



Design Principle 5: Ensure Sustainable Transport Networks Communities

With a well connected movement network - offering high quality walking, cycling, and public transport

The Masterplan supports a step change from private car reliance to public and active travel modes.

Streets are designed with safe cycle and walking routes, crossing allowances, and connections to existing walking/cycling routes are provided. Existing bus networks are improved and the fully developed public transport network will provide bus stops along SH-6 within 500m of all new residential neighbourhoods. By prioritising shared and active modes of travel Te Pūtahi Ladies Mile can be a leading example for sustainable growth in the wider Queenstown Lakes area.

Key Moves

- Promote a step change by prioritising public transport and active mode share.
- Ensure quality pedestrian and cycle networks within Te Pūtahi and connections to trails beyond.
- Design attractive streets for people that play an active role in urban life.



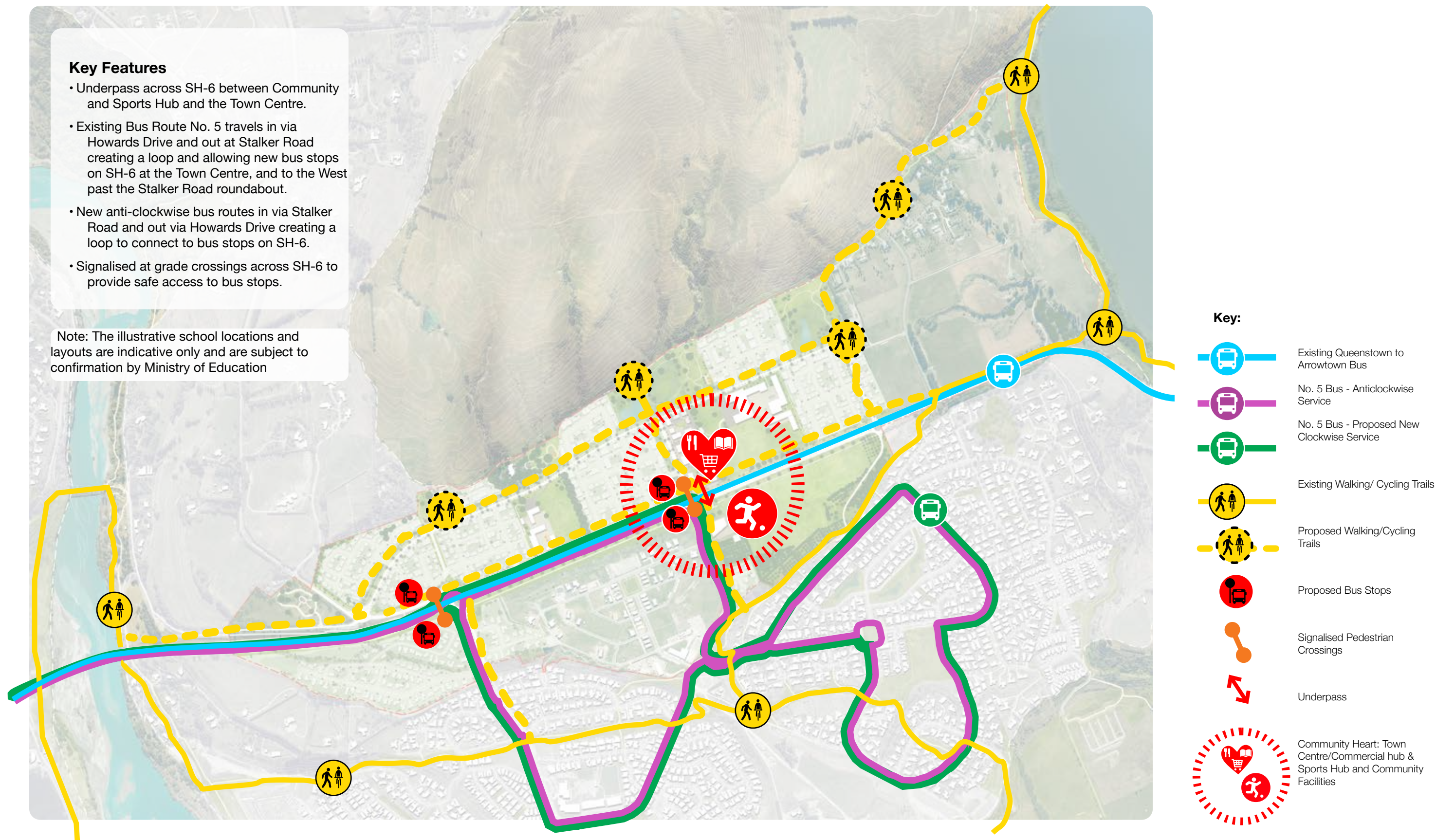
Initial Public Transport Networks



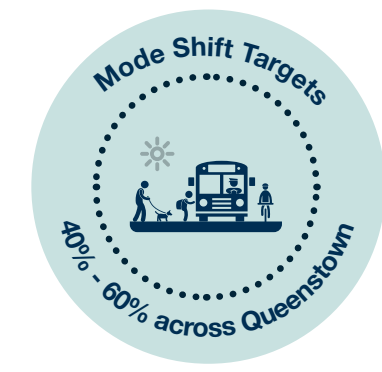
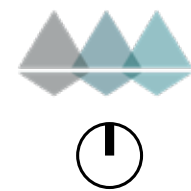
Key Features

- Underpass across SH-6 between Community and Sports Hub and the Town Centre.
- Existing Bus Route No. 5 travels in via Howards Drive and out at Stalker Road creating a loop and allowing new bus stops on SH-6 at the Town Centre, and to the West past the Stalker Road roundabout.
- New anti-clockwise bus routes in via Stalker Road and out via Howards Drive creating a loop to connect to bus stops on SH-6.
- Signalised at grade crossings across SH-6 to provide safe access to bus stops.

Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education



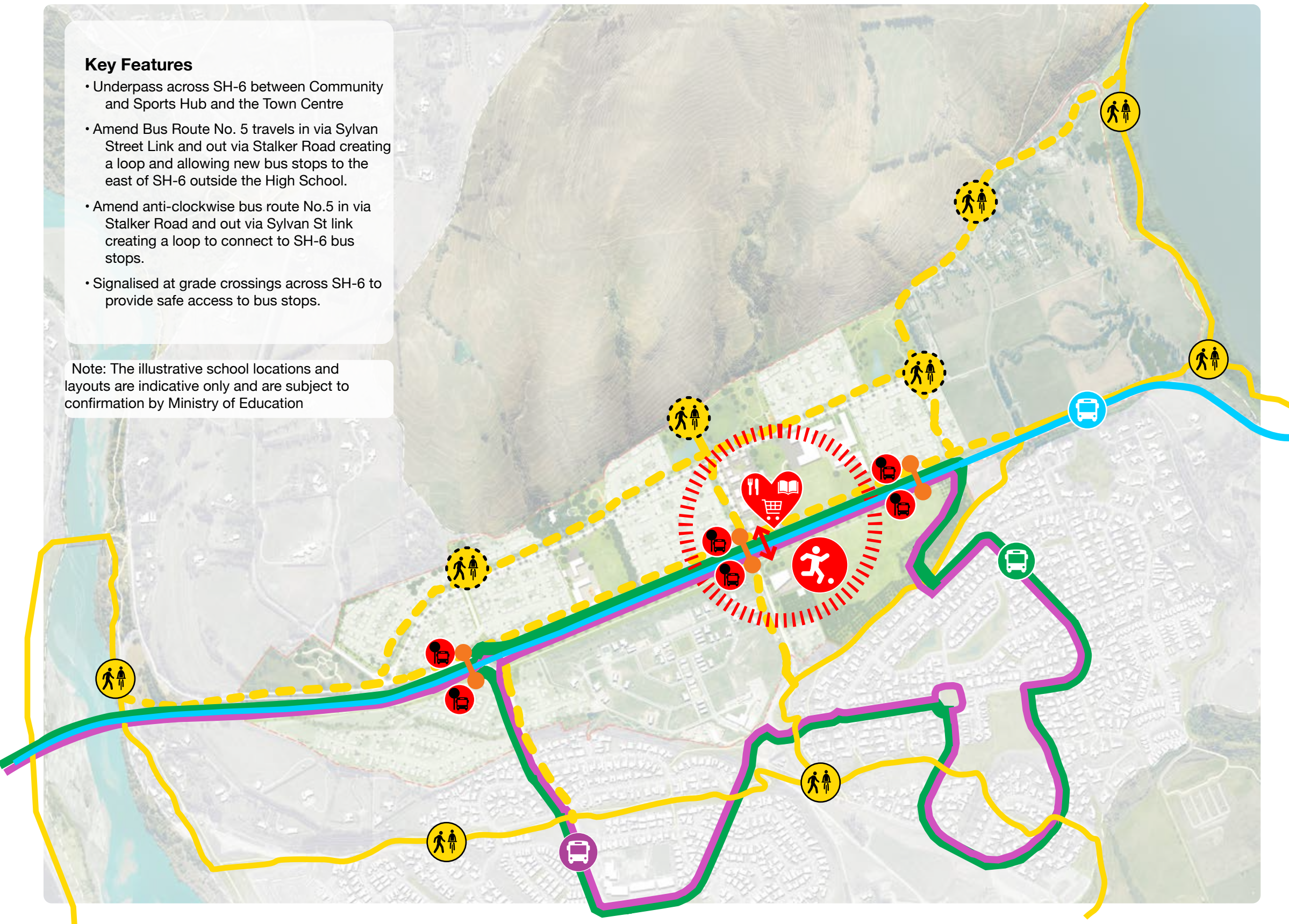
Fully Developed Public Transport Networks



