

Queenstown Town Centre Arterial Road – Stage 1

What is the Town Centre Arterial Road?

The Queenstown Town Centre Arterial Road is a key enabling project for the Queenstown Town Centre. Stage 1 will link Melbourne and Henry Streets, removing general traffic from Stanley Street and unlocking a range of other investments that will vastly improve the town centre experience for locals and visitors.

The full route is made up of three stages:

- Stage 1: Melbourne / Henry Street (construction began 27 September 2021)
- Stage 2: Gorge Road to Hay Street
- Stage 3: Hay Street to One Mile Roundabout

The project was granted consent under the COVID-19 (Fast-track Consenting) Act 2020. Full details of this process, including the decision and associated reports, can be found on the Environmental Protection Authority website: www.epa.govt.nz/fast-track-consenting/listed-projects/queenstown-arterials-project/

What will the project deliver?

Stage 1 of the Arterial will deliver the following elements:

- A significant upgrade to the underground services along the Arterial route and adjoining streets – so that means new water, wastewater and stormwater lines for a section of Frankton Road and parts of the following streets:
 - Melbourne Street
 - Henry Street
 - Sydney Street
 - Beetham Street
 - Ballarat Street
 - Suburb Street
- Undergrounded power along Melbourne and Henry Streets
- Wider footpaths with new street trees along Melbourne and Henry Street
- A shared path for pedestrians and cyclists along the northern side of Melbourne Street
- Intersections controlled by traffic lights at the following locations:
 - Frankton Road and Melbourne Street
 - Sydney Street and Melbourne Street
 - Henry Street and Gorge Road
- A pedestrian overbridge at the intersection of the Arterial and Ballarat Street
- Retaining walls, some with art work designed by Mana Whenua artists, that share the stories of the Whakatipu region.

Where does this project originate?

The need to look at an alternative roading solution to address traffic and congestion in the town centre has been identified in a number of strategies and studies since the early 2000s including the 2005 FutureLinks Transport and Parking Strategy, 2008 and 2014 Inner Links Study and 2017 Queenstown Town Centre Masterplan Town Centre Arterials indicative business case. All of these strategies and studies have been subject to community engagement, highlighting that this is a project that already has a reasonably high profile across the district.

How much will the project cost and who's paying for it?

The budget for the design and construction of Stage 1 of the Arterial is \$86.5 million.

QLDC is funding \$36.5 million and the New Zealand Government, via Crown Infrastructure Partners, is funding \$50 million.

How will the project be delivered?

The project is being delivered by Kā Huanui a Tāhuna, an alliance formed by QLDC and Waka Kotahi New Zealand Transport Agency, along with two construction companies and two design companies, Downer NZ, Fulton Hogan, Beca and WSP.

How long will it take?

We are planning to have Stage 1 of the Arterial complete by mid-2024. Some enabling works began on 1 July 2021 – so that makes a three-year construction programme.

Why can't you work 24/7 to get the job done faster?

The alignment of the Arterial goes through a neighbourhood that is entirely residential properties or visitor accommodation – places that people sleep. QLDC's district plan includes hours of work and maximum noise limits that are compatible with people sleeping and enjoying respite from construction activity. The Arterial construction crew will work within these specified hours and noise limits.

What traffic disruptions can we expect during construction?

Stage 1 of the Arterial connects into Queenstown's road network at two busy intersections – Frankton Road/Melbourne Street and Henry Street/Gorge Road. Both of these intersections will be completely rebuilt and traffic lights will be installed. There be a lot of visible disruption while each of these intersections are under construction. The Frankton Road/Melbourne Street intersection will be under construction from March 2022 until late-2023, while the Henry Street/Gorge Road intersection will be underway from May to December 2022 and again from June until December 2023.

There will be lots of cones and barriers and the speed limit will be reduced to 30km per hour. Please allow extra time for journeys that take you through these parts of town.

There will also be localised traffic disruption experienced by people at various times on all the other roads that form, or are connected to the Arterial.

