QUEENSTOWN LAKES DISTRICT COUNCIL

Regional Deal

A transport partnership for delivery

Council workshop

10 November 2026

What the Regional Deal is, and who the partners are

Four formal signatories, with a clear intent to widen governance and delivery to others.

What the Deal is

An economic growth and infrastructure partnership built on shared priorities and long-term goals.

It aims to help the region keep pace with growth across housing, transport, energy and healthcare access.

FORMAL SIGNATORIES TO THE DEAL

- The Crown
- Queenstown Lakes District Council
- Central Otago District Council
- Otago Regional Council

TO BE BROUGHT INTO GOVERNANCE AND DELIVERY

- Mana whenua
- Private sector
- Key stakeholder groups

The intent

Mana whenua, the private sector and key stakeholder groups will be brought into the governance and delivery mechanisms put in place.

Why the Regional Deal matters for transport

A mechanism to move from fragmented planning to a jointly owned delivery programme.

One network view

Bring together existing evidence, business cases and plans into a coherent package across Whakatipu and the wider sub-region.

Shared accountability

Councils, NZTA and MCERT jointly plan, prioritise and track the actions each party owns.

A route to investment

Use the full package to test affordability, combine funding tools and make the case for investment beyond business-as-usual funding.

The step forward

A durable partnership with regular ministerial engagement, rather than a one-off bid for individual projects.

The transport package

A single programme built from validated network planning, not a list of disconnected projects.

01

NZTA Whakatipu Strategic Network Plan

NZTA-led network view, developed in collaboration with councils.

02

OCL Integrated Transport Network Plan

Consolidates and validates existing work across modes and the wider sub-region.

03

Agreed priority package

Agrees the high-priority package and priority order across the four entities.

04

Funding + financing package

A funding and financing package to deliver the high-priority package.

THE OUTCOME

Implementation of transport solutions that improve how people and goods move through the sub-region, now and in the future

Two plans, built on a base of existing evidence

Both plans consolidate and update a decade of studies and business cases into a current, shared view.

Neither plan is an investment case; no funding or delivery commitment.

Queenstown Strategic Network Plan

NZTA | Whakatipu Basin | Published August 2026

Sets the 30-year strategic direction for Queenstown's state highways. It confirms the network challenges and long-term response, and identifies activities to develop through the SH Investment Proposal, RLTP and NLTP.

Scope: Whakatipu Basin, focused heavily on the SH6 and SH6A state highway corridors.

Challenges: network performance, function, resilience and harm.

Built on

Otago Central Lakes Transport Network Plan

QLDC, CODC, ORC and NZTA | For discussion October 2026

QLDC, CODC, ORC and NZTA transport specialists prioritised a high-level programme to close the gap between current network provision and the service growth requires.

Builds on the SNP: widens the area from the Whakatipu Basin to all of Queenstown Lakes, linking key Central Otago centres.

Wider outcomes: beyond state highways, covering all modes against five objectives – access, resilience, safety, amenity and affordability.

Based on

Based on

Existing business cases, plans and strategies built up over the last decade

Extensive
Numerous studies and business cases

Fragmented
Focused on single places, corridors or modes

Outdated
Need updating for today's growth

What the Transport Network Plan covers

A single evidence base and coordinated programme summarising the transport challenges across Queenstown Lakes and main centres in Central Otago.

From evidence to delivery

Current context and challenges

Shared future vision

Transport objectives

Prioritised projects and activities

Partner implementation plans

Five objectives

Access	Reliable, practical and affordable choices
Resilience	Adapt to and recover from disruption
Safety	Enhance safety for all users
Amenity	Support attractive, vibrant places
Affordability	Maximise funding and investment value

Priority areas

Land-use integration • demand management • public transport • accessible streets • cycling • network optimisation and safety • resilience

How transport is funded today

Councils, the region and NZTA each prioritise in turn, and funding has fallen behind need.

01

Council programmes

Local authorities compile transport programmes and assess them against other Council priorities.

