Planning & Strategy Committee
18 June 2024
Report for Agenda Item | Rīpoata moto e Rāraki take [1]

Department: Strategy & Policy

Title | Taitara: Update on the Te Tapuae Southern Corridor Structure Plan process.

Purpose of the Report | Te Take mō te Pūroko

This report provides an update on progress on the structure planning process for Te Tapuae Southern Corridor (TTSC).

Recommendation | Kā Tūtohuka

That the Planning & Strategy Committee:

1. **Note** the contents of this report;

2. **Note** the process that has been undertaken to develop the Structure Plan with partners from the Grow Well Whaiora Partnership, specifically Kāi Tahu, New Zealand Transport Agency Waka Kotahi (NZTA), Otago Regional Council (ORC), Kāinga Ora and Te Tūāpapa Kura Kāinga Ministry of Housing and Urban Development (HUD), and the Ministry of Education (MoE).

3. **Note** the findings from the 6 May transport workshop.

4. **Note** there is a need to identify how transport investment can be appropriately planned, staged and funded through the Te Tapuae Southern Corridor structure (TTSC) plan process. Further investigation with the Grow Well Whaiora Partners and significant landowners is required on the following;
    a) The level of commercial activity and community infrastructure needed to promote a more self-sufficient community in TTSC
    b) Public transport and active travel mode share
    c) Alternate bridge crossing
    d) Staging and triggers.

5. **Note** there are significant constraints across the Whakatipu roading network that needs to be considered more broadly. Public transport bus interventions will not solve the network issues alone.

Prepared by:

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22 August 2024

Reviewed and Authorised by:

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Title: GM – Strategy and Policy (Acting)
22 August 2024

Context | Horopaki

The current Spatial Plan establishes six Priority Development Areas (PDAs)

1. The Queenstown Lakes Spatial Plan identifies PDAs. These are strategically important locations to provide for future growth in a way that will contribute towards achieving the outcomes of the Spatial Plan. The delivery of the PDAs requires working in partnership with the Grow Well Whaiora Partners, developers and the community to unlock their potential. The PDAs are:

    - Tāhuna to Te Kirikiri / Queenstown Town Centre to Frankton Corridor
    - Five Mile Urban Corridor
    - Te Pūtahi / Ladies Mile
    - Te Tapuae / Southern Corridor
    - Southern Wānaka
    - Wānaka Town Centre – Three Parks Corridor.

Priority Initiative 3 of the Spatial Plan requires structure plans for all PDAs

2. Priority Initiative 3 of the Spatial Plan requires structure plans to be undertaken for all the PDAs. Structure plans will include, for example:

    - zoning,
    - infrastructure triggers (including social infrastructure and the blue/green network),
    - transport links/networks, and
    - financial information.

3. The key purpose of the structure plans is to provide a concise overview of the timings, dependencies, and types of infrastructure investment (renewal, enhancement, and growth) required to complete the PDA and outline funding, timings, and risk/barriers. The plans will also include the social infrastructure needs of each of the areas and ensure the prioritisation of the delivery of affordable housing through a mixture of lot sizes and housing choice.

4. The structure planning should be seen as a part of the District Plan-making process as opposed to a separate process. Any plan change or variation requires an analysis as to the appropriateness of zoning and the structure planning process assists with this – especially over multiple ownerships.

Analysis and Advice | Tatāritaka me kā Tohutohu

5. The TTSC structure plan process has been progressing over the past 12 months. An update of the process so far is as follows:

    a) Draft option analysis was completed in early 2024. This is a working draft and is awaiting further input from experts (in transport, natural hazards, ecology, landscape, commercial, cultural impact assessment, urban design, infrastructure) once workshops are held and reports finalised.

b) The infrastructure expert team has been onboarded and is undertaking a review of all existing information.
c) A Commercial Area Roles and Future Needs Analysis report has recently been completed with project team input.
d) A draft ecological report has been provided and is being reviewed by the project team.
e) A transport workshop was held on 6 May and was attended by experts from all key development areas.
f) A draft geotechnical/natural hazards report has been provided by consultants and information gaps are being worked through currently with ORC and developers.
g) A newsletter is being prepared by the Council's Communications team to update those who have subscribed.
h) Partners (MoE, NZTA, HUD, Kāi Tahu, ORC, Kainga Ora) attend monthly meetings as part of wider project team to receive regular updates and review finalised reporting.