I live along the route, what are the key disruptions I can expect during construction?

Temporary changes to vehicle access are likely to be the most disruptive thing that you will experience. Unfortunately, when new underground services are being laid, there will be times when getting your car in and out of your driveway won't be possible. We'll keep that time as short as possible, but please bear with us.

Some streets will be closed to through-traffic from time to time – so you may not be able to take your usual route.

Construction is quite noisy. The district plan sets noise limits and we'll be monitoring our noise levels regularly to make sure we're working within those limits. Work will mostly be completed between 7.30am and 6.00pm, Monday – Friday.

We'll be building some large retaining walls that will use large piling rigs to get the piles in. This may cause some vibration that you feel inside your home. We will be monitoring vibration levels and do not anticipate any damage to buildings or properties.

We'll make sure your rubbish bins can be emptied each week – pop them out in the usual spot and we'll move them to a spot where the trucks can empty them – and bring your empty bin back to where you left it.

Will carparking be removed?

At times during construction, car parking spaces on the streets below will be unavailable. We will stay in touch with local residents and accommodation providers when there are temporary changes to on-street parking spaces along these streets:

- Melbourne Street
- Suburb Street
- Sydney Street
- Beetham Street
- Ballarat Street
- Henry Street

When Stage 1 of the Arterial is complete, the number and location of parking spaces on the following streets will be similar to before the project began:

- Suburb Street
- Sydney Street
- Beetham Street

- Ballarat Street

Most of the parking spaces on Melbourne Street and Henry Street will be removed.

Are there still plans to demolish the Memorial Centre?

The full recommended Town Centre Arterial route is not without its challenges.

Stage 2 will involve the demolition of the existing Queenstown Memorial Centre facility.

The Memorial Centre is part of the fabric of the performing arts and returned services community and the Council is committed to proactively working together on a solution for a replacement facility.

It is a condition of the designation that the Memorial Centre cannot be demolished (effectively Stage 2 of the road cannot be constructed) until Council has, through its Ten Year Plan process, and after further consultation with users, confirmed a timeframe, funding and programme for the construction of new facilities.

The Council plans to engage with existing users of the facilities later in the year.

How will it look when it's finished?

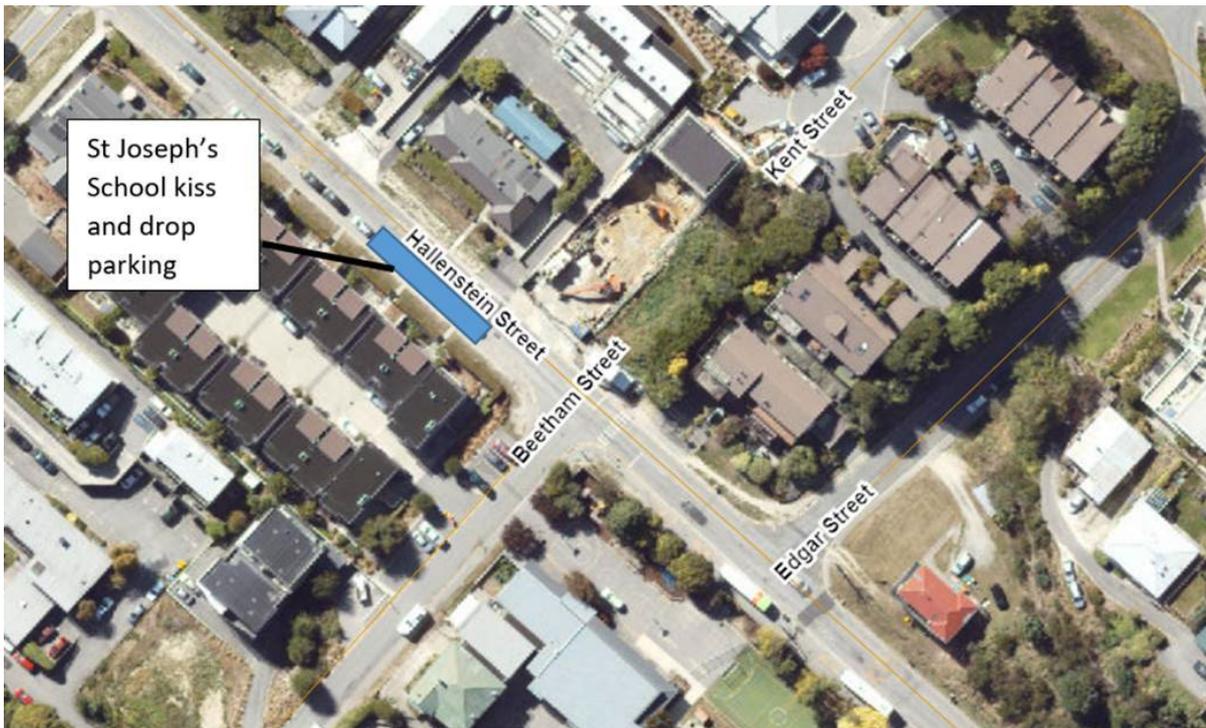
Renders and plans can be found at www.qldc.govt.nz/your-council/major-projects/queenstown-town-centre-arterial

