



# Wakatipu •

## • Transportation Strategy

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**"If we do nothing, by 2026 there will be bumper to bumper traffic on Frankton Road, travelling an average speed of 20km/h."**



November 2007

## Contents

1.	Why develop a transportation strategy?	3
2.	What must the strategy deliver?	4
3.	How has the strategy been developed?	4
4.	What if we do nothing?	4
5.	How do we manage the risk?	4
6.	The strategy	5
7.	The map	6
8.	What is the timing?	7
9.	The strategy in detail	8
	A. Travel Demand Management	8
	B. Rooding development	8
	C. Passenger transport	10
	D. Parking	12
10.	Implementation	12
11.	Implementation plan table	13

## 1. Why develop a transportation strategy?

The Queenstown Lakes District is the fastest growing district in New Zealand. It is experiencing sustained growth in land-use development and in the number of domestic and international tourists visiting the area. Table 1 shows the growth that is expected over the next 20 years.

Over the last five years work has been done in the communities of the district to quantify and manage growth. This applies to all areas of community wellbeing including, health, education, economic success, residential development, public amenity, community facilities and transport.

As the number of people living, working and visiting the Wakatipu grows the demand for accessibility, mobility and general movement throughout the area will increase significantly, making transport a critical issue into the future.

If there is no strategy in place to deal with the growth in travel demand then severe road congestion and accessibility problems will develop. These problems will badly effect the environment, particularly along SH6A (Frankton Road) and Queenstown CBD and worsen parking.

The future transport system, as well as providing for the safe and efficient movement of goods and people, needs to provide travel choices, and be sustainable and responsive to changes in travel patterns. Its design and scale will need to be in keeping with an outstanding natural environment and recognise and retain all that is unique about the Wakatipu.

Transport choices in this strategy aim to strengthen the Wakatipu's future as an iconic visitor destination and as an emerging economic centre.

The strategy will signify change within the community; there is no possibility of a 'business-as-usual' option of private motor vehicles providing for the future travel growth.

The Wakatipu Transport Strategy is designed to focus on the issues that will lead the Queenstown Lakes District Council, Transit New Zealand and the Otago Regional Council to make key transport decisions for today and for the future.

**Table 1. Queenstown Lakes District Growth Forecasts**

Wakatipu	2006	2016	2021	2026	% Change 2006-2026
Usually resident population	14,148	21,503	26,113	31,443	222%
Employment – Total FTE's	6,494 (2005)	NA	NA	16,101	248%
Peak day population	46,354	64,029	74,128	86,781	187%

## 2. What must this strategy deliver?

The strategy must deliver a fully integrated transport system that meets the growth in travel demand. All elements of the transport system need to enhance and be in keeping with the scenic character of the Wakatipu Basin that makes it a premier international tourist destination. The strategy must be in line with the government's transport strategy and the four principles that underpin it; sustainability, integration, safety and responsiveness.

The direction for this strategy has its origins in the Future Link Strategy 2005 which highlights the problems and issues facing the transport system and points to major changes in the ways we get around in the future. While it is essential that the development of the road network continues, the focus is to be on the development of alternatives to the car, so that locals and visitors have real choices and options on the way they can get around the district. The Future Link Strategy states that the transportation strategy for the future needs to achieve major changes to the way we travel in the Wakatipu Basin.

A successful strategy requires an understanding of the effects of growth on our transport needs. A transport strategy is needed that will be wide ranging in its approaches to transport, but based on strong support for passenger transport.

## 3. How has the strategy been developed?

The development of the transportation strategy is the focus of the Wakatipu Transportation Study. The study was undertaken in partnership by Queenstown Lakes District Council, Transit New Zealand and Otago Regional Council since each organisation has a responsibility and role to play in delivering transport infrastructure and services in the Wakatipu Basin.

The study was undertaken in four stages. Stage one involved identifying and understanding the problems and issues facing the transportation system. Stage two looked at individual options in isolation of each other to determine which would meet the objectives of the study and which should go forward into a draft strategy. Stage three brought these options together into a single draft strategy, which was consulted on in May 2007. The fourth stage of the study is the completion of the Transportation Strategy.

