

Frankton to Queenstown and Queenstown Town Centre

Options for how we'll travel
around Wakatipu in the future.

Go to letstalk.qldc.govt.nz to have
your say by 31 August 2020



We're planning for the future

Travelling around Wakatipu by car can be a challenge, especially at peak times when we see congestion and increased travel times.

While it does seem pretty quiet at the moment as the district grapples with the effects of the ongoing COVID-19 global pandemic, the longer term prospects for the area are strong.

This is our ideal opportunity to get ahead of the game and make sure our transport system can cope with high numbers of people travelling, particularly at peak times well into the future. We are nearing the end of a strategic transport planning process, resulting in a number of recommended options to improve our journeys from Queenstown Airport and Frankton (including the Ladies Mile corridor) via State Highway 6A into and around Queenstown Town Centre.

The options we're sharing with you here are designed around creating a better balance. The goal is to give people more choices for the way they travel, making things like walking and cycling or taking the bus a genuine alternative to the private car.

A vital part of our plan is to transform the Queenstown town centre into an area our residents and visitors are proud to visit. To achieve this a new transport hub at Stanley Street will act as the principal gateway into the town centre.

This hub will be supported by an alternative route (arterials stage 1) to remove general traffic from Stanley Street (between Shotover Street and Ballarat Street). This will vastly improve pedestrian experience and safety and provide better connections between Project Manawa, the historic core of the town centre and the lake.

Further town centre upgrades will improve pedestrian and cyclist facilities and encourage a slower street environment creating a calmer and more enjoyable experience for everyone.

Proposed further stages of an alternative route (arterials stages 2 and 3) will further reduce traffic from the town centre and improve access to new

development at Lakeview and Man and Brecon Streets.

Other supporting measures include bus priority to improve travel times to the transport hub and better connections and facilities to encourage walking and cycling.

The Government has recently announced significant investment into the Wakatipu transport network. This includes \$35m towards the Town Centre Upgrades (with a contribution of \$22m by QLDC) and \$50m for the alternative route (arterials stage 1). A further \$90m is earmarked for public transport and walking and cycling upgrades on state highway 6 and 6a through the NZ Upgrade Programme.

We invite you to read through the proposed options and share your views on our plans for a more sustainable, better connected transport network for Wakatipu.

How to take part

If you're keen to get involved in this process we encourage you to read the information we're sharing here then choose one of the options below.



Online: Go to letstalk.qldc.govt.nz and share your feedback using our interactive map.



Email: Send your comments or questions to us at letstalk@qldc.govt.nz



By phone: Call QLDC customer services on **03 441 0499** and request a call back from one of our project team.



In person: Come along to one of our pop up stalls. Check the dates and locations at letstalk.qldc.govt.nz

Get more detail at
letstalk.qldc.govt.nz



A strategic vision for the future

Queenstown has experienced sustained significant growth over many years which has resulted in the development of a draft Spatial Plan for the district.

This will set a vision for how we live, work, play and visit in the future, also considering things like community facilities, health care, education, transport links and how we'll ensure life in the

Queenstown Lakes District will remain sustainable and appealing. While COVID-19 has taken our growth story on a bit of a detour, our district is expected to continue on a

growth path. Our transport strategic planning work is feeding directly into the development of the draft Spatial Plan.

The transport planning process

Integrated transport planning involves a number of steps. The Queenstown Integrated Transport and Queenstown Town Centre Masterplan Programme Business Cases have already been completed. These have guided our current work as we progress through the strategic planning process.

We're currently developing a 'Detailed Business Case'. This includes more detailed technical investigations for each of the projects within the network, including engagement with stakeholders, property owners and the wider community.

We're now nearing the end of this Detailed Business Case process with an emerging programme of work that we think will improve journeys in and around Wakatipu.

What are we trying to achieve?

Our goal is to have a transport system that:



Encourages a shift from cars to public transport, cycling or walking



Is flexible and can change quickly



Delivers a safer environment



Balances transport and a sense of place



Helps Queenstown grow and develop



Improves the environment and reduces our carbon footprint



Now it's time for you to tell us what you think.

Developing the options

To develop the options, the project team has had to consider evidence relating to the way the entire network functions and interacts with the natural and physical environment.

