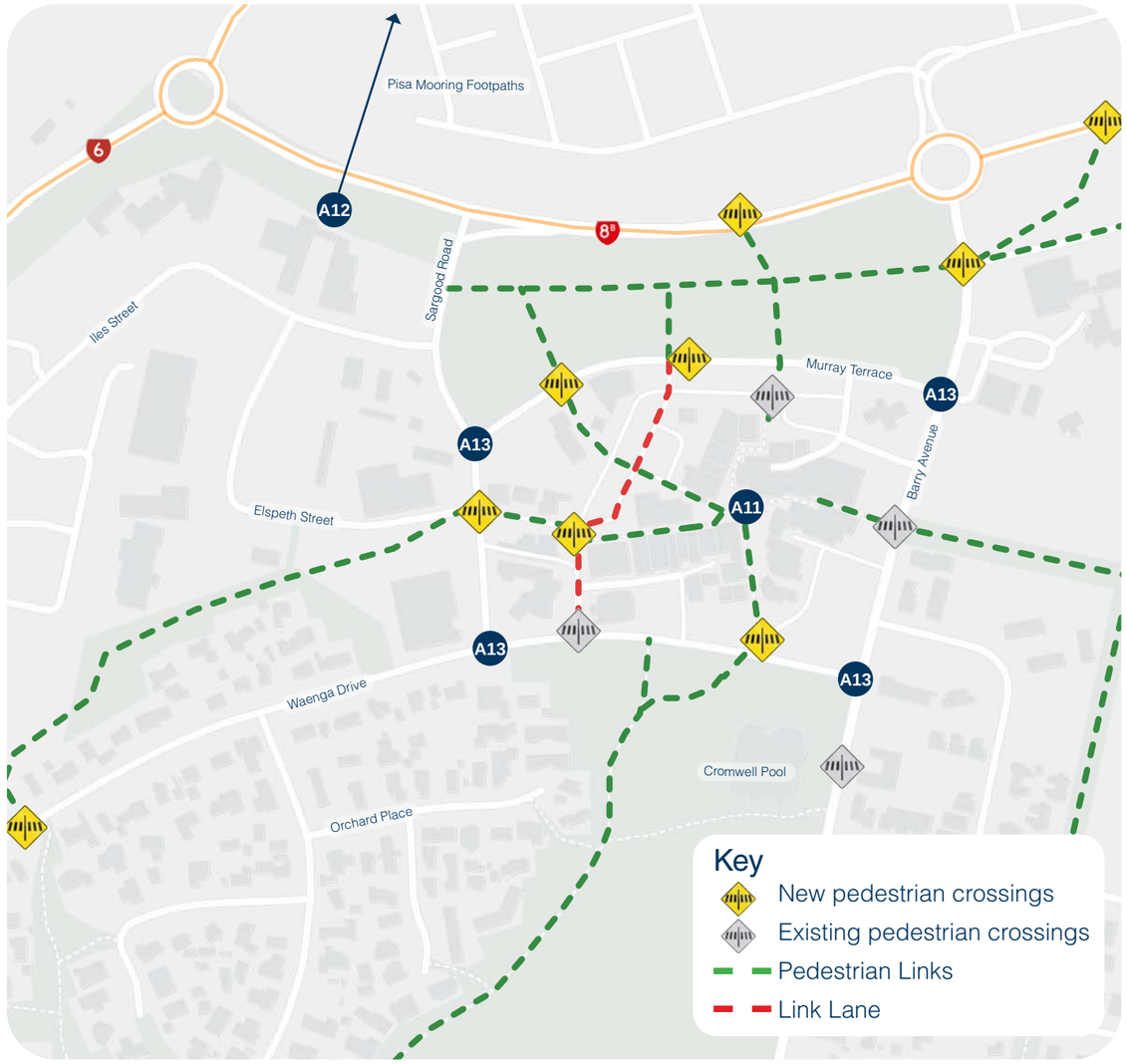
Accessible Streets

Wānaka



- A9 Wānaka Town Centre - Public Realm Upgrades (TBC)
- A10 Wanaka CBD Connectivity Upgrades
- N13 SH84 - Brownston Street Corridor Improvements

Cromwell



- A11 Cromwell Town Centre Upgrades (inc. bus hub)
- A12 Pisa Moorings Footpaths
- A13 Cromwell Intersection Upgrades
  - Barry Avenue / Murray Terrace
  - Barry Avenue / Waenga Drive
  - Sargood Road / Murray Terrace
  - Waenga Drive / Murray Terrace

Cycling

Cycling projects focus on delivering safe and connected routes across the district and upgrading key trails to better support everyday travel, making cycling easier, safer and more attractive for people of all ages and abilities.

Whakatipu Basin*

CY1 Stage 1

A2 - Shotover Bridge to State Highway 6
A3/A4 - State Highway 6 to Frankton Track (gaps)
A5/A7 - Jacks Point to Frankton
A8 - Lake Hayes Estate to Frankton**

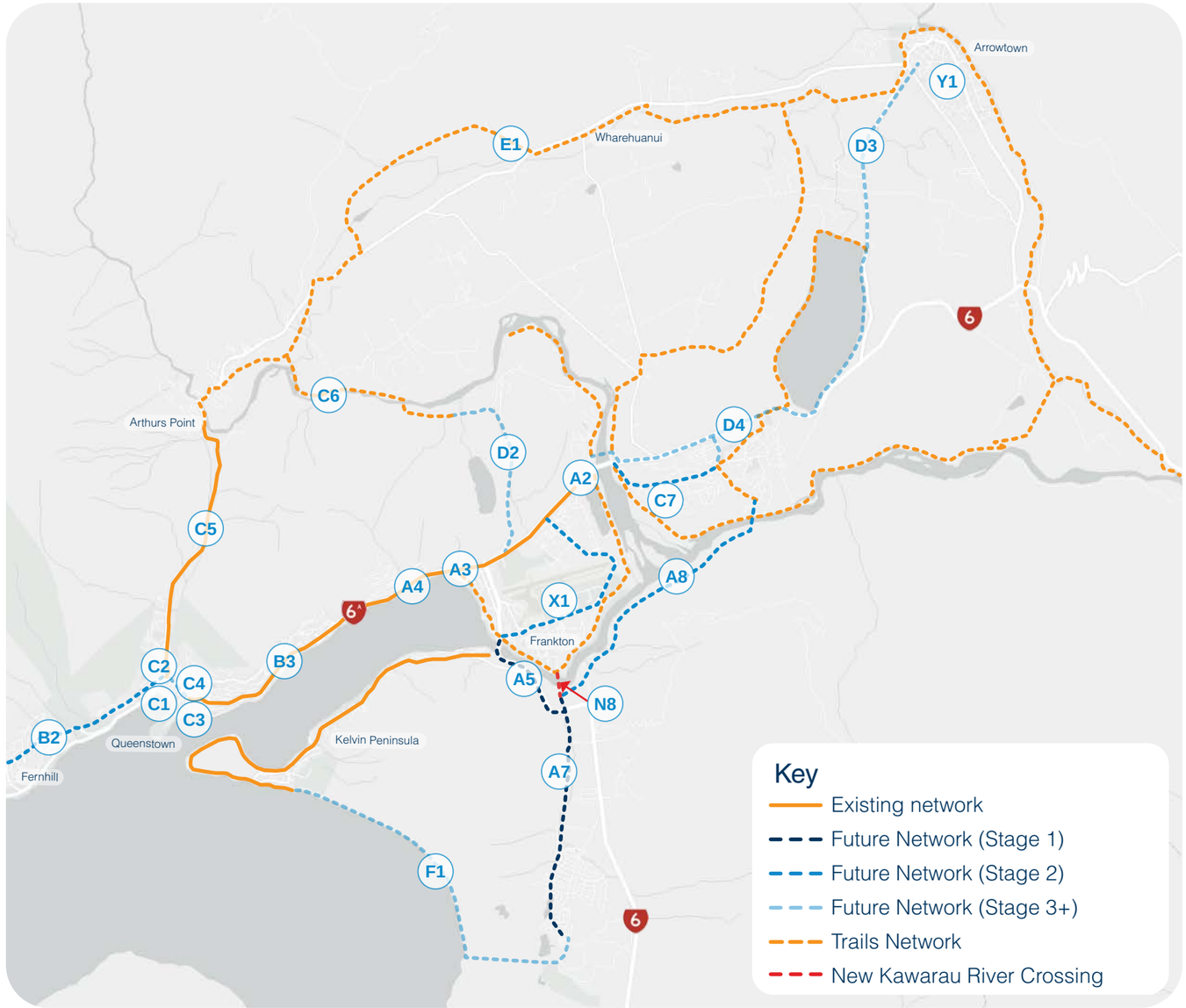
CY2 Stage 2

A8 - Lake Hayes Estate to Frankton
B2 - Fernhill to Queenstown
B3 - Frankton Track Upgrades (LOS Improvements inc. Park Street upgrade)
C2 - Brecon Street**
C3 - Park Street**
C5 - Arthurs Point to Queenstown Upgrade (LOS Improvements)
C7 - Lake Hayes to Shotover Bridge
X1 - Frankton Loop