## 4. What if we 'do nothing'?

The 'do nothing' approach to the management of travel demand is not an option but has been included to give context to the strategy. Frankton Road is the backbone of transportation in the Wakatipu Basin. Under a 'do nothing' option, by 2026 there will be bumper to bumper traffic on Frankton Road, travelling an average speed of 20km/h.

This will lead to excessive delays at intersections and major delays for vehicles turning right across the path of heavy oncoming traffic.

## 5. How do we manage the risks?

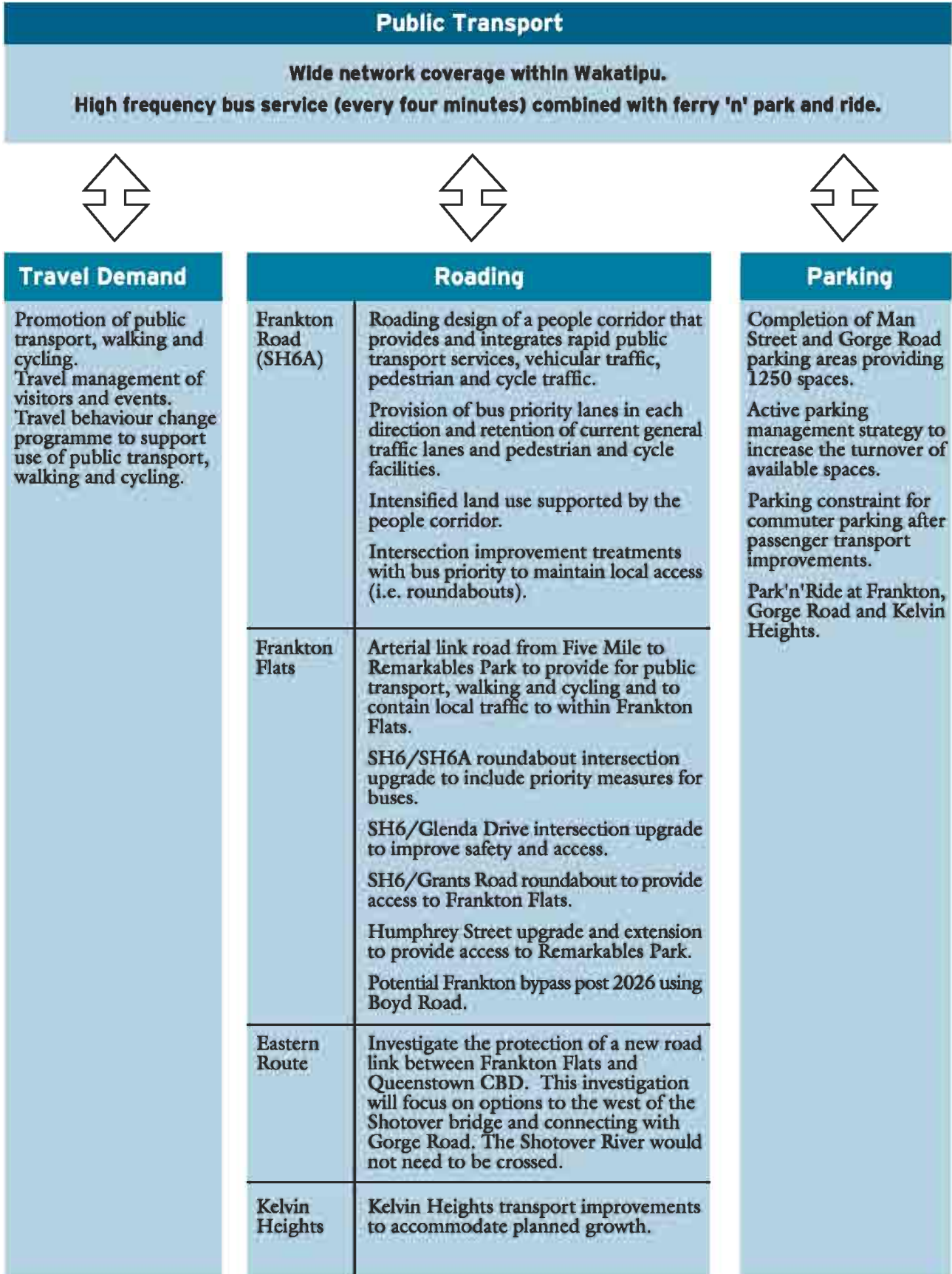
In order to guide the development of the transport system over the next 20 years, the Wakatipu Transportation Strategy needs to be responsive to changing circumstances while still setting a broad direction for the development of transport projects. While there is need for clear direction for transportation in the Wakatipu, this needs to be balanced by prudent risk management. This means that we will:

- Schedule the implementation of individual projects to complement each other;
- Monitor the effects of individual projects to ensure that we are achieving the outcomes sought by the strategy;
- Break down the 'big ticket/no going back' items into smaller steps, with the go ahead for individual projects being linked to the favourable outcomes of preceding projects;
- Seek to retain rather than cut off options for future generations; and
- Review the strategy periodically to ensure that it retains relevance to changing circumstances.



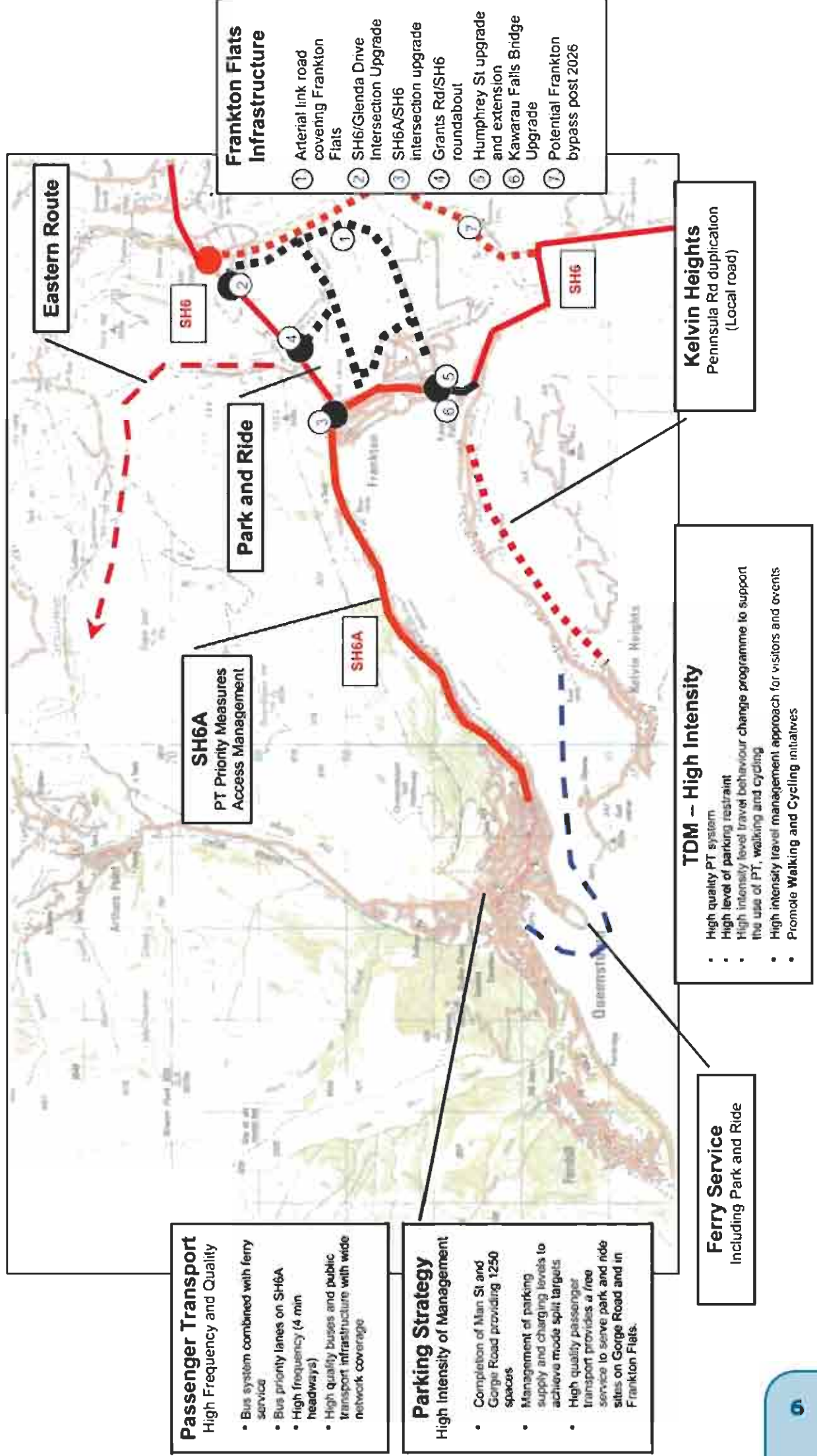
## 6. The strategy

The Wakatipu Transportation Strategy consists of a combination of complementary transport measures. Each measure works in accord with the other to form the strategy.



A map illustrating the strategy is shown overleaf.

**7. Map: Wakatipu Transportation Strategy to 2026**



**Passenger Transport**  
High Frequency and Quality

- Bus system combined with ferry service
- Bus priority lanes on SH6A
- High frequency (4 min headways)
- High quality buses and public transport infrastructure with wide network coverage

**Parking Strategy**  
High Intensity of Management

- Completion of Man St and Gorge Road providing 1250 spaces
- Management of parking supply and charging levels to achieve mode split targets
- High quality passenger transport provides a free service to serve park and ride sites on Gorge Road and in Frankton Flats.

**Ferry Service**  
Including Park and Ride

**TDM - High Intensity**

- High quality PT system
- High level of parking restraint
- High intensity level travel behaviour change programme to support the use of PT, walking and cycling
- High intensity travel management approach for visitors and events
- Promote Walking and Cycling initiatives

**Frankton Flats Infrastructure**

- 1 Arterial link road covering Frankton Flats
- 2 SH6/Glenda Drive Intersection Upgrade
- 3 SH6A/SH6 intersection upgrade
- 4 Grants Rd/SH6 roundabout
- 5 Humphrey St upgrade and extension
- 6 Kawarau Falls Bridge Upgrade
- 7 Potential Frankton bypass post 2026

## 8. What is the timing?

Focus in the short term is on the implementation of measures that are low in cost and investigation into the feasibility of the major infrastructure projects for example, bus priority measures on SH6A.