Understanding the complex jigsaw that is transport in the Wakatipu Basin requires consideration of a range of things like land use patterns, traffic volumes, transport models to predict likely changes in patterns into the future. The models show that a significant change in travel behaviour is required, including a shift to greater use of alternative options to accommodate the community's future transport needs.

Over the past 18 months we've also heard lots of feedback and ideas that have helped guide our work. You can read a summary of that engagement at letstalk.qldc.govt.nz



Recommended improvements

An emerging programme has been developed covering a number of ideas that will cater for growing transport demand in the years to come. **The improvements will include elements such as:**

-  A step change in public transport
-  New walking and cycling connections
-  Measures that encourage alternative transport choices
-  Town centre street and public place improvements
-  Better road connections with safer and more efficient intersections and crossing points

The key focus is on encouraging public transport use. This will achieve the overall improvements required to get the network operating more efficiently. Across the Wakatipu Basin there will be a variety of public transport improvements to provide better connected and more convenient bus services, an increase in frequency and a range of vehicles. These will be developed overtime.

Get more detail at letstalk.qldc.govt.nz

Helping people make choices

There will be a range of other initiatives to help people move around the Wakatipu Basin (such as bike share schemes, better signage and changes to parking). These tools will help people make choices about how they travel.

Recommended improvements



-  New Roundabout at Howards Drive
-  Ladies Mile bus priority lane
-  Outbound bus priority lanes
-  Signalised roundabout at Hawthorne Drive with bus priority
-  Signalised roundabout at Grant Road with bus priority
-  Inbound bus priority lanes
-  Signalised intersection with bus priority - Hansen Road and Queenstown Events Centre
-  BP intersection – signalised with bus priority
-  Frankton Public Transport Hub
-  Potential street closures to prevent rat running
-  Signalised intersection from the Airport
-  Signalised intersection from Humphrey Street
-  New link from Humphrey Street to Lucas Place
-  Signalised intersection into Frankton Marina with bus priority
-  New intersection out of Sugar Lane with bus priority
-  On demand signalised pedestrian crossing (Battery Hill, Larch Hill Place and Morries Road/Oaks Club)
-  Signalised intersection with bus priority – Goldfield Heights, Hensman Road and Melbourne/Dublin Streets
-  Passenger Ferry on Lake Wakatipu
-  State Highway 6 and 6A

See 'How the town centre could work' map on pages 18 and 19



Frankton and Ladies Mile

The SH6 corridor through Frankton from Ladies Mile to Kawarau Falls Bridge is an important piece in the puzzle. Building on the work already completed on the Grant Road to Kawarau Falls Bridge business case, making improvements here will influence the way the wider network operates. In summary, we're proposing:



Improvements to the BP roundabout as a critical point in the network. Improvements to this intersection will help manage the flow of traffic into and out of Queenstown.



Other intersection improvements would occur on SH6 at Humphrey Street, the Airport (Lucas Place), Joe O'Connell Drive and Grant Road.



A new Frankton bus hub will be located near the golf course. This will provide a key interchange facility between local bus services, and also for long distance and tourist coach services.



Bus lanes on SH6 from the BP roundabout to Shotover Bridge (for the eastern leg) and to Kawarau Falls Bridge (for the southern leg). In the future, there could be connections to potential park and ride sites or mobility hubs. Bus stops will be designed to link into local walking and cycling connections to both residential and commercial areas.

HOW THESE CHANGES HELP:

- > BP roundabout will act as a control to regulate the amount of traffic travelling towards the Town Centre and through Frankton.
- > Changes to intersections will make them safer for pedestrians and cyclists, and people using side roads and help control the traffic levels on SH6.
- > Frankton hub will better connect passengers to services.
- > Bus priority lanes on SH6 and Frankton will protect bus travel times from delay due to congestion.

Funding will come through the Government's NZ Upgrade Programme, announced in January 2020. Construction is planned to start in 2021/2022.

Do you like the idea of introducing signalised intersections and bus priority lanes around Frankton to improve traffic flow? Let us know this and more at letstalk.qldc.govt.nz



Frankton to Queenstown

More people need to be able to access Queenstown without increasing the number of cars on Frankton Road. In summary, we're proposing:



Bus priority lanes along parts of SH6A and improving key intersections along the route (Marina Drive, Goldfield Heights, Hensman Road and Dublin Street). These intersections will all be optimised and will include signalised pedestrian crossing points and turn lanes as well as the bus priority lanes.