CY3 Stage 3

C1 - Rees Street (Gardens to Gondola)
C2 - Brecon Street
C3 - Park Street
C4 - Upper & lower Beach Street
C6 - Arthurs Point to Tucker Beach
D1 - Kelvin Heights to Frankton (LOS Improvements)
D2 - Tucker Beach to Frankton
D3 - Arrowtown to Lake Hayes
D4 - Lake Hayes North to Shotover Bridge
E1 - Arrowtown to Arthurs Point
F1 - Jacks Point to Kelvin Heights
Y1 - Arrowtown local routes (TBC)

N8 Kawarau Bridge Crossing (location TBC)



* Individual route numbers are derived from the Whakatipus Active Travel Network Business Case
** Design Stage only

Cycling

Upper Clutha*

CY4 Stage 1

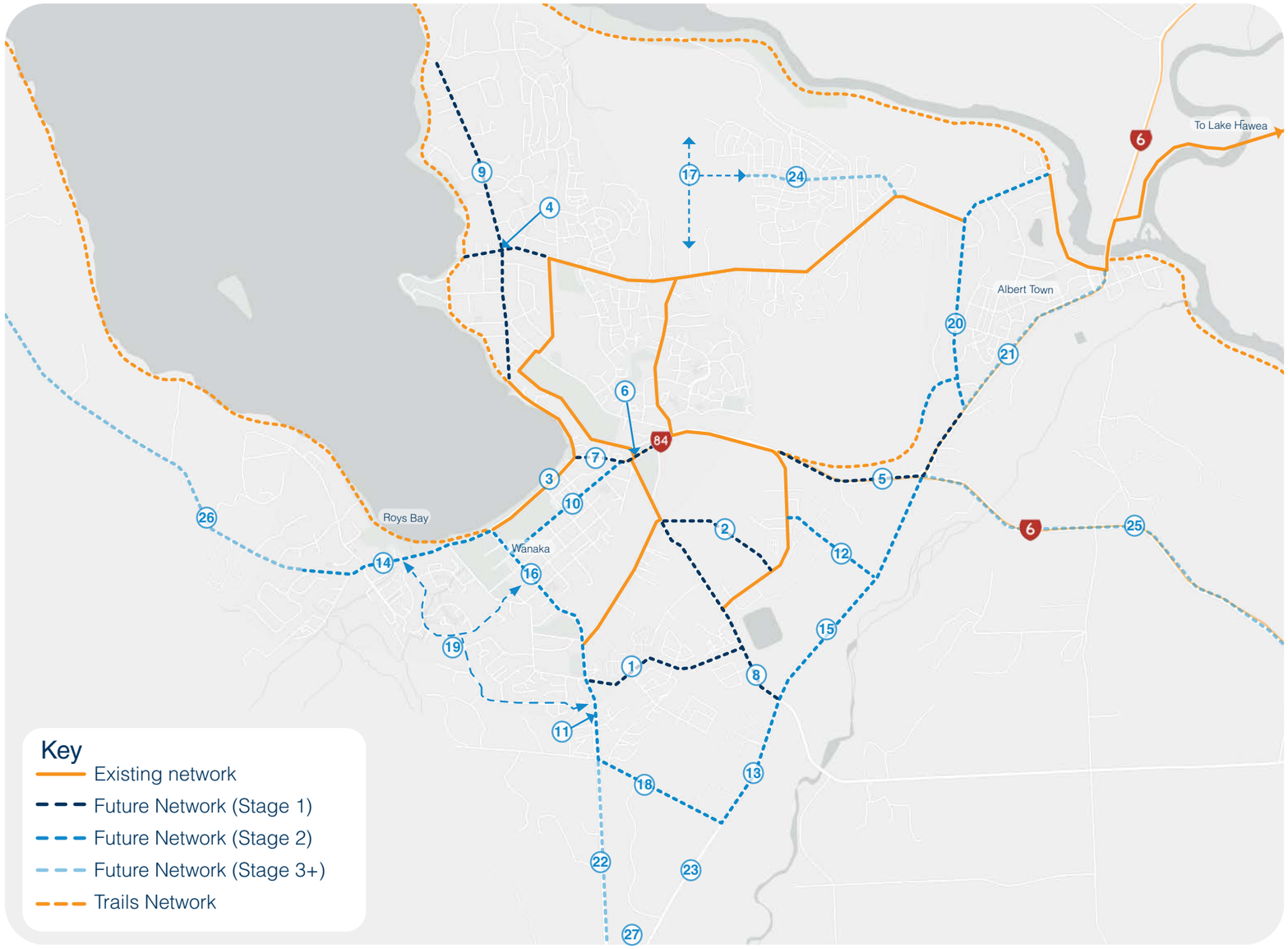
1 - Avalon Station Drive shared path
2 - Schools to Pool shared path extension
3 - Lakefront shared path (Stage 4)
4 - Aubrey Road shared path extension
5 - SH84 & SH6 shared path
6 - SH84 shared path
7 - Ardmore Street cycle facilities
8 - Ballantyne Road shared path
9 - Beacon Point Road shared path

CY5 Stage 2

10 - Brownston Street shared path
11 - Cardrona Valley Road shared path (stage 1)
12 - Riverbank Three Parks Link cycle facilities
13 - Riverbank Road shared path (stage 1)
14 - Wānaka Mount Aspiring Road shared path (stage 1)
15 - Riverbank Road shared path (stage 2)
16 - McDougall shared path
17 - Northlake shared path (stage 1)
18 - Orchard Road shared path
19 - Western Wānaka shared paths
20 - Aubrey / Gunn shared path

CY6 Stage 3 & 4

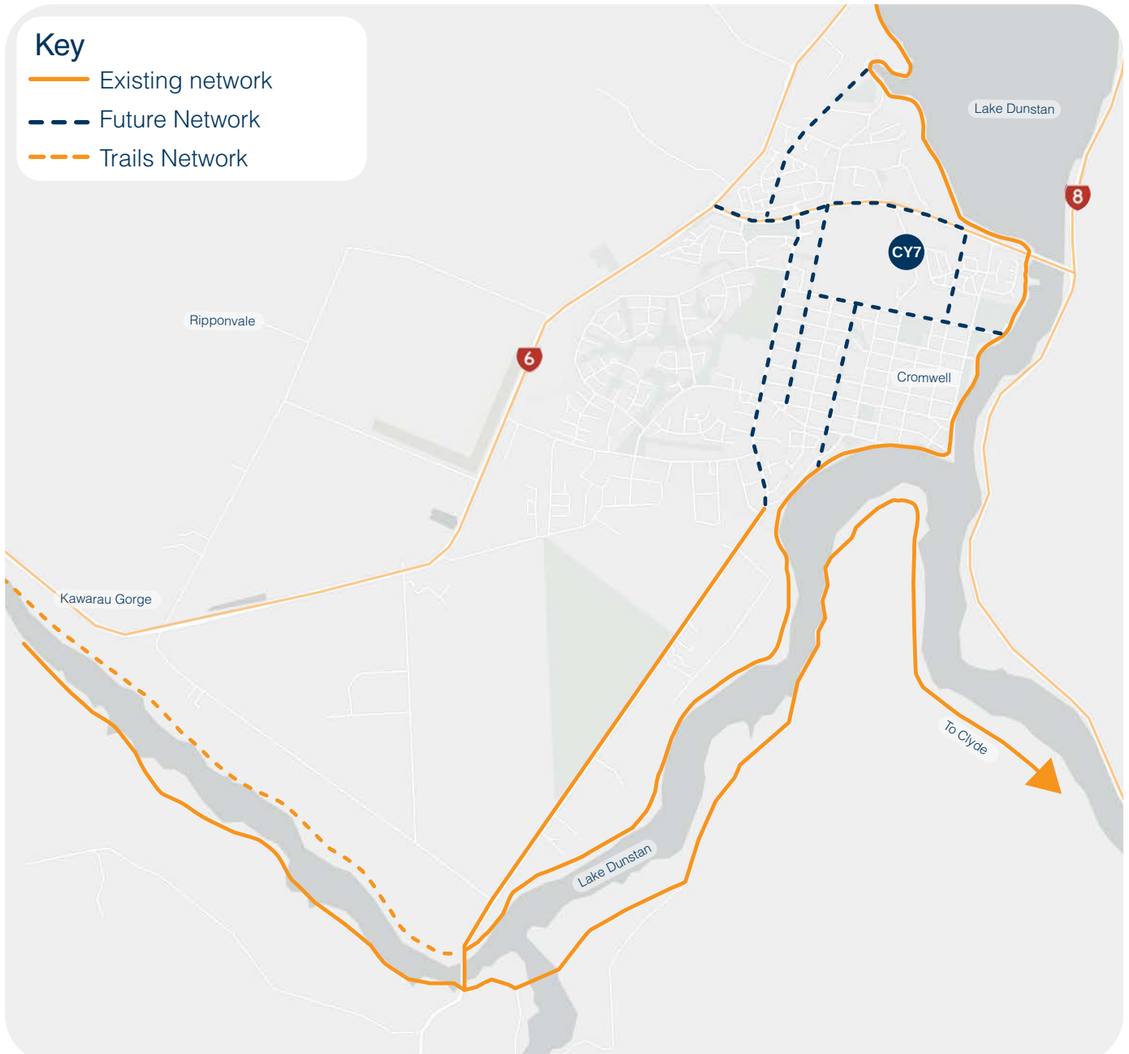
21 - SH6 (Albert Town) shared path
22 - Cardrona Valley Road shared path (stage 2)
23 - Riverbank Road shared path (stage 2)
24 - Northlake shared path (stage 2)
25 - SH6 – Luggate shared path
26 - Wānaka Mount Aspiring Road shared path (stage 2)
27 - Cardrona Valley Road shared path (stage 3)