The projects that will deliver key benefits for passenger transport will proceed to construction in the medium term, with other major infrastructure projects (such as the eastern route and the Boyd Road link) protected for construction after 2026. The following table displays the likely application of the work streams and how they might work together over the next two decades. The investigation of the eastern route needs to proceed quickly in order to address concerns held by those potentially affected.

Strong potential exists for private enterprise to bring forward elements of the strategy. This relates particularly to bus and ferry services, and to roading links on Frankton Flats and Kelvin Heights. Investigation into ferry related infrastructure will take place in the short term in order that this shall not hinder commencement of services.

Timeframe (from now to 2026)	A. Travel Demand Management	B. Roothing Development	C. Passenger Transport	D. Parking
Short term	Full introduction of a travel demand management programme.	Investigation of bus priority measures on Frankton Road. Investigation and protection of eastern route between Frankton and Queenstown CBD, and the Boyd Road extension. Frankton Flats roading.	Implementation of high quality bus services supported by good bus stop facilities. Investigation and protection of land based ferry facilities.	Improvements to the "legibility" of parking. Improved management of short stay parking for visitors. Implementation of limited park'n'ride facilities.
Medium term		Partial implementation of bus priority measures on Frankton Road.	Improve frequency of passenger transport services and extent of service coverage.	Ongoing implementation of park'n'ride facilities. Introduction of parking constraint for long stay (commuter) parking.
Longer term		Full implementation of bus priority measures on Frankton Road. Peninsula Road duplication.	Optimal passenger transport service established with the introduction of ferry services between Kelvin Heights and Queenstown CBD.	
Post 2026		Boyd Road extension and eastern route.		



## 9. The strategy in detail

This section explains in more detail the measures proposed by the strategy.

### A. Travel Demand Management

Travel Demand Management (TDM) seeks to ensure that we are aware of the transport choices available to us. It's about raising the awareness of the effects of our transportation choices today and into the future. TDM aims to encourage us to consider the use of public transport and walk or cycle options, as opposed to using private cars.