A more frequent public transport service well into the future, including in the longer-term high capacity options.



Improved facilities and links to encourage walking and cycling along SH6A.



Enhanced ferry service.

HOW THESE CHANGES HELP:

- > Changes to intersections will make them safer for pedestrians, cyclists and people using side roads, and helps control the traffic levels on SH6A.
- > Bus priority lanes on SH6A will protect bus travel times from delay due to congestion.
- > Improvements from Queenstown Hill (including pedestrian crossings adjacent to key intersections and bus stops) to public transport and the Frankton Track will provide safer connections.

Would better connected and more convenient bus services encourage you to use/use more public transport? Let us know this and more at letstalk.qldc.govt.nz

Funding will come through the Government's NZ Upgrade Programme, announced in January 2020. Construction is planned to start in 2021/2022.

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Signalised intersection with bus priority at Goldfield Heights.

Signalised intersection with bus priority at Goldfield Heights. This angle shows the widened footpaths along Frankton Road.



Improved bus facilities and safer, more enjoyable opportunities for walking and cycling. High Capacity Public Transport vehicles will be required in the future.



Queenstown Town Centre

Building on the work already done through the Queenstown Town Centre Masterplan, this package focuses on:



A new transport hub on Stanley Street, along with more bus priority to improve journey times and reliability. INDICATIVE TIMING: Short-term.



A new alternative link road (arterials) designed in a way that supports the removal of general traffic from Stanley Street/town centre as opposed to creating additional capacity for traffic. INDICATIVE TIMING: short, medium term.



Improvements to existing roads. INDICATIVE TIMING: short, medium and long term.



Changes to on-street parking would be required to allow space for improved pedestrian opportunities and prioritise service/freight vehicles and mobility parking. INDICATIVE TIMING: short, medium term.



Intersection, streetscape, walking and cycling improvements across the whole town centre. INDICATIVE TIMING: short, medium and long term.

HOW THESE CHANGES HELP:

- > Makes the town centre a more desirable place for residents and visitors.
- > Creates a hub for buses that connect the wider Wakatipu Basin creating a gateway into the town centre for residents and visitors.
- > Reduces the number of cars in the town centre, making it a calmer, safer environment for residents, shoppers, workers, and visitors.
- > Maximises the benefits of Project Manawa, a proposed community heart precinct on Stanley Street, potentially incorporating a library, Council and community facilities, performing arts centre, gallery and commercial spaces.

These changes are likely to occur incrementally, as demand increases over the next 20 years. Funding for the Town Centre Upgrades and Alternative Route (arterials stage 1) provided through Crown Infrastructure Partners 'Shovel Ready Fund', as announced in June 2020.