* Individual route numbers are derived from the Wanaka Network Optimisation Single Stage Business Case

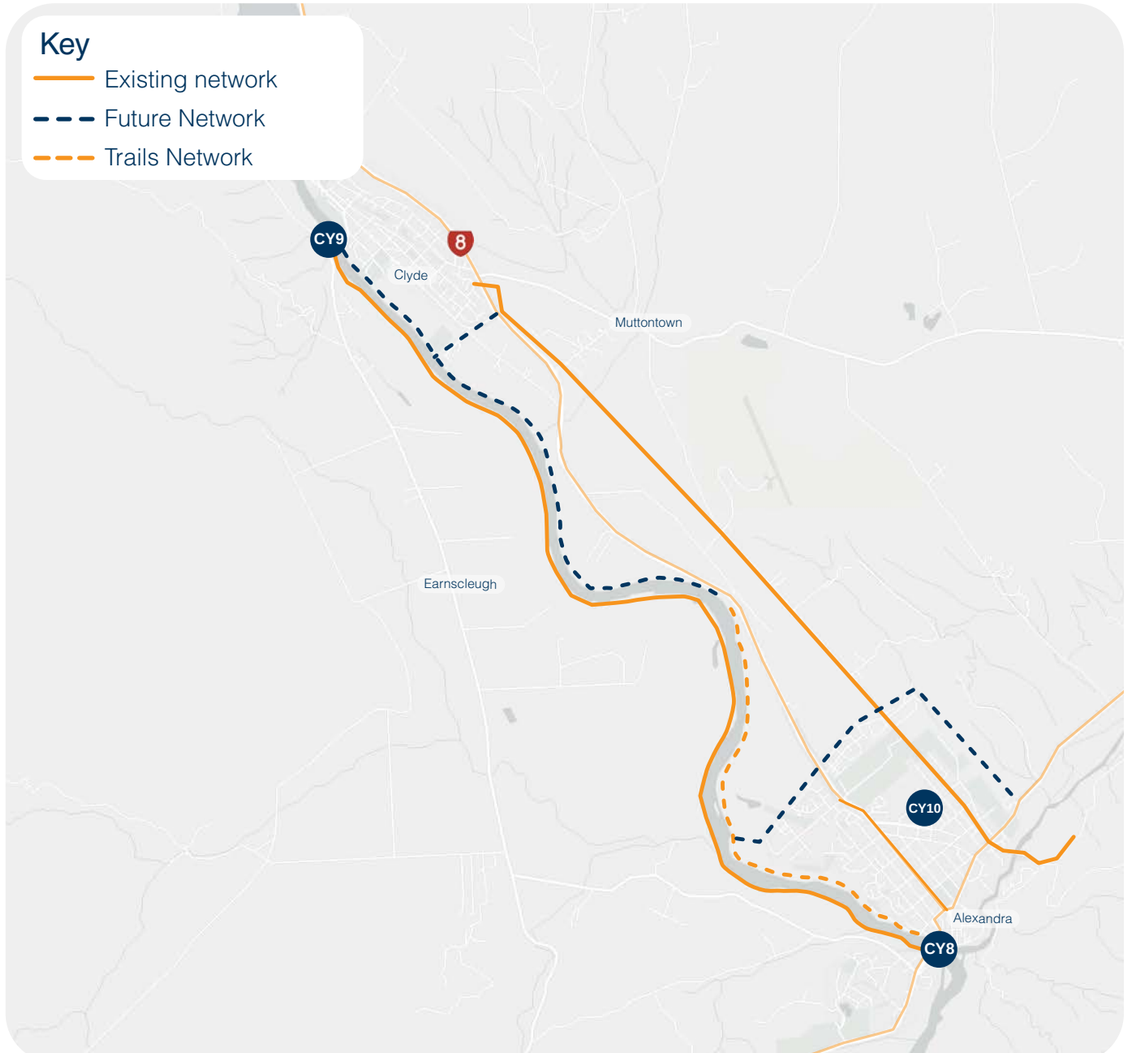
Cycling Package

Cromwell



CY7 Cromwell Township Network

Alexandra & Clyde



CY8 Alexandra Cyclist clip-on
CY9 Cycle Clyde Crossing
CY10 Alexandra Township Network (TBC)

Improve - Making necessary vehicle travel more efficient

Network Optimisation and Safety Improvements

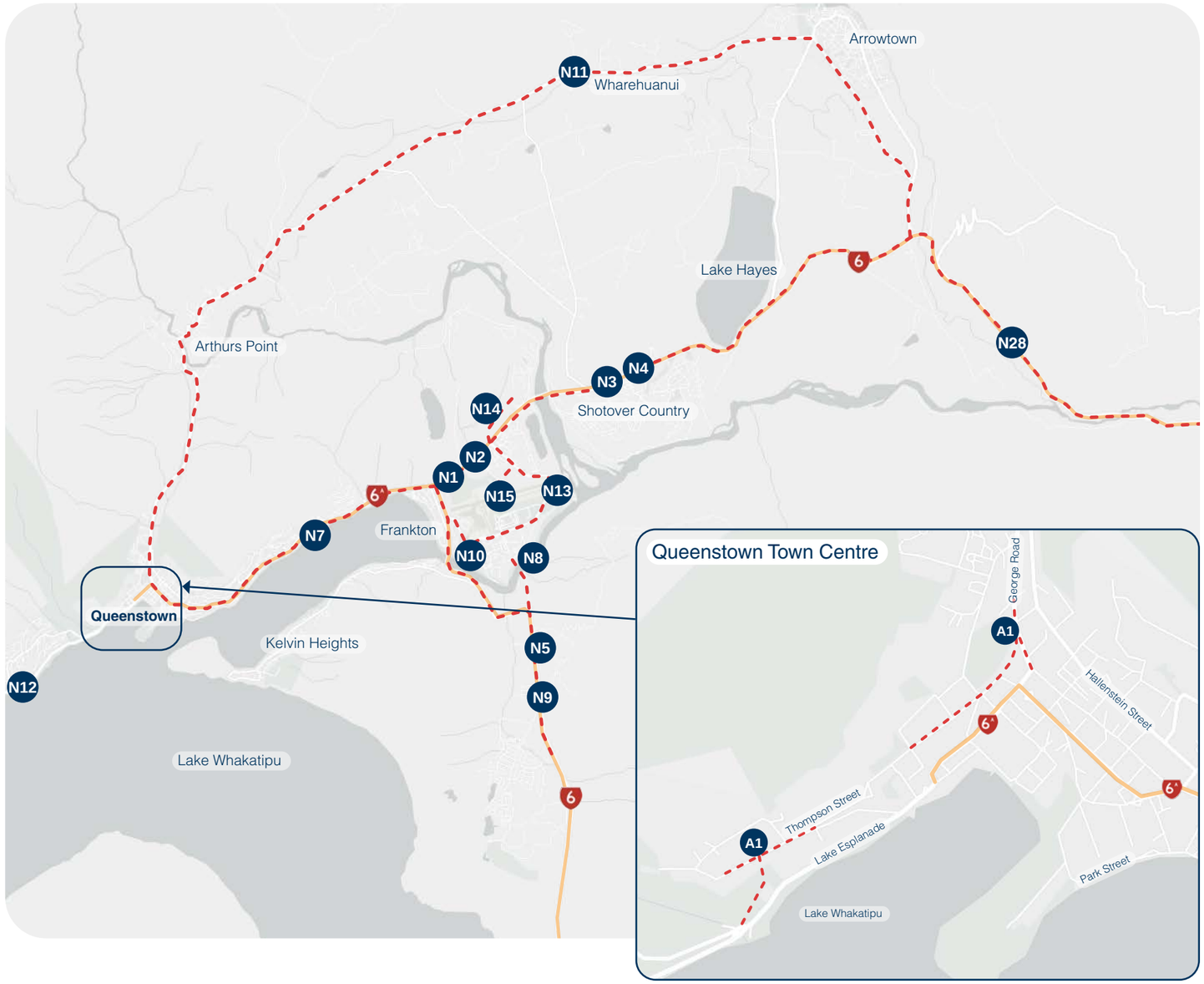
Network and safety improvement projects focus on enhancing the efficiency, reliability and safety of the transport network through targeted intersection upgrades, corridor improvements, and measures that improve public transport priority.