Examples of TDM are:

- School travel and business travel plans.
- Promotion of alternatives to the car.
- Travel plans for major events.

Often the council will work with individual agencies to monitor the ways trips are being made and to then develop schemes that will encourage changes toward more sustainable ways of getting around. These programmes will generally link in with other council projects aimed at, for example, improving road safety or improving the convenience of alternatives such as cycling, walking and passenger transport.

### B. Roading Development

#### i) Frankton Road (SH6A)

Frankton Road is the prime link between Frankton and Queenstown and the strategy identifies two key outcomes for it.

Firstly, to permit buses to travel along it without being affected by the delays caused by traffic congestion. This is important for public transport to be successful because bus services need to be quick and reliable if they are to be an attractive alternative to the private motor vehicle.

The second outcome for Frankton Road is an access management plan which will involve upgrading and reducing some of the turning movements at some of the intersections joining it. This is required in order to maintain an acceptable level of safety and efficiency for those who are driving and for the pedestrians who we need to cross Frankton Road to access bus stops.

There are options for providing bus priority which require further investigation. Feasibility studies proposed early on in strategy implementation will establish the details and extent of bus priority and access management that is required, and how this might be implemented.

#### ii) New route between Frankton Road and Gorge Road

The proposed strategy seeks that the route which follows the west bank of the Shotover River (connecting both Tuckers Beach Road and Hansen Road to Gorge Road) be protected to cater for potential growth. The strategy therefore has included the Frankton to Gorge Road route with the emphasis being placed upon further investigation and route protection. This needs to proceed quickly in order to address concerns held by those potentially affected by the route.

This approach of investigation and route protection attempts to manage some of the risks associated with the strategy - providing a fallback position if needed.

A key issue that needs to be resolved during the implementation of the strategy will be the cost of the various options. The upfront cost of new roads is high.

The Frankton to Gorge Road route offers a hazard management role in the event that Frankton Road should be closed or offering restricted access due to a hazard or major construction activity. The route would also link with any park 'n' ride development planned for Gorge Road.



### iii) Kelvin Heights

Roading improvements in Kelvin Heights include a suitable form of access to any future residential development on the higher north facing slopes of the Peninsula. This route would follow the current Peninsula Road around the edge of Frankton Arm but be located further up the hillside to provide good passenger transport accessibility.