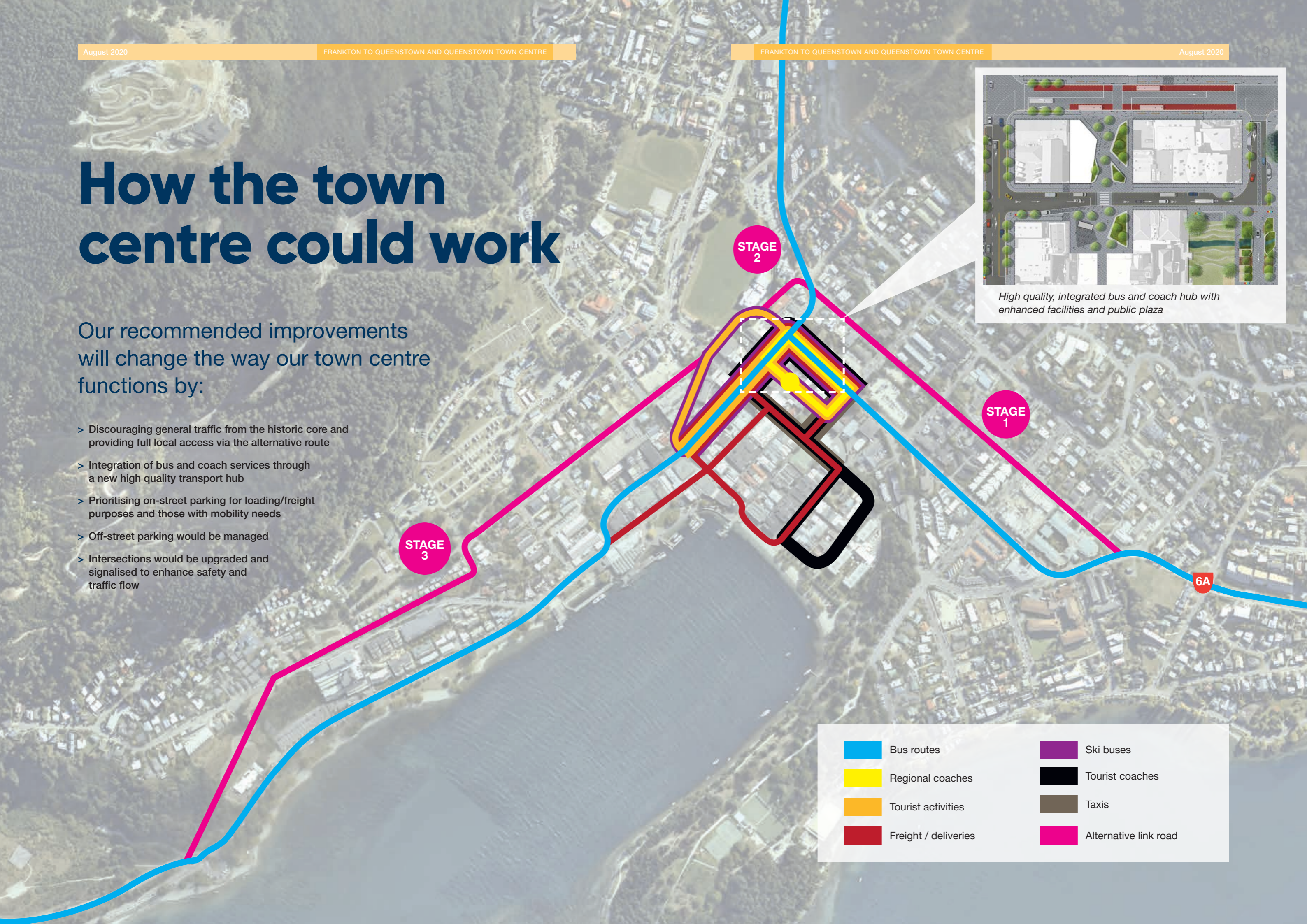
Should we be providing more on-street parking, or should we be using the space for wider footpaths and places for people to mingle and socialise such as for outdoor dining opportunities? Let us know your thoughts on this and more at letstalk.qldc.govt.nz

Get more detail at letstalk.qldc.govt.nz

How the town centre could work

Our recommended improvements will change the way our town centre functions by:

- > Discouraging general traffic from the historic core and providing full local access via the alternative route
- > Integration of bus and coach services through a new high quality transport hub
- > Prioritising on-street parking for loading/freight purposes and those with mobility needs
- > Off-street parking would be managed
- > Intersections would be upgraded and signalised to enhance safety and traffic flow



 Bus routes	 Ski buses
 Regional coaches	 Tourist coaches
 Tourist activities	 Taxis
 Freight / deliveries	 Alternative link road

Next steps

Once we've received your feedback, we'll use it to refine the recommended package of improvements to provide Queenstown with a transport network that is safe, accessible and well-connected.

We'll produce an engagement report so everyone can see how we've considered feedback from stakeholders and the community in our plans then come back to you when we've landed on a preferred option.

We'll continue talking with our partners and keep you updated on any decisions and funding announcements as they are made.

There's lots of work underway to make improvements to the whole Wakatipu transport network. Check out our other engagement on options for an alternative Shotover River crossing at Arthurs Point and Wakatipu Park and Ride facilities. **Visit letstalk.qldc.govt.nz for details.**



Smarter journeys, together

Waka Kotahi NZ Transport Agency, Queenstown Lakes District Council and Otago Regional Council are working together to provide you with a transport network that is safe,

connected, supports business and helps you get the most out of life. Our group, known as Way to Go, recognises that all three agencies have an important role in driving

transport improvements for the Queenstown Lakes District. For more details about this investigation and all the others underway, head to www.qldc.govt.nz/way-to-go