Whakatipu Basin

- A1 Town centre arterial (Stage 2&3)
- N1 Frankton Flats bus priority and active mode upgrades
- N2 Frankton Flats intersection and capacity upgrades
- N3 Ladies Mile intersection upgrades
- N4 Ladies Mile bus priority and active mode upgrades
- N5 Southern Corridor intersection upgrades & bus priority
- N7 SH6A intersection upgrades (inc. bus priority)
- N8 New Kawarau River crossing (location TBC)
- N9 Southern Corridor capacity upgrades
- N10 Humphrey Street extension
- N11 Malaghans / Gorge Rd corridor upgrade
- N12 Sunshine Bay intersection upgrade
- N13 Lucas Place / Hawthorne Drive capacity upgrade*
- N14 Quail Rise to Hawthorne Rd link
- N15 Road 10
- N28 Regional Deal: RONs consideration: Cromwell to Ladies Mile

Network Wide Improvements

- T1 Time of use charging
- T3 Parking management
- N16 Optimisation of signalised intersections
- N17 Public EV charging network rollout



* Response to impacts from new Kawarau Falls Bridge (N8)

Improve - Making necessary vehicle travel more efficient

Network Optimisation and Safety Improvements

Cromwell

- N27 Cromwell corridor intersection upgrades
- N28 Regional Deal: RONs consideration: Cromwell to Ladies Mile



Improve - Making necessary vehicle travel more efficient

Network Optimisation and Safety Improvements

Upper Clutha

N18 SH84 - Brownston Corridor
- Anderson-SH84 Capacity Upgrades
- Brownston-McDougall Safety and Capacity Upgrades
- SH84 Hedditch/Ballantyne Capacity Upgrades
- Brownston-Helwick Safety and Capacity Upgrades
- Brownston-Dungarvon Safety and Capacity Upgrades
- Anderson Road-Link Way Improvements
- Ardmore-Brownston SH84 Capacity Upgrades

N19 Three Parks Access
- Ballantyne-Avalon Station Drive Intersection Upgrade
- Ballantyne-Golf Course Capacity and Safety Upgrades
- Avalon Station Drive Extension
- Golf Course – Three Parks Link
- Ballantyne – Sir Tim Wallis capacity upgrades.
- Avalon Station Drive to Gordon Road Link
- Riverbank Road-Three Parks intersection improvements
- Riverbank Road-Three Parks Link (North)
- Ballantyne Road-Three Parks Link (South)
- McDougall-Cardona Valley Road Upgrade.
- Riverbank Road-Three Parks Link (South)
- Avalon Station Drive – Gordon Road Link intersection improvements

N20 SH6 Clutha River (Albert Town) Bridge upgrade

N21 SH6 - Aubrey Road Safety Upgrade

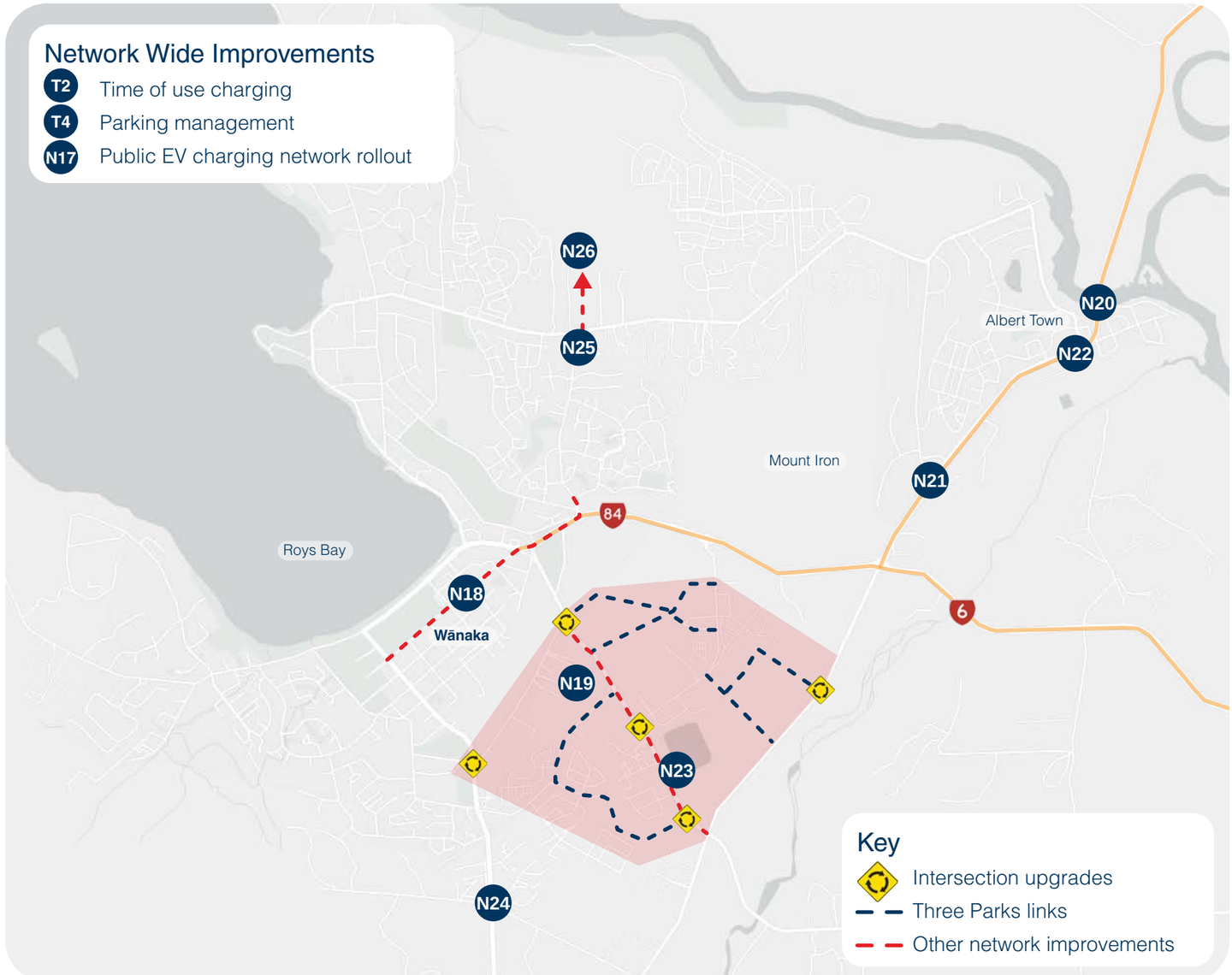
N22 SH6 - Alison & Kingston Intersection Improvements