02

Long Term Plan

What Council funds, the cost and how it is paid for.

Projects can attract NLTF funding in addition to council funding.

Major projects were deferred in the last four cycles, mainly on cost.

03

Regional Land Transport Plan

NLTF-seeking LTP and NZTA projects feed up to regional prioritisation by the regional transport committee.

NZTA priorities enter here: state highway activities are added to the RLTP.

04

National Land Transport Programme

Regional priorities feed up to national prioritisation by the NZTA Board, which ultimately determines the NLTF funding provided to councils.

NLTF: National Land Transport Fund, administered by NZTA, funded mainly from fuel excise duty and road user charges.

THE GOVERNMENT POLICY STATEMENT

NLTF funding relies heavily on alignment with the GPS. The Regional Deal commits government to reflect the OCL priority in the GPS, but when this will be released, and therefore any increase in NLTF funding, is unclear.

THE GAP

Funding from councils and central government has historically been low, so the gap between what an efficient network needs to support growth and what can be delivered widens each year.

How the Regional Deal gets to a funded package

All transport parties agree priorities and find alternative funding for what would otherwise stay unfunded.

STEP 1

Package clarity

Agree the total priority package; TNP, SNP and LTP comparisons are under way.

STEP 2

Local & NLTF funding

What councils and the NLTF can fund, and the gap that remains.

STEP 3

Joint funding plan

Match each unfunded part of the package to a funding source.

STEP 4

Investment case

Make the case to Government: need, package, funding mix, benefits, delivery.

WHERE A GAP REMAINS: ALTERNATIVE FUNDING TOOLS

Infrastructure Funding and Financing Act

Off balance sheet financing repaid through levies on those who benefit.

Time-of-use charging

Charges that vary by time of day to manage demand.

Tolling

Direct charges on users of specific routes or crossings.

Private financing, funding and delivery

Private capital, developer contributions and partners.

CRITICAL: the tools need the ability to price differently for visitors and residents.

THEN: AFFORDABILITY AND CAPITAL

CRITICAL GATE

Affordability test

Can the tools close the gap? Any remainder is evidenced.

THE ASK

Capital injection

Request a Government injection outside the NLTF for any gap left.

The affordability test on the tools is the gate: it evidences the gap that justifies a request for Government capital.

Partnership, governance and oversight

Delivery groups report up to Ministers; advisory boards advise below the ministerial level.

Responsible Ministers + Mayors and Chair

Six-monthly in-region meetings: strategic oversight, progress and escalation

Joint Committee of partner councils / Partner councils

Elected-member direction, alignment and council accountability

Deal Oversight Board

Council CEs + senior government executives, including NZTA and MCERT

Steering groups + working committees

Initiative-level direction, technical planning and delivery

Advisory boards

External experts and stakeholders give independent advice to the Joint Committee, Oversight Board and delivery groups as required.

Every six months

Ministerial meeting agenda

Progress against Deal objectives

Council actions and barriers

Government actions and barriers

Decisions, escalation and next steps

Transport steering group expected: we are working through its role going forward, and how it relates to Way2Go.

Proposed transport advisory board

An independent, advisory-only board that builds on and replaces the Mayoral Transport Taskforce.

Transport advisory board

Advisory only, no decision rights

5 to 9 independent members

Meets monthly, quorum of five

Chair appointed by the Oversight Board

Independent input

Mana whenua, business and community views on transport priorities and sequencing.

Advise the Oversight Board

Formal channel for input; advice is recorded and the Board responds in writing.

Join the annual session with Ministers

Members take part in the annual session with Ministers, which is expected to include wider stakeholders, not just the Mayors.

Coordinate private sector investment

Coordinate private financing, funding and delivery interests as one of the alternative funding tools.

Builds on, and replaces, the Mayoral Transport Taskforce. Taskforce members can be appointed to the board, the board also has a regional spread (Whakatipu, Upper Clutha, Central Otago).