Key Features

- Underpass across SH-6 between Community and Sports Hub and the Town Centre
- Amend Bus Route No. 5 travels in via Sylvan Street Link and out via Stalker Road creating a loop and allowing new bus stops to the east of SH-6 outside the High School.
- Amend anti-clockwise bus route No.5 in via Stalker Road and out via Sylvan St link creating a loop to connect to SH-6 bus stops.
- Signalised at grade crossings across SH-6 to provide safe access to bus stops.

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Key:

- Existing Queenstown to Arrowtown Bus
- No. 5 Bus - Anticlockwise Service
- No. 5 Bus - Proposed New Clockwise Service
- Existing Walking/ Cycling Trails
- Proposed Walking/Cycling Trails
- Proposed Bus Stops
- Signalised Pedestrian Crossings
- Underpass
- Community Heart: Town Centre/Commercial hub & Sports Hub and Community Facilities


State Highway 6 Corridor


State Highway 6 Corridor - Fully Developed Future Plan


- 1. Eastbound bus lane from Stalker roundabout to eastern roundabout
- 2. NZUP westbound bus lane extended to eastern roundabout
- 3. Pedestrian/cycle routes adjacent to both sides of SH6 between eastern roundabout and Stalker Road
- 4. Laurel Hills access from consented access point on Stalker Road
- 5. Pedestrian/cycle route to Spence Road via raised pedestrian/cycle crossing on Lower Shotover Road


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Key


 Bus stop

 Signal controlled pedestrian/cycle crossing

 Midblock controlled crossing

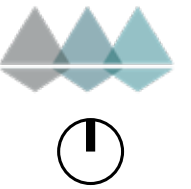
 Underpass

 Speed limit change

 Raised pedestrian/cycle crossing



Street Types



Healthy streets are vital part of supporting sustainable development.

Five uniquely crafted street typologies are proposed for this masterplan. The design and the arrangement of key elements (such as planting, footpaths, cycle lanes, roading, and parking) will support a street network that is functional in terms of helping people getting around safely and efficiently and is an attractive public space for the community.