N23 Ballantyne Road upgrade

N24 Cardrona Valley Road/Orchard Road safety improvements

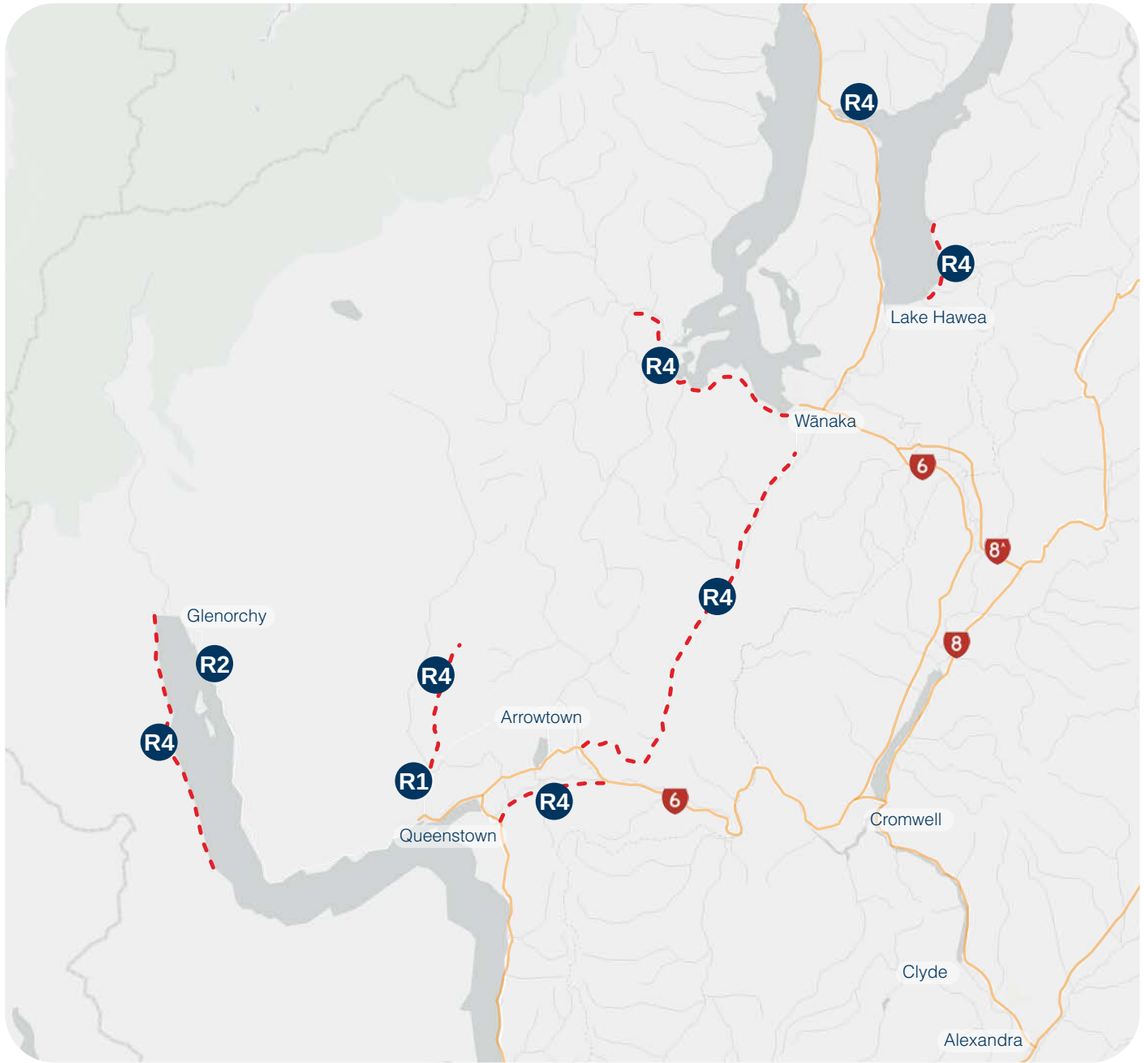
N25 Aubrey Road / Anderson Road capacity improvements

N26 Northlake-Anderson Link



Improve - Making necessary vehicle travel more efficient

Resilience - QLDC



R1 Arthurs Point Bridge (Edith Cavell Bridge Replacement)

R2 Shepherds Hutt Creek Improvements

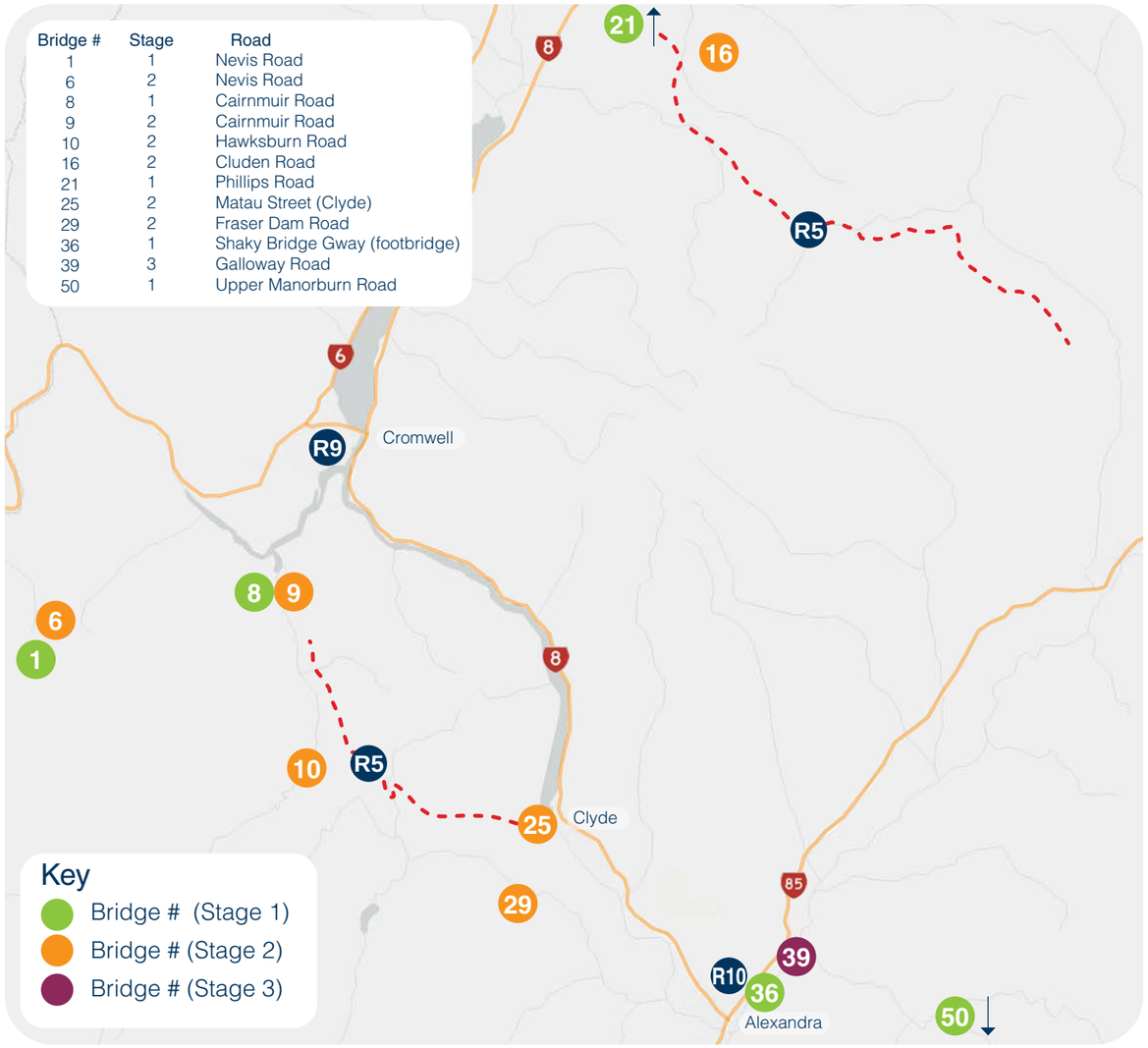
R4 Vulnerable Routes

- Crown Range
- Kinloch Road
- Skippers Road
- Chard Farm Road
- Timaru Creek Road
- Meads Road
- Mt Aspiring Road

Resilience projects focus on targeted improvements to vulnerable corridors, bridge upgrades and asset renewals to improve network reliability and reduce the impacts of natural hazards and disruptions.

Resilience - CODC

Bridge #	Stage	Road
1	1	Nevis Road
6	2	Nevis Road
8	1	Cairnmuir Road
9	2	Cairnmuir Road
10	2	Hawksburn Road
16	2	Cluden Road
21	1	Phillips Road
25	2	Matau Street (Clyde)
29	2	Fraser Dam Road
36	1	Shaky Bridge Gway (footbridge)
39	3	Galloway Road
50	1	Upper Manorburn Road



R5 Resilience Upgrades (lifeline routes)
- Hawksburn Road
- Thomson Gorge Road

R9 Cromwell seal extensions

R10 Alexandra seal extensions

R6 Bridge Upgrades (Stage 1)

R7 Bridge Upgrades (Stage 2)

R8 Bridge Upgrades (Stage 3)

Implementation Plan

Projects were assessed and ranked…
Our implementation plan brings together the transport projects and activities identified through various business cases, strategies and plans. Each project has been assessed and prioritised based on the following criteria:

- Impact reflects the extent to which a project contributes our core transport objectives - access, resilience, safety and amenity.
- Deliverability considers affordability, as well as the level of effort, complexity and implementation risk
- Urgency reflects how soon a project is needed to address our key transport challenges.

…and then packaged for delivery
Many projects are highly interdependent and will only deliver their intended benefits when implemented as an integrated programme. For example, increasing public transport use requires more frequent and reliable services, network prioritisation, travel demand management initiatives, and measures such as time-of-use charging and parking management to support mode shift.