A transport workshop was held with all the key experts across TTSC

6. A transport workshop was held on the 6 May 2024. The purpose of this meeting was to provide a structured expert forum for discussion and coordination between the transport experts from all the key developers along the corridor. A summary of the workshop findings, including who attended the workshop is contained in **Attachment A**.

7. The objectives of the workshop were as follows:

a) Provide a summary of transport assessments and analysis, and key findings.
b) Enable a shared identification and awareness of key issues, and options for addressing.
c) Consider cross-boundary and wider Corridor integration.
d) Identify gaps in understanding or analysis.
e) Understand the implications of Structure Plan options, and which ones are most optimal to inform subsequent expert workshops.

The transport network is nearing capacity from existing zoned developments

8. The Kawarau bridge (opened in 2016) has a capacity of approximately 1,500 vehicles per lane (i.e. each direction) at peak, driven by adjacent intersection capacity. Currently, peak demand is approximately 1,200 vehicles per hour (vph) northbound. This means that capacity will be reached with an additional 300vph – likely equivalent to around 600-900 extra residential units being occupied in TTSC.

9. Under the existing travel behaviour profile, the Kawarau bridge will not be able to accommodate demand generated by the existing zoned development. In addition, there is significant growth and capacity at the Remarkables Ski Area, Coneburn Industrial, Kelvin Heights and Kingston. These all need to be taken into consideration when modelling and planning for growth of the corridor.

The Public transport business case requires highly optimistic mode share percentages to maintain the operation of the Kawarau bridge

10. The Public Transport Business Case (PTBC) that was completed by the Way to Go Partnership[1] has identified a demand by 2033-39 for the Jacks Point – Queenstown route to operate at a service frequency of every 15 mins until midnight and then every 30 mins midnight until 2am using large articulated buses (capacity 110 passengers/vehicle). This assumption is based on a residential capacity of 5,700 dwellings in the TTSC.

11. In order to maintain a functioning transport network across the Whakatipu the PTBC demand forecast is based on an assumption of 49-53% public transport and up to 10% active transport mode share. This will maintain the existing single Kawarau bridge operation below capacity. It is noted that 50% public transport mode share would be remarkable for an urban area bus network. The active transport mode share is also considered to be highly optimistic due to factors including indirect routes, distance, and weather conditions. In addition, ferries have been deemed to not be feasible and will only move approximately 200 people per hour. This is unlikely to make a significant difference.

12. NZTA is waiting for the adoption of the National Land Transport Programme to confirm if there is still funding to construct the A7 active travel route, which links the TTSC with Te Kirikiri Frankton.

A second bridge crossing is being further investigated

13. Traditionally developments across the district have done very little to suppress the demand of future residents to travel via car to Frankton and beyond. In addition, a lot of detail has historically been proposed to be worked out at the time of subdivision. In this instance, the network constraints are considered to be too significant to leave to work through during the time of the subdivision consent. A second bridge is being investigated. However, there are significant concerns about what this would do to the rest of the network, the financial implications, geotechnical concerns and the overall capacities this will unlock.

A co-ordinated response between QLDC, developers, ORC and NZTA is required

14. The transport network capacity is a significant limiting factor and there is a need to identify how transport investment can be appropriately planned, staged and funded to enable the most effective use of the remaining TTSC land supply. Further assessment of the following is required:

    a) Self-sufficient community – Decisions on commercial land and the location of community infrastructure (sport fields, event centres, community hubs etc) will make a big difference to the self-sufficiency of the corridor. What is required to enable a sufficient suppression of demand for Kawarau bridge during peak periods based on existing and planned infrastructure?
    b) Public Transport (PT) share – What is the maximum realisable PT share with all the realistic behaviour change mechanisms in place? What would the residual private vehicle share be and the resultant Level of Service (LOS)?
    c) Alternate bridge crossing – What are the land use, transport network, accessibility and environmental implications of an alternate crossing on the development of the corridor?