Encourage modal shift

The street network is designed to support safe and convenient walking and cycling, and access to local buses, through the use of traffic calmed slow streets, separated cycle ways, pedestrian priority intersections, and frequent crossing facilities.

Attractive streets

Each street allows for generous tree planting and vegetation to support local biodiversity and residents' connection to nature.

Social streets

Streets as places that encourage social interaction by providing slow family friendly residential streets that have places to sit, are multi-use, and support 'play along the way'. The Town Centre street has wide footpaths that allow for landscape amenity and space for outdoor seating for businesses and cafés.

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Illustrative Street A

Key Connector Road parallel to Slope Hill

Key Features:

- 40km/hr design speed & posted legal speed.
- Additional speed reductions at school safety zones.
- Future proofed for buses.
- Separated dual cycleway
- No driveway vehicle crossings (access from side streets only).
- Vertical & horizontal traffic calming @ ~45m intervals.
- Side streets adjoining road A (swale side) @ minimum 120m intervals.
- Side streets adjoining road A (southern side) @ minimum 60m intervals.
- Pedestrian crossing facilities at key intersections and desire lines. Maximum spacing 120m.
- Raised footpath crossings to side streets.
- Minimum tree spacing in parking lane @ max 22m (every ~3 parking spaces)
- Cycleway and footpath are adequately lit.
- Street furniture for respite. Seating every 60m.



A landscape photograph of rolling hills under a clear sky. In the foreground, a grassy field is separated from the hills by a low wooden fence and a dense line of trees, including a prominent tall, slender cypress tree on the left. The hills are covered in green grass and scattered shrubs. In the distance, a small, light-colored building is visible on the crest of a hill. The text "Design Response" is overlaid in white on the right side of the image.