As a result, projects have been packaged as follows:

- High priority projects – projects that provide a critical/significant contribution to transport objectives and are urgently required (within 0-3 years)
- Medium priority projects - projects that provide a significant/moderate contribution to transport objectives and are required within 0-6 years.
- Ongoing activities and future projects – the remaining projects and activities which may be delivered in the short, medium, or longer term. While they have a lower strategic impact and/or less urgency than High and Medium Priority Projects, they remain important for maintaining, improving and supporting our broader outcomes and aspirations.

The implementation plan includes indicative delivery costs, project/activity origin, alignment with the transport objectives and delivery responsibility. Separate implementation plans for each transport partner are included in Appendix A.

Planning for tomorrow, today

While addressing our region's transport infrastructure deficit remains an immediate priority, we must also plan for future growth. Many projects within this Plan are needed now, while others are required to support tomorrow's communities. While a substantial pipeline of projects has been identified, the scale of investment required exceeds currently available funding. Securing additional funding sources, new revenue streams, and leveraging developer contributions will be critical to accelerating delivery and ensuring transport infrastructure keeps pace with growth.



Image source: QLDC, Active Travel boost for Arthurs Point, August 2023

Case Study: Unlocking Investment through Shovel-Ready Projects

When the Government introduced the Transport Choices programme in 2022, QLDC was well positioned to respond, securing $10.3 million to progress delivery of the Arthurs Point to Queenstown shared path. Council had identified the route through the Whakatipu Active Travel Network business case andhad already invested in planning, community engagement and detailed design. With the project substantially developed, Council was able to rapidly progress procurement and award construction contracts with the funding.

The value of this readiness became evident when national transport funding priorities changed and the programme was discontinued. Councils with uncontracted projects lost their implementation funding, resulting in many projects being cancelled or deferred indefinitely. As QLDC had already awarded construction contracts, they were able to proceed with delivery.

This experience highlights the importance of having a pipeline of well-developed projects to rapidly respond to funding opportunities as they arise.

Implementation Plan

High Priority Projects

These high-priority projects are expected to deliver the biggest transport benefits and tackle the most important transport challenges facing our sub-region. These projects were considered to be the highest priority in terms of impact and urgency.

Key

Project / Activity Cost Guide

$	$0-5M	$$$$	$50-100M
$$	$5-20M	$$$$$	$100-250M
$$$	$20-50M	$$$$$$	$250M+

Project Objectives

- Access
- Resilience
- Safety
- Amenity

#	Project / Activity	Estimated Cost	Source	Project Owner	Key Project Objectives
N1	Frankton Flats Bus Priority and Active Mode Upgrades	$$$$	Queenstown Strategic Network Plan (NZTA)	NZTA	Access, Resilience, Safety, Amenity
N2	Frankton Flats Intersection and Capacity Upgrades	$$$$	Queenstown Strategic Network Plan (NZTA)	NZTA	Access, Resilience, Safety
R5	CODC Resilience Upgrades - Hawksburn & Thompsons Roads	$$	CODC Resilience and Response Plans	CODC	Resilience, Safety
P13	Whakatipu Basin PT Upgrades (Stage 2)	$$ p.a.	Queenstown Public Transport Business Case	ORC	Access, Resilience, Safety, Amenity
R1	Arthurs Point Bridge (Edith Cavell Bridge Replacement)	$$$$	Arthurs Point Single Stage Business Case	QLDC	Access, Resilience, Safety, Amenity
T1	Time of use charging - Whakatipu Basin	$$$$	Travel Demand Management Single Stage Business Case	QLDC	Access, Safety, Amenity
N7	State Highway 6A Intersection Upgrades (including bus priority)	$$$$	Queenstown Strategic Network Plan (NZTA)	NZTA	Access, Resilience, Safety, Amenity
T3	Parking Management - Whakatipu Basin	$	QLDC Travel Demand Management Single Stage Business Case, QLDC Parking Strategy	QLDC	Access, Safety, Amenity
T4	Parking Management - Upper Clutha	$	QLDC Travel Demand Management Single Stage Business Case, QLDC Parking Strategy	QLDC	Access, Safety, Amenity
P6	Investigate future park and ride	$	Queenstown Public Transport Business Case, Queenstown Strategic Network Plan (NZTA)	QLDC	Access, Safety, Amenity
P14	Whakatipu Basin PT Upgrades (Stage 3)	$$ p.a.	Queenstown Public Transport Business Case	ORC	Access, Resilience, Safety, Amenity
N4	Ladies Mile Bus Priority and Active Mode Upgrades	Developer Funded	Queenstown Strategic Network Plan (NZTA)	NZTA	Access, Resilience, Safety, Amenity
N5	Southern Corridor Intersection Upgrades and Bus Priority	$$$$	Queenstown Strategic Network Plan (NZTA)	NZTA	Access, Resilience, Safety, Amenity
A1	Queenstown Town Centre Arterial (Stage 2&3)	$$$$$	Queenstown Business Case, QLDC Long Term Plan	QLDC	Access, Resilience, Safety, Amenity
A3	Stanley & Shotover Street Improvements (inc. Bus Hub)	$$$$	Queenstown Business Case	NZTA	Access, Safety, Amenity
N3	Ladies Mile Intersection Upgrades	Developer Funded	Queenstown Strategic Network Plan (NZTA)	NZTA	Access, Resilience, Safety
R2	Shepherds Hut Creek Improvements	$	QLDC Long Term Plan	QLDC	Resilience, Safety
A2	Queenstown public transport interchange	$$$$	Queenstown Business Case	QLDC	Access
P7	Offline Public Transport Network (Queenstown, Souther and Eastern Corridor)	$$$$$$	Queenstown Business Case, Queenstown Strategic Network Plan (NZTA)	NZTA, ORC & QLDC	Access, Resilience, Safety, Amenity
R6	CODC Bridge Strategy (Stage 1)	$	CODC Asset Management Plan	CODC	Resilience, Safety
T2	Time of use charging - Upper Clutha	$$	New	QLDC	Access, Safety, Amenity
T7	ITS Strategy and Implementation	$	Travel Demand Management Single Case Business Case	QLDC	Access, Resilience, Safety
A6	Parking buildings study	$$$ (market led)	Queenstown Business Case	QLDC	Safety, Amenity
N20	SH6 Albert Town Bridge Upgrade	$$$	National Land Transport Plan	NZTA	Access, Resilience, Safety
N28	Regional Deal: RONs consideration: Cromwell to Ladies Mile	TBC	New	QLDC, CODC	Access, Resilience, Safety, Amenity

High Priority Projects

- **N1** Frankton Flats bus priority and active mode upgrades
- **N2** Frankton Flats intersection and capacity upgrades
- **R5** CODC resilience upgrades – Hawksburn & Thompsons Roads
- **R1** Arthurs Point Bridge (Edith Cavell Bridge replacement)
- **T1** Time of use charging - Whakatipu Basin
- **N7** SH6A intersection upgrades (inc. bus priority)
- **T3** Parking management - Whakatipu Basin
- **N4** Ladies Mile bus priority and active mode upgrades
- **N5** Southern Corridor intersection upgrades & bus priority
- **A1** Queenstown town centre arterial (Stage 2&3)
- **A3** Stanley & Shotover Street Improvements (inc. Bus Hub)
- **N3** Ladies Mile intersection upgrades
- **R2** Shepherds Hut Creek improvements
- **A2** Queenstown public transport interchange
- **P7** Offline Public Transport network (Queenstown, Southern and Eastern Corridor)
- **R6** CODC Bridge strategy (Stage 1)
- **A6** Parking buildings study
- **N20** SH6 Albert Town bridge upgrade
- **N28** Regional Deal: RONs consideration: Cromwell to Ladies Mile

Network wide improvements

- **P6** Investigate park and ride requirements
- **P13** Whakatipu Basin Public Transport upgrades (Stage 2)
- **P14** Whakatipu Basin Public Transport upgrades (Stage 3)
- **T11** ITS Strategy and implementation

Upper Clutha projects

- **T4** Parking management - Upper Clutha
- **T2** Time of use charging - Upper Clutha



Implementation Plan

Medium Priority Projects

These projects and activities are also expected to address some of our important transport challenges. They were identified as medium priorities to reflect a lower level of urgency than the high-priority programme.