[1] A partnership between OLDC, ORC and NZTA

d) Staging and triggers – What are the staging, triggers, costing and delivery considerations for transport infrastructure interventions within the Southern Corridor. This may include staged zoning options until an offline / alternative solution is developed.

A transformative public transport solution is required for the network

15. The roading network in Whakatipu is at capacity and struggling to cater for current demand, which is resulting in longer and more variable travel times for general traffic and public transport users. Transport modelling is indicating that 'average' conditions on State Highway 6A will be similar to current peak travel times. Peak periods will regularly experience gridlock and travel times from Queenstown Town Centre to Te Putahi / Te Tapuae will exceed 60 minutes (compared to 15 to 20min currently)[2].

16. Given the rapid growth occurring in Whakatipu and the constrained network alternative, solutions need to be further investigated. It is noted that NZTA has removed budget for a project to further investigate offline system from the State Highway Investment Project. However, alternative options to undertake this work are currently being explored.

Fast track Approvals Bill (the Bill)

17. It is very likely that some of the developers in TTSC will have applied for their project to be considered under the Fast Track Approvals Bill. Projects will become eligible for fast track through one of two ways, either through a referral by the joint decision of the Ministers of Infrastructure, Regional Development and Transport upon an application, or by being listed as a project in Schedule 2A of the Bill. Cabinet will decide on the projects, which will be inserted into the schedules of the Bill through the select committee process. It is understood that a decision on the projects listed in Schedule 2A is due by late September.

18. Once a project has been referred into the fast-track process, it will be considered by an expert panel which will apply relevant consent and permit conditions. Panels will have a maximum of six months to do so. The project will then be sent back to joint Ministers to either approve the project (with conditions) or decline the project. Ministers will also be able to refer a project back to a panel if they determine the conditions recommended are too onerous.

19. Projects listed in Schedule 2A of the Bill will be automatically referred to the expert panel, and the listing of a project in Schedule 2B of the Bill will be required to be taken into account by Ministers if and when a project comes before them for referral into fast-track. The Bill does not currently contain any projects listed in either Schedule 2A or 2B.

20. This process has the potential to achieve a suboptimal outcome for our community, as there are significant issues that need a whole corridor approach and some that need a Whakatipu wide approach. It is very important the TTSC structure plan is progressed at pace. As a result, any future development of this area represents significant risk. The area is not infrastructure ready and there are significant transport issues that need to be worked through collectively.

[2] Queenstown Public Transport Business Case, Part A, 11 March 2014

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

21. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2021 as this paper is a noting paper.

22. The persons who are affected by or interested in this matter are the Te Tapuae Southern Corridor community, as well as residents/ratepayers more generally of the Queenstown Lakes district community.

Māori Consultation | Iwi Rūnaka

23. Through the course of development of the Spatial Plan, its work programme and the Spatial Plan Gen 2.0, regular ongoing meetings are being held with Kāi Tahu who are part of the Grow Well Whaiora partnership. Kāi Tahu are also part of the TTSC structure plan working group.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

24. This matter relates to the Strategic/Political/Reputation risk category. It is associated with RISK10056 Ineffective provision for the future planning and development needs of the district within the QLDC Risk Register. This risk has been assessed as having a moderate residual risk rating.

25. This matter relates to this risk because it is of importance in terms of the management of growth for the district. Mitigation of this risk shall be achieved by ensuring that all workstreams are co-ordinated in pursuit of the agreed outcomes.

Financial Implications | Kā Riteka ā-Pūtea

26. There are no financial implications to this noting paper.

27. The workstreams discussed have current funding under Three Waters Better Off Fund.

Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

28. The following Council policies, strategies and bylaws were considered:

- The outcomes and principles of the Vision Beyond 2050
- The QLDC Spatial Plan 21
- The QLDC District Plan (Operative and Proposed)
- The Climate and Biodiversity Plan
- The Destination Management Plan
- The Long Term Plan
- The Homes Strategy and Joint Housing Action Plan
- The 30 Year Infrastructure Strategy.

29. This report doesn't contain any recommended options as it is a noting report, however the workstreams discussed are consistent with the principles set out in the named policy/policies.

Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kīaka

30. Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. This report provides an update on the implementation of the QLSP 21 and the development of Spatial Plan Gen 2.0. Strategically planning for the growth of our communities is critical to achieving the outcomes of the QLSP 21.

31. This report doesn't contain any recommended options as it is a noting report, however the workstreams discussed:

- can be implemented through current funding under the Long Term Plan and Annual Plan.
- are consistent with the Council's plans and policies; and
- would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or transfer the ownership or control of a strategic asset to or from the Council

Attachments | Kā Tāpirihaka

A	Transport Workshop Summary 6 May

Boffa Miskell

Memorandum

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Attention:	Anita Vanstone / Gabrielle Marsh
Company:	Queenstown Lakes District Council
Date:	19 June 2024
From:	Cameron Martyn
Message Ref:	Te Tapuae Southern Corridor Structure Plan – Transport Workshop outcomes
Project No:	BM221216B

Workshop held 1-4pm, 6 May 2024 at QLDC Council Chambers.

Purpose:
To provide a structured expert forum for discussion and coordination between the RCL Transport consultant team (WSP / Stantec / TSA), QLDC project team and Way2Go transport partners.

Objectives:

- Provide a summary of transport assessments and analysis, and key findings.
- Enable a shared identification and awareness of key issues, and options for addressing.
- Consider cross-boundary and wider Corridor integration.
- Identify gaps in understanding or analysis.
- Understand implications of Structure Plan options, and which are most optimal to inform subsequent expert workshops.

Attendees:

QLDC	Tony Pickard	Alyson Hutton
	Andrew Edgar	Gabrielle Marsh
	Anita Vanstone	Rich Powell
Boffa Miskell	Cameron Martyn	Tim Church
	Mark Apeldoorn	Steph Griffiths
Waka Kotahi	Tony Sizemore (online)	Tony McColl (online)
ORC	Varghese Thomas	Nick Sargent (online)
Land owner and developer reps	Reece Gibson – WSP	Matt Gatenby - WSP
	Dan Wells - RCL	Andrew Metherell - Stantec
	Jason Bartlett – NZSki and Jacks Pt	

Presentations:
Matt Gatenby – WSP
Andrew Metherell – Stantec
Steph Griffiths – Boffa Miskell

Key Theme Summary

1. Existing Infrastructure and Network Capacity

Key issues included understanding the current level of network operation and capacity, obtaining a clear picture of proposed corridor development capacity to inform transport assessment, implications for Frankton of a second Kawarau River crossing, growth in skifield operations and trip demand, the potential mix, type and quantum of non-residential land use required to contain increased trip demand within the corridor.

Matt Gatenby (WSP) provided a presentation summarising WSP's analysis of the existing and forecast network demand and capacity (refer Appendix 2). Related discussion points and notes follows:

- WSP focus on AM peak numbers to simplify analysis, PM peak a flatter, longer profile.
- SH6 link capacity generally driven by intersection performance to the north. Increasing capacity 15-20% through current Frankton roundabout upgrade will not significantly affect or address Southern Corridor access issues.
- The existing Kawarau River bridge (opened in 2016) has a capacity of approx. 1500 vehicles per lane (ie each direction) at peak. Currently peak demand is approx. 1200vph northbound, so capacity will be reached with an additional 300vph – likely equivalent to around 600-900 extra residential units (compared to March 2024) being occupied in the Southern corridor.
- Under existing travel behaviour profile the bridge will not accommodate demand generated by development already permitted within the Southern Corridor.
- The proposal for a second bridge is seen as a potential solution to alleviate congestion and provide a split in traffic flow. Assumptions of a directional split of 45% traffic onto a new bridge directly into Frankton/55% remaining on existing bridge.
- The implications and necessary reconfiguration and investment in the Frankton local network if a second general traffic bridge crossing were to be provided. Limited existing capacity and potential for Frankton to turn into a 'parking lot'.
- NZTA has so far not assessed another bridge to accommodate general traffic, which would be unlikely to be part of the State Highway network, but emphasis has been on alternative solutions including a PT only bridge.
- Remarkables Skifield operations (NZSki) - 1200vpd currently accessing mountain. Plans for significant ski field expansion could be realised in 5yrs, which will bring a correlated increased in travel demand, potentially to 2000vpd. Skifield growth needs to be incorporated into modelling and assessments.
- Current winter PM peak exit from Remarkables onto SH6 currently approaching 2km queuing. Significant safety concerns. Potential for a Left In Left Out access to direct all traffic to Coneburn roundabout? Or to reconfigure SH6/Boyd Rd intersection to provide alternate access to Remarkables?