How does the Arterial Road tie in with the work planned as part of the NZ Upgrade Programme?

There is a key interface between the Arterial Road and the NZ Upgrade Programme at the intersection of Frankton Road and Melbourne Street. This intersection will become controlled by traffic lights to improve safety for pedestrians and cyclists. It will also include measures to prioritise public transport. The NZ Upgrade Programme will apply the same principles to a number of intersections along SH6/6A.

My kids go to St Joseph's school – where do I drop them off?

From early-March 2022 until late 2023 the kiss and drop parking spaces for St Joseph's School will be located on Hallenstein Street – please see the map below. Once the Arterial Road is completed, the kiss and drop spaces will be relocated to their original spot on Beetham Street.



I attend services at St Joseph's church – where do I park?

During construction of the Arterial Road, there will be quite a lot of disruption around St Joseph's church. We will stay in touch with the parish regarding the best place for parishioners and others attending church services to park. Once construction is complete, dedicated parking spaces for St Joseph's church visitors will be available on Melbourne Street.

Won't the new road cut off Queenstown Hill? How will residents up there walk in to town?

Queenstown Hill will still be well-connected to the town centre – every street between the two areas will still be connected for pedestrians, so you can continue to take your normal route.

If Ballarat Street is your preferred route, your journey will take you across the pedestrian overbridge and you'll be able to experience stunning views of the town centre and Lake Whakatipu.

During construction there may be temporary footpath closures that mean you'll need to cross to the other side of the street – but there will still be a simple route into town and back.

What are the accessible routes along and across the Arterial Road?

Both sides of the Arterial Road (currently Melbourne Street and Henry Street) will have wide, safe footpaths. Sydney Street and Ballarat Street will both provide safe and fully accessible routes between the Arterial Road and the town centre. Stairs on the lower side of Beetham Street mean it will not be a fully accessible route.

Will there be any dedicated cycling paths along the Arterial Road?

There will be a 3 metre wide shared path on the northern side of Melbourne Street, from Frankton Road to St Joseph's church.

Will the new road be a highway or local road?

The Arterial will be a local road.

What will the speed limit be along the Arterial?

40km per hour. The same as other urban roads around Whakatipu.

Will the over-dimension route be along the Arterial?

No, vehicles or loads that are over-dimension will still use State Highway 6A, along Shotover Street and Stanley Street through Queenstown's town centre.

I have more questions, who I can talk to?

Please contact Catherine Edmeades, the Communication and Stakeholder Manager for Kā Huanui a Tāhuna.

Phone 021 235 0809; Email Catherine.edmeades@wtpa.co.nz

If Catherine can't answer your questions, she'll put you in touch with someone who can.