Key

Project / Activity Cost Guide

$	$0-5M	$$$$	$50-100M
$$	$5-20M	$$$$$	$100-250M
$$$	$20-50M	$$$$$$	$250M+

Project Objectives

- Access
- Resilience
- Safety
- Amenity

#	Project / Activity	Estimated Cost	Source	Project Owner	Key Project Objectives
A5	Queenstown Town Centre Public Realm upgrades (Stage 2)	$$$	Queenstown Business Case	QLDC	Access, Safety, Amenity
A9	Wānaka CBD connectivity upgrades	$	Wānaka Network Optimisation Single Stage Business Case, QLDC Minor Improvements Programme	QLDC	Access, Safety, Amenity
A10	Wānaka Town Centre - Public Realm upgrades (TBC)	TBC	TBC	QLDC	Access, Safety, Amenity
R7	CODC Bridge Strategy (Stage 2)	$	CODC Asset Management Plan	CODC	Resilience, Safety
N8	New Kawarua River crossing	$$$$$$	Queenstown Strategic Network Plan (NZTA)	NZTA	Access, Resilience
N11	Malaghans Road / Gorge Road corridor upgrades	$$$	New	QLDC	Access, Resilience, Safety
P15	Upper Clutha public transport trial	$ p.a.	ORC Regional Public Transport Plan	ORC	Access, Resilience, Safety, Amenity
P17	Sub-regional public transport trial	$ p.a.	Queenstown Public Transport Business Case, ORC Regional Public Transport Plan	ORC	Access, Resilience, Safety, Amenity
A11	Cromwell Town Centre upgrades (inc. bus hub)	$	CODC Asset Management Plan	CODC	Access, Safety, Amenity
A13	Cromwell intersection upgrades	$$	CODC Asset Management Plan	CODC	Access, Safety, Amenity
A12	Pisa Moorings footpaths	$	CODC Asset Management Plan	CODC	Access, Safety, Amenity
P4	Real-time information systems	$	ORC Regional Public Transport Plan	ORC	Access, Amenity
CY1	Whakatipu Basin cycle network (Stage 1)	$$	Whakatipu Active Travel Network Business case	QLDC	Access, Resilience, Safety, Amenity
CY4	Upper Clutha cycle network (Stage 1)	$$	Wānaka Network Optimisation Single Stage Business Case	QLDC	Access, Resilience, Safety, Amenity
N18	SH84 - Brownston Street corridor improvements	$$$	Wānaka Network Optimisation Single Stage Business Case	QLDC	Access, Safety, Amenity
P18	Wānaka bus hub	$	QLDC Travel Demand Management Single Stage Business Case	QLDC	Access, Amenity
N27	Cromwell Corridor intersection upgrades	Developer funded	New	NTZA	Access, Resilience, Safety, Amenity

Implementation Plan

Medium Priority Projects Continued

Key

Project / Activity Cost Guide

$	$0-5M	$$$$	$50-100M
$$	$5-20M	$$$$$	$100-250M
$$$	$20-50M	$$$$$$	$250M+

Project Objectives

- Access
- Resilience
- Safety
- Amenity

#	Project / Activity	Estimated Cost	Source	Project Owner	Key Project Objectives
CY2	Whakatipu Basin cycle network (Stage 2)	$$$	Whakatipu Active Travel Network Business Case	QLDC	
CY5	Upper Clutha cycle network (Stage 2)	$$	Wānaka Network Optimisation Single Stage Business Case	QLDC	
CY7	Cromwell Township cycle network	$	Cromwell Spatial Plan	CODC	
N9	Southern Corridor capacity upgrades	$$$$	Queenstown Strategic Network Plan (NZTA)	NZTA	
N12	Sunshine Bay intersection upgrade	$	QLDC Minor Improvements Programme	QLDC	
T8	Land use planning (District Plan / COP changes)	n/a	QLDC Travel Demand Management Single Stage Business Case	QLDC / CODC	
P12	Park & Ride facilities - Whakatipu Basin (locations TBC)	$$$ (market led)	Queenstown Public Transport Business Case, Queenstown Strategic Network Plan (NZTA)	QLDC	
T6	Parking levies	$	New	QLDC	
CY3	Whakatipu Basin cycle network (Stage 3)	$$$$	Whakatipua Active Travel Network Business Case	QLDC	

Ongoing activities and future projects

These ongoing activities and future projects contribute to maintaining, improving and preparing the transport network for future needs, alongside the High and Medium Priority projects identified in this Plan.

Key

Project / Activity Cost Guide

$	$0-5M	$$$$	$50-100M
$$	$5-20M	$$$$$	$100-250M
$$$	$20-50M	$$$$$$	$250M+

Project Objectives

- Access
- Resilience
- Safety
- Amenity

#	Project / Activity	Estimated Cost	Source	Project Owner	Key Project Objectives
R8	CODC Bridge Strategy (Stage 3)	$	CODC Asset Management Plan	CODC	Resilience, Safety
P2	Transition to 100% electric bus fleets	$$	ORC Regional Public Transport Plan	ORC	Amenity
CY6	Upper Clutha cycle network (Stage 3)	$$$	Wānaka Network Optimisation Single Stage Business Case	QLDC	Access, Resilience, Safety, Amenity
CY8	Alexandra (SH8) clip-on cycle bridge	$	CODC Asset Management Plan	CODC	Access, Resilience, Safety, Amenity
T11	Education and travel behaviour change initiatives	$	QLDC Travel Demand Management Single Stage Business Case	QLDC	Access, Resilience, Safety, Amenity
T12	Improved travel options (carpooling, car sharing)	$	QLDC Travel Demand Management Single Stage Business Case	QLDC	Access, Resilience, Safety, Amenity
T8	QLDC Wayfinding (TDM Tranche 2)	$	QLDC Travel Demand Management Single Stage Business Case	QLDC	Access, Safety, Amenity
T9	QLDC Travel Plans (TDM Tranche 3)	$	QLDC Travel Demand Management Single Stage Business Case	QLDC	Access, Resilience, Safety, Amenity
P3	Bus stop improvements (general)	$	ORC Regional Public Transport Plan, Queenstown Public Transport Business Case	QLDC	Access, Amenity
CY9	Clyde cycle crossing	$	CODC Asset Management Plan	CODC	Access, Resilience, Safety, Amenity
CY10	Alexandra township cycle network	$	New	CODC	Access, Resilience, Safety, Amenity
N23	Ballantyne Road upgrade	$	QLDC Minor Improvements Programme	QLDC	Access, Safety, Amenity
R9	Cromwell seal extensions	$$	CODC Asset Management Plan	CODC	Resilience, Safety, Amenity
T10	Transport Management Associations	$	QLDC Travel Demand Management Single Stage Business Case	QLDC	Access, Safety, Amenity
N21	SH6 - Aubrey Road safety upgrade	$	Wānaka Network Optimisation Single Stage Business Case	QLDC	Safety
N22	SH6 - Alison & Kingston intersection improvements	$$	Wānaka Network Optimisation Single Stage Business Case	QLDC	Safety
N24	Cadrona Valley Road / Orchard Road safety improvements	$	Wānaka Network Optimisation Single Stage Business Case	QLDC	Safety
N25	Aubrey Road / Anderson Road capacity improvements	$	Wānaka Network Optimisation Single Stage Business Case	QLDC	Safety
N26	Northlake-Anderson Link	$$	Wānaka Network Optimisation Single Stage Business Case	QLDC	Access, Resilience
R10	Alexandra seal extensions	$$	CODC Asset Management Plan	CODC	Resilience, Safety, Amenity
T5	Parking management - other town centres	$	QLDC Parking Strategy	QLDC / ORC	Access, Safety, Amenity
P10	New ferry connections	Market led	ORC Regional Public Transport Plan, Frankton Town Centre Master Plan/ PBC Developer-led	ORC	Access, Resilience, Safety, Amenity

Implementation Plan

Ongoing activities and future projects

Key

Project / Activity Cost Guide

$	$0-5M	$$$$	$50-100M
$$	$5-20M	$$$$$	$100-250M
$$$	$20-50M	$$$$$$	$250M+

Project Objectives

- Access
- Resilience
- Safety
- Amenity

#	Project / Activity	Estimated Cost	Source	Project Owner	Key Project Objectives
N10	Humphrey Street extension	$$$	Frankton Masterplan / PBC	QLDC	Resilience, Safety
N13	Lucas Place / Hawthrone Drive capacity upgrades	$$$	New	QLDC	Resilience, Safety
R4	QLDC Vulnerable Routes	$$$	New	QLDC	Resilience, Safety
N16	Optimisation of signalised intersections (SH6 / SH6A)	$	Queenstown Strategic Network Plan (NZTA)	NZTA	Access, Safety
N17	Public EV charging network rollout	Market led	QLDC Climate Action and Biodiveristy Plan	QLDC	Amenity
P16	Local bus services (Cromwell, Clyde / Alexandra)	$ p.a.	New	ORC	Access, Resilience, Safety, Amenity
N14	Quail Rise to Hawthorne Road link	$$	QLDC Long Term Plan	QLDC	Resilience, Safety
N15	Road 10 upgrade	$$	QLDC Long Term Plan	QLDC	Resilience, Safety
N19	Three Parks access improvements	Developer funded	Wānaka Network Optimisation Single Stage Business Case	QLDC	Safety
A7	Airport to Lake link (Frankton)	$$	Frankton Masterplan / PBC	QLDC	Access, Safety, Amenity
A8	Robertson Street improvements	$	Frankton Masterplan / PBC	QLDC	Access, Resilience, Safety, Amenity

What happens next?