2. Corridor residential development capacity

- Importance of a consistency in assumption to underpin accurate analysis. Currently large variation around peak residential unit development capacity assumptions informing modelling and assessment – PTBC 5700-unit v WSP 7100 v RCL 7600 (Fast-Track application) v Spatial Plan 10,000 and Structure Plan intent to test up to 12,000+. What measure should be adopted?
- Questions arise regarding whether the 7100 units projection under WSP scenario is based on demand or capacity.
- Residential development projections from November 2022 are considered outdated and require updating to reflect changing contest and demand.

- Kingston Demand +c750 units in total – 250 existing + 500 proposed. Can be considered as another development in the Southern Corridor in terms of transport demand.
- Kelvin Heights – also adds to Kawarau crossing demand. Growth projections not incorporated into model.

3. Land Use mix and corridor self-containment

- Consideration of non-residential land use and density patterns, suggesting a need for inclusion of alternative development typologies reflecting a greater range and scale of proposed non-residential land use, such as incorporating a supermarket and secondary school.
- WSP assumption for a maximum of c17% reduction in demand for external trips (to/from corridor) based on non-residential land use. Need for further investigation around how this could be increased to contain significantly more trip demand within corridor. Ladies Mile example?
- Further to these trip reductions, further clarification is required of what and how land use planning can be materially more effective at 'internalising' trips south of the Kawarau River.
- Is it practical to create a major activity centre (capable of offsetting travel demand?) in Southern Corridor when Frankton is in close proximity.
- 20,000 sqm of retail proposed in RCL development. Considered by RCL to meet limit of market demand.
- What is the level of non-residential land use required to support the forecast residential development yields, given future demographics, household types and District growth projections?
- High uptake of PT + two bridges to meet existing permitted development. Network at capacity – should the residential yield be pushed higher than this? Should transport infrastructure be the limiting factor?
- Relationship between Densities (and what is feasible) and suppression of trip demand beyond corridor?

4. Trip Generation Analysis:

- Stantec reporting based on assumptions that 80% of traffic from RCL development will be accessing SH6 via a new roundabout connection and have a destination outside the corridor.
- Assumptions include the presence of a high school and small retail spaces and incorporate the potential impact of active travel options.
- The assessment is based around commuter services to destinations to the north outside the corridor, but not for visitor access or the role of the network in providing local access to services, employment (i.e.: industrial or commercial areas) or education.
- Impact of employment clusters and remote work/WFH opportunities, TDM initiatives around behaviour change. Does Census 2023 data provide insight to demographic shift?
- Visitor Accommodation - less demand on AM peak, but an increase in PM peak. Shifting problem around?
- Need to update demand modelling to reflect changes in demand and explore land use options that could capture more local trips. Consideration needs to be given to trip generation related to different land use mix. Could be tested in or based on Structure Plan scenarios.
- What is a maximum realisable PT share with all the possible and realistic behaviour change mechanisms in place? And what would the residual private vehicle share be and the resultant Level of Service (LOS)?

5. Public Transport and Sustainable Modeshare

Efforts to increase public transportation usage are deemed essential to prevent the existing Kawarau Bridge from exceeding capacity. Further demand to/from the corridor needs to be met via the most space efficient transport modes. Active travel options to/from corridor, though considered, may face challenges due to factors such as indirect routes, distance, weather conditions and on-street infrastructure in existing developments.