Design Response

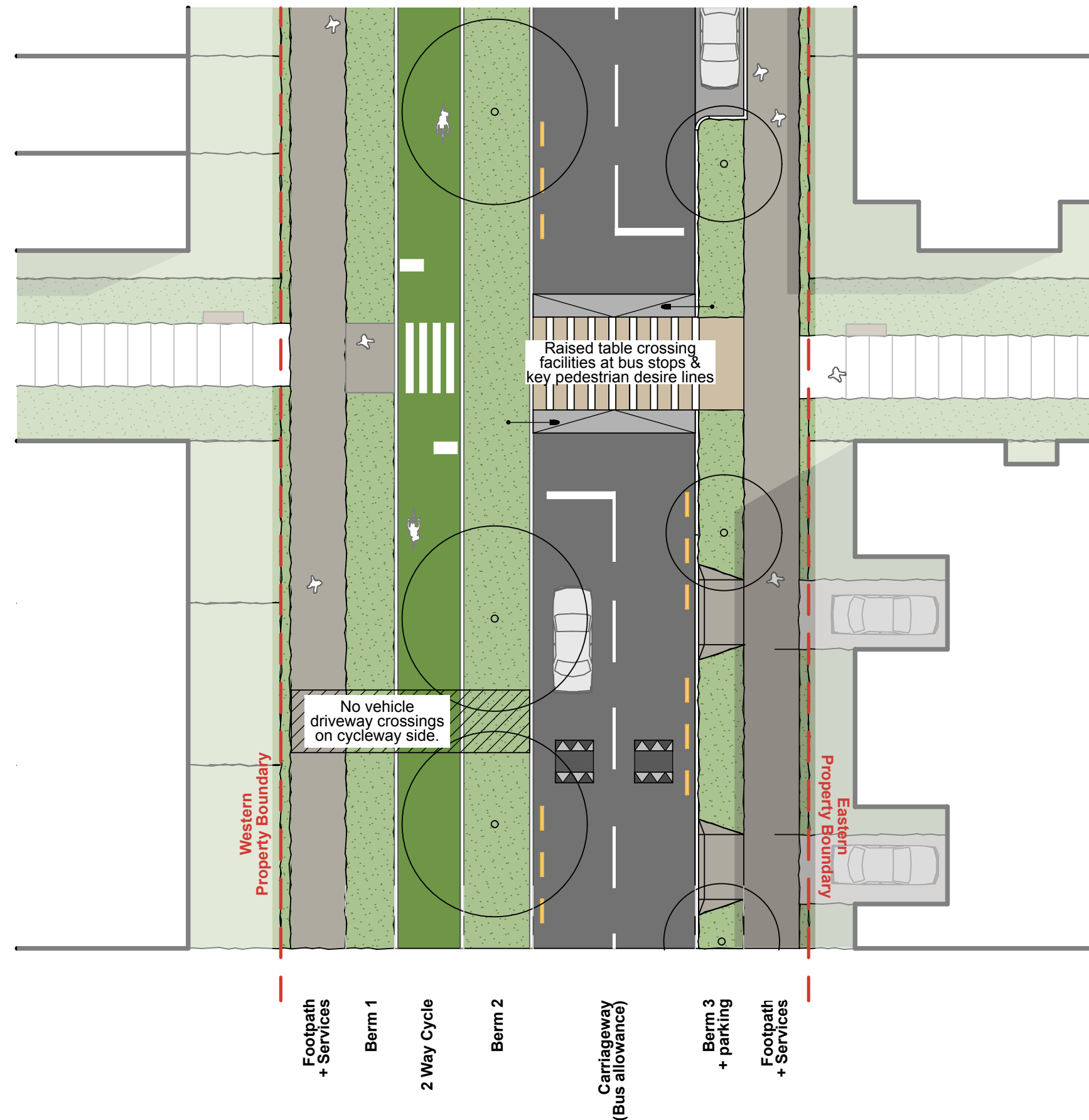


Illustrative Street B

Connector Road perpendicular to Slope Hill

Key Features

- 40km/hr design speed & posted legal speed.
- Future proofed for buses.
- Separated dual cycleway
- No driveway vehicle crossings on cycleway side.
- Road access for up to one street on either side of road.
- Walking and cycle access to adjacent streets every 60m.
- Vertical & horizontal traffic calming @ ~45m intervals.
- Pedestrian crossing facilities at key intersections and desire lines. Maximum spacing 120m.
- Raised footpath crossings to side streets.
- Minimum tree spacing in 'Berm 2' @ 12m centres.
- Minimum tree spacing in 'Berm 3' @ 22m centres (every 3 carparks).
- Cycleway and footpath are adequately lit.
- Street furniture for respite. Seating every 60m.
- Allows views to Slope Hill.