The Otago Central Lakes Transport Network Plan sets our strategic direction for how the transport network will improve access and connectivity, enhance the resilience and liveability of the region, and support growth. The next step is to translate this direction into a detailed and coordinated programme of planning, investment and delivery.

The projects and activities identified in this Plan will inform future Long Term Plans, business cases, corridor studies and funding applications. While some projects are ready to progress, others require further investigation, route protection, planning approvals and design before they can be delivered. Some projects may not be delivered for several years, but the early planning and design work needs to begin now if we are to deliver our priority transport projects within the next decade.

This Plan highlights the critical need to address existing transport deficits while also planning for future growth. While the region already has a strong pipeline of projects, the scale of investment exceeds currently available funding. Securing additional funding sources and revenue streams, and leveraging developer contributions, where growth pays for growth will be critical to accelerating project delivery and reducing our transport infrastructure deficit. Achieving this Plan's aspirations will require a step change in investment, strong partnerships and early action to deliver our current and future transport priorities.



Image source: Adobe Stock

APPENDIX A

Project partner implementation plans

Implementation Plan

Queenstown Lakes District Council Projects

Key

Project / Activity Cost Guide

$	$0-5M	$$$$	$50-100M
$$	$5-20M	$$$$$	$100-250M
$$$	$20-50M	$$$$$$	$250M+

Planning Delivery

Package	Project / Activity	Project ID #	Estimated Cost	Planning / Delivery Timeframe			
				2027/30	2030/33	2033/36	2036+
High Priority							
Travel Demand Management	Time of Use Charging	T1, T2	$$				
	Parking Management	T3, T4	$				
	Parking buildings study	A6	$$$ (Market led?)				
	ITS Strategy and Implementation	T7	$				
Public transport asset improvements	Park and ride facilities	P6, P12	$$$ (Market led?)				
	Queenstown public transport interchange	A2	$$$$				
	Offline public transport network (Queenstown, Southern and Eastern Corridor)	P7	$$$$$$*				
Network improvements	Queenstown town centre arterial (Stage 2&3)	A1	$$$$				
	Regional Deal: RONs consideration: Cromwell to Ladies Mile	N28	TBC				
Resilience improvements	Arthurs Point Bridge (Edith Cavell Bridge replacement)	R1	$$$$				
	Shepherds Hut Creek improvements	R2	$				
Medium Priority							
Accessibility upgrades	Public realm improvements	A5, A10	$$$$	Queenstown		Wānaka	
	Wānaka connectivity and safety improvements	A9, N18	$$$				
Cycle networks	Whakatipu Basin cycle network	CY1. CY2. CY3	$$$$$				
	Upper Clutha cycle network	CY4, CY5, CY6	$$$$				
Public transport asset improvements	Wānaka bus hub	A14	$				
Network improvements	Wānaka Network Optimisation	N19, N23, N21, N22, N24, N25, N26	$$$$				
	Malaghans / Gorge Road corridor upgrade	N11	$$$				
	Sunshine Bay intersection upgrade	N12	$				
Ongoing Activities and Future Projects							
Travel Demand Management	Other TDM activities	T5, T6, T8, T9, T10, T11, T12, T13	$				
Accessibility upgrades	Frankton connectivity and safety improvements	A7, A8	$$				
Public transport asset improvements	Bus stop improvements (general)	P3	$				
Network improvements	Frankton Network Optimisation	N10, N13, N14, N15	$$$$				
	Public EV charging network rollout	N17	Market led				
Resilience improvements	Vulnerable routes	R4	$$$				

*Delivered in partnership by QLDC, ORC and NZTA, with potential support from private investment

Implementation Plan

Central Otago Council Projects

Key

Project / Activity Cost Guide

$	$0-5M	$$$$	$50-100M
$$	$5-20M	$$$$$	$100-250M
$$$	$20-50M	$$$$$$	$250M+

Planning Delivery

Package	Project / Activity	Project ID #	Estimated Cost	Planning / Delivery Timeframe			
				2027/30	2030/33	2033/36	2036+
High Priority							
Resilience improvements	Hawksburn and Thompson Gorge Road upgrades	R5	$$				
	Bridge Strategy (Stage 1)	R6	$				
Network improvements	Regional Deal: RONs consideration: Cromwell to Ladies Mile	N28	TBC				
Medium Priority							
Travel Demand Management	Land use planning (District Plan / Code of Practice changes)	T13	N/A				
Resilience improvements	CODC Bridge Strategy (Stage 2)	R7	$				
Accessibility upgrades	Cromwell town centre upgrades (inc. bus hub)	A11	$				
	Cromwell intersection upgrades	A13	$$				
	Pisa Moorings footpaths	A12	$				
Ongoing Activities and Future Projects							
Travel Demand management	Parking management	T5	$				
	Park and ride facilities	P6	$				
Cycle networks	Alexandra township cycle network	CY10	$				
	Alexandra (SH8) clip-on cycle bridge	CY8	$				
	Clyde cycle crossing	CY9	$				
Resilience improvements	CODC Bridge Strategy (Stage 3)	R8	$				
	Seal extensions (Cromwell)	R9	$$				
	Seal extensions (Alexandra)	R10	$$				

Implementation Plan

Otago Regional Council Projects

Key

Project / Activity Cost Guide

$	$0-5M	$$$$	$50-100M
$$	$5-20M	$$$$$	$100-250M
$$$	$20-50M	$$$$$$	$250M+

Planning Delivery

Package	Project / Activity	Project ID #	Estimated Cost	Planning / Delivery Timeframe			
				2027/30	2030/33	2033/36	2036+
High Priority							
Public transport improvements	Whakatipu Basin service improvements (Stage 2)	P13	$$ p.a.	Planning	Delivery		
	Whakatipu Basin service improvements (Stage 3)	P14	$$ p.a.	Planning	Planning	Delivery	
	Offline public transport network (Queenstown, Southern and Eastern Corridor)	P7	$$$$$$*	Planning	Delivery	Delivery	
Network improvements	Regional Deal: RONs consideration: Cromwell to Ladies Mile	N28	TBC	Planning	Planning	Delivery	Delivery
Medium Priority							
Public transport improvements	Upper Clutha public transport trial	P15	$ p.a.	Planning	Delivery		
	Sub-regional public transport trial	P17	$ p.a.	Planning	Delivery	Delivery	
	Real-time information systems	P4	$	Delivery	Delivery		
Ongoing Activities and Future Projects							
Public transport improvements	Local bus services (Cromwell, Clyde / Alexandra)	P16	$ p.a.			Planning	Delivery
	Bus stop improvements (general)	P3	$	Delivery	Delivery	Delivery	Delivery
	Transition to 100% electric bus fleets	P2	$$	Delivery	Delivery	Delivery	Delivery
	New ferry connections	P10	Market led	Planning	Planning	Delivery	

*Delivered in partnership by QLDC, ORC and NZTA, with potential support from private investment

Implementation Plan

NZ Transport Agency Projects

Key

Project / Activity Cost Guide

$	$0-5M	$$$$	$50-100M
$$	$5-20M	$$$$$	$100-250M
$$$	$20-50M	$$$$$$	$250M+

Planning Delivery

Package	Project / Activity	Project ID #	Estimated Cost	Planning / Delivery Timeframe			
				2027/30	2030/33	2033/36	2036+
High Priority							
Queenstown Strategic Network Plan	Frankton Flats bus priority and active mode upgrades	N1	$$$$				
	Frankton Flats intersection and capacity upgrades	N2	$$$$				
	SH6A intersection upgrades (inc. bus priority)	N7	$$$$				
	Ladies Mile bus priority and active mode upgrades	N4	Developer funded				
	Southern Corridor intersection upgrades and bus priority	N5	$$$$				
	Ladies Mile intersection upgrades	N3	Developer funded				
	Offline public transport network (Queenstown, Southern and Eastern Corridor)	P7	$$$$$$*				
State Highway investment proposal	Stanley and Shotover Street improvements (inc. bus hub)	A3	$$$$				
National Land Transport Programme	SH6 Albert Town Bridge upgrade	N20	$$$				
Medium Priority							
Queenstown Strategic Network Plan	New Kawarau River crossing	N8	$$$				
Cromwell SH6 Corridor	Cromwell Corridor intersection upgrades**	N27	Developer funded				
Ongoing Activities and Future Projects							
Queenstown Strategic Network Plan	Optimisation of signalised intersections (SH6 / SH6A)	N16	$				

*Delivered in partnership by QLDC, ORC and NZTA, with potential support from private investment
** Subject to approval