- PT Business Case assessment was based on max 5700 HH in the corridor when even the consented and RCL proposal (as per Fast Track plan numbers) total is c7600. Concern the PTBC projections do not go far enough.
- A pressing need for public transportation to do the heavy lifting and significantly increase capacity and modeshare to prevent the existing Kawarau Bridge from exceeding capacity.
- PTBC - a shift to 49% public transportation is necessary to maintain the single bridge below capacity. Noted that 50% PT modeshare would be remarkable for an urban area bus network. There may be a need to start thinking bigger /differently on PT to enable this step change.
- Proposal to provide dedicated bus lanes on SH6 from the Corridor to the existing bridge and from Humphries Road to the Frankton PT hub.
- Active travel projected to contribute only 5-10% for travel to/from the Corridor due to factors like indirect routes, distance, and weather conditions. A 10% uptake in active travel considered optimistic for the network.
- The internal PT spine would need to have specific facilities to cover all modes, including dedicated or separated cycling facilities or a cycle corridor running parallel to this as the most direct alternative over SH6.

<u>Bus Operations</u>

- The PTBC does not propose express bus routes on SH6, but a high frequency PT spine running internally through the corridor aligned with Park Road.
- It is considered that converging multiple buses routes onto SH6 will pose capacity constraints.
- Park Ridge – can barely fit a bus in current configuration and consists of dog-legs through existing and consented developments. Implications for future on-street parking?
- Advisable to identify and protect future PT corridors in future development areas to avoid the Park Ridge situation.
- Need for upgrades to potentially link Coneburn and Woolshed Road intersections to allow Woolshed Road to be utilised for public transport access (exclusive use?).
- Woolshed Road would be an effective short-term solution / quick win – could be open in a year as a dedicated PT link?

<u>Ferry</u>

- Ferry proposal from Homestead Bay at 200 passengers/hour unlikely to significantly impact traffic demand or mitigate congestion on SH6 due to servicing a single destination (Queenstown CBD), travel time/cost and operational reliability considerations.

<u>Ropeway/Gondola</u>

Consideration of ropeway as an 'offline' transit option connecting Southern Corridor with destinations north of Kawarau River.

- Price of gondola ($100m?) less expensive than a second road bridge and Frankton network reconfiguration.
- SH6 corridor deemed unsuitable for ropeway due to conflict with Waka Kotahi design, functionality, and safety requirements. Public Works Act ruled out as a mitigation option.
- Gondola integration (Remarkables Park, Airport, Bus Hub, north landing transfer. Staged implementation suggested, with the first stage being a link to Southern Corridor with an end

terminal at Remarkables Park? Frankton – Queenstown link more immediate priority as 6a is at capacity and bus lanes on 6a very costly.
- Impact of counter peak demand and connection to Remarkables ski field access road discussed.
- Consideration required on how ropeway influences location of residential densities, accommodation, commercial activities, and integration with local transport networks.
- Future potential for land value uplift and assessment framework needed.
- Should route protection be incorporated into Structure Plan?
- NZTA – no commitment or funding for either new road bridge or alternative systems.
- No discussions with Remarkables Park to date.

6. Infrastructure Challenges

Concerns raised about traffic management around Frankton Flats and the timing and need for a new bridge crossing. Suggestions include dedicated bus lanes and route protection for a potential gondola. Strategic staging and investment required for effective integrated transport and land use planning.

- Accommodating 12,000 dwellings may require two bridges as well as significant increases in PT (bus and gondola?) and active travel modeshare. Therefore, investigation of maximum trip containment within corridor seems justified and appropriate.
- Transportation limitations around Frankton and network upgrades associated with a new bridge crossing (such as dedicated lanes and signalised intersections) carry significant cost components.
- Direct connection to Homestead Bay from the RCL development poses challenges due to gradients. Discussions on who bears the cost of a new road link.
- Nervousness around planning a level of infrastructure provision and investment in the Southern Corridor that will set the system up to fail.
- Consideration around congestion charging as part of the solution.
- Emphasis on the importance of resilience in infrastructure planning, such as provided by a second bridge crossing.
- Transport is a limiting factor – there is a need to identify how transport investment can be appropriately planned, staged and funded to enable the most effective use of the remaining Southern Corridor land supply.
- Costs of not investing in transport – lost opportunities and further exacerbating congestion issues.
- The importance of regional resilience considerations in infrastructure, such as bridges.
- Importance of considering appropriate staging. Incremental investment v big leaps.