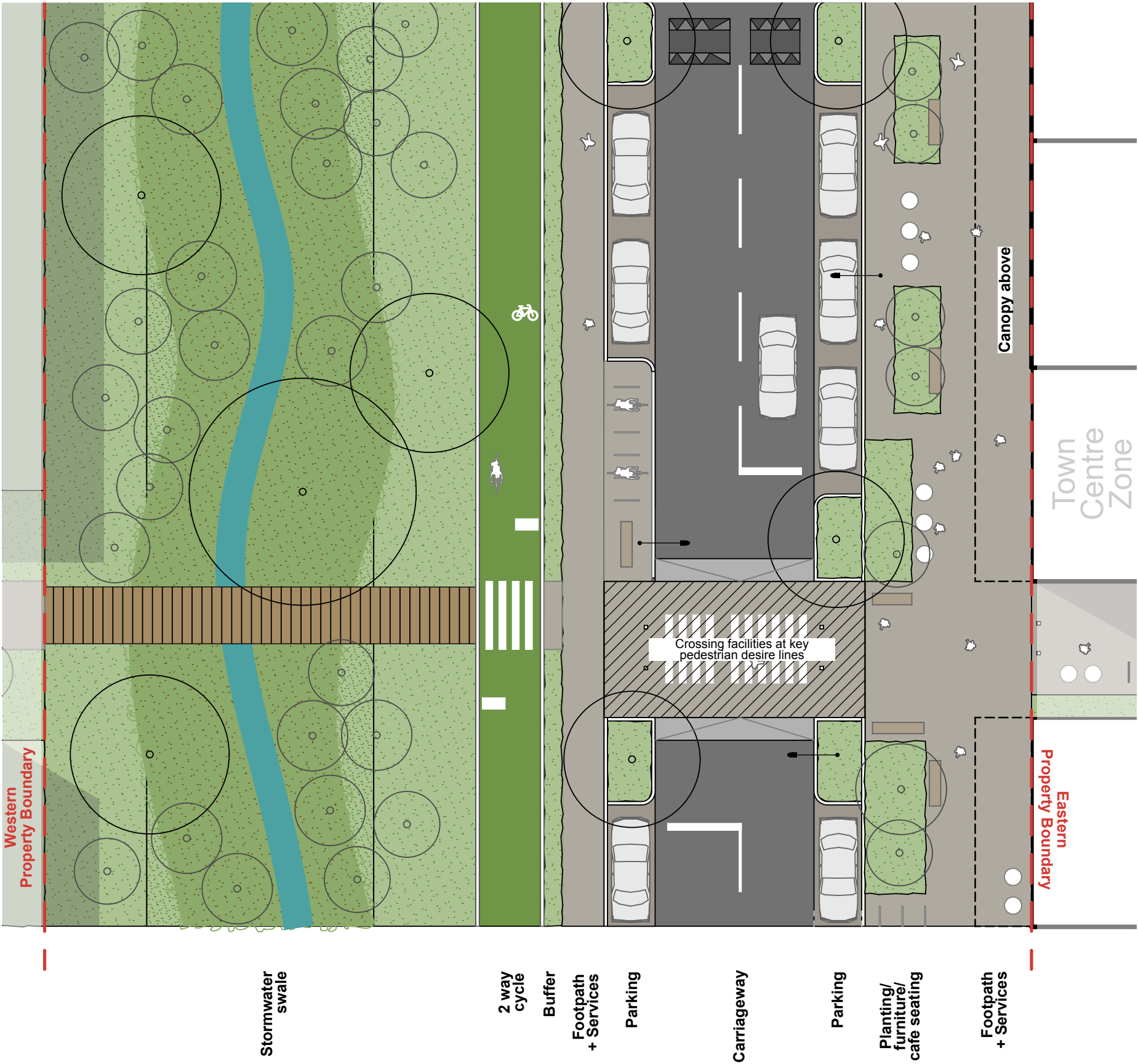


Illustrative Street C

Main Connector Road adjacent to Town Centre

Key Features

- 30km/hr design speed & posted legal speed.
- Future proofed for buses.
- Separated dual cycleway
- No vehicle crossings on cycleway side. Excludes walking and cycle access.
- Road access for up to two number of side streets on the Eastern side of road, and one number on the Western side.
- Vertical traffic calming at ~45m intervals.
- Pedestrian crossing facilities at key intersections and desire lines, and at a maximum spacing of 120m.
- Raised footpath crossings to side streets.
- Minimum tree spacing in parking lane @ max 22m centres (every ~3 parking spaces)
- Street furniture for respite. Seating every ~10m.
- Cycle parking.
- Spill out areas for cafe seating.
- Cycleway and footpath are adequately lit.
- Canopy to town centre frontages (2.5m wide with 3.5m RL ground clearance
- Enables views to Slope Hill



Illustrative Streets E & F

Local Roads within Superlot Neighbourhoods

Key Features (E)

- Utilized as 'Local Road Type E' on structure plan.
- Low traffic neighbourhood street.
- 30km/hr design speed & posted legal speed.
- Vertical & horizontal traffic calming:
 - Interventions at ~30m intervals and at intersection thresholds to side streets.
 - Interventions to include trees and planter build outs.
- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings.
- Minimum tree spacing in berms @ 22m centres (every 3 no. carparks)
- Seating every 100m.
- Incorporates 'play along the way'.

Key Features (F)

All of the above Key Features (E) +

- Maximum length 60m, and can't form a continuous road with roads beyond.
- Minimum street tree spacing @ 16m centres (every 2 no. parking spaces)
- Seating every 60m.