7. Further investigation and next steps

There was agreement on the clear need for infrastructure investment, promotion of sustainable and space-efficient transport modes, and early strategic decision making to address both current and future demand.

- Strategic direction required on what the Southern Corridor should be. A self-contained major urban area of c25,000 residents? a mostly residential suburb with demand for services and employment substantively met outside the area? Questions that need to be addressed by Way 2 Go alliance at strategic level to inform Structure Plan and provide direction for landowners within corridor.
- Can Southern Corridor sustain another employment cluster without adversely affecting Queenstown + Frankton (does this make sense and fit with Spatial Plan and strategic intent?).

- Further investigation required into triggers, timing and need for a 2nd crossing of Kawarau River (general traffic +/or PT). This could be a road bridge or other 'offline' crossing in form of a ropeway/gondola.
- NZTA Frankton Flats investigations with Abley – showing where traffic is going.
- Incorporate ski field growth and Frankton's growth into transportation models.
- Cost and affordability of a new bridge crossing. RCL and consultants to discuss with NZTA.
- Fully testing and comparing differing development capacities and scenarios, including internal and external trip generation of the different scenarios, and that these scenarios should include the appropriate mechanisms to keep the road network functional.
- Testing required to inform level of density and land use to support PT express services along SH6.
- Route protection for ropeway – how should this be incorporated into the Structure Plan scenarios?
- Does a ropeway / alternative river crossing incorporated into the PT system make intensive land use change and development more feasible?
- Market Economics reporting guidance on land use change capacity to guide questions of land use mix and density.

Appendix 1 – Key point summary by attendee

ORC:

- Approval of Public Transportation Business Case (PTBC) by ORC, currently under review by QLDC.
- Collaborative effort between ORC and QLDC to establish public transportation routes.
- Focus on ensuring high frequency and capacity for public transportation services.

NZSki:

- Ski related activities (visitors accommodation + workers accommodation)
- Intersection experiences up to 1200 vehicle movements, with potential for doubling if alternative transport options are not provided. 1200 vehicles movements at intersection – 2000 without NZSki bus transport options (4000 vehicles at carpark).
- Peak period congestion results in a 2km exit queue (PM peak) in a worst-case scenario.
- Exploration of alternatives to car transportation (ie Porters Gondola proposal), aiming to transition ski field customers to buses.
- Consideration of parking solutions, particularly at the top, with Doolies requiring significant investment. Existing capacity likely to need to be expanded within 5yrs.
- Identified challenges and safety concerns with SH6 intersection and identified a potential for left-in left-out movements with all exit traffic being sent to the Coneburn roundabout, which is also likely to be capacity constrained.

RCL:

- Proposal for a ropeway require careful consideration around airport clearance and land coverage.
- Skepticism regarding proposed Ropeway solutions and feasibility.
- Recognition of the necessity to integrate with public transportation infrastructure.
- Advocacy for the construction of another bridge to alleviate traffic congestion.
- Timeline for road construction between Jack's Point and Hawthorne Drive set for June/July.

NZTA:

- Proposal for a bridge to facilitate active travel, with acknowledgment of geotechnical challenges.
- Has so far not assessed another bridge to accommodate general traffic, which would be unlikely to be part of the State Highway network, but emphasis has been on alternative solutions.
- Decision-making process influenced by collaborative partnerships and strategic planning initiatives through Way 2 Go.
- Limited consideration for a gondola in the southern corridor due to economic concerns.

QLDC:

- TDM or potential for land use change to encourage trip demand to be contained within the corridor.
- Queenstown Lanes Spatial Plan which seeks outcomes where “public transport, walking and cycling is the preferred option for daily travel.”
- Acknowledgment of the need for significant efforts to reduce transportation demand.
- Comprehensive consideration of corridor self-sufficiency (ie contained trip demand) and who pays for, owns and maintains infrastructure.
- Caution against premature commitment to specific infrastructure projects (ie Gondola) – need to be assessed and designed appropriately.
- Recognition of the interconnected nature of transportation, including public transportation, freight, and tourism