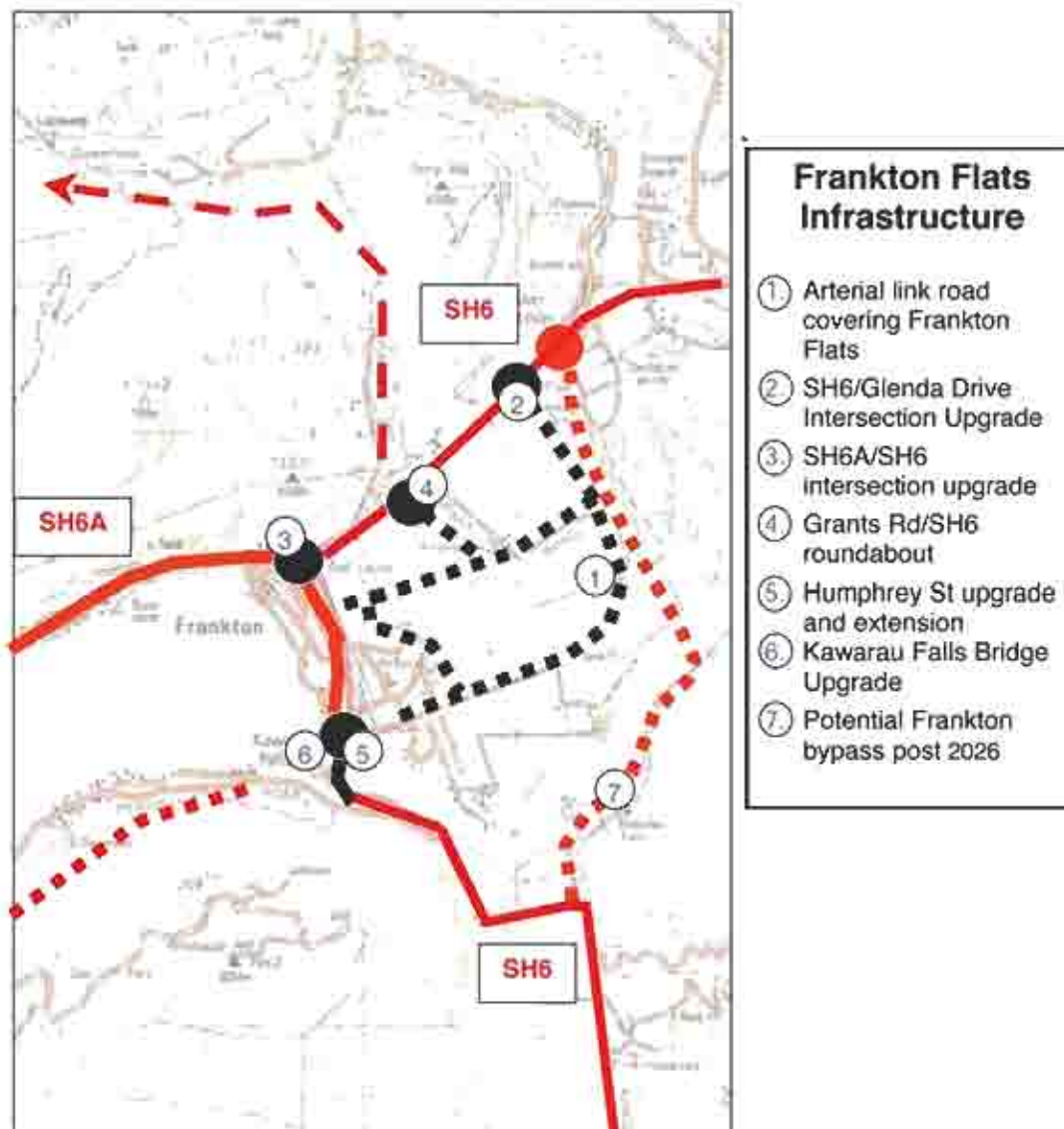
### iv) Frankton Flats

Over the next 20 years, Frankton Flats will grow as a key residential and commercial centre for the Wakatipu. An arterial network is needed to set the basic roading framework for the area - enabling easy movement throughout the area for all modes of travel. The network needs to take into account the growth of the area and what this means in terms of additional traffic.

Where possible, it is desirable to separate local traffic from the longer distance traffic using the adjacent state highway. However it is important that the state highways and the Frankton Flats roads work together - the strategy proposes a series of intersection improvements that will increase capacity and safety between the local roads and the state highway network.

A total of seven upgrade projects have been identified including the replacement of the Kawarau Falls Bridge. The projects are outlined below:

The intersection of Frankton Road and SH6 is an important location in the road network. As well as continuing to provide for high general traffic demands, it will be upgraded to provide buses with a fast route through the intersection. The needs of pedestrians and cyclists at the intersection will also be investigated.



#### **v) Boyd Road**

A new state highway, known as the Boyd Road link, has been looked into. This new road would link SH6 to the south of Kawarau Falls bridge with Ladies Mile (SH6) near Glenda Drive. A new bridge over the Kawarau River would be needed. The analysis of this option suggests that the amount of traffic that would use this link would be quite small. However, strategically there is value in protecting the opportunity to build such a link after 2026 - the existing SH6 is likely to get busier, to the point that the new link may be an effective option for traffic wishing to bypass Frankton.

The strategy therefore proposes that this route be further investigated and protected for construction after 2026.

#### **C. Passenger Transport**

A bus system is recommended due to its ability to respond to changing demands and cost effectiveness compared to other types of systems.

The proposed strategy, which uses a combination of Travel Demand Management (TDM) measures (discussed in section A), the management of parking (discussed later in section D) and an enhanced passenger transport service, will make passenger transport a more attractive option for travelling within the Wakatipu.

An indicative passenger transport network is shown in the map overleaf. It shows the areas served by the network. Under this strategy, service frequencies would be around a bus every four minutes on Frankton Road when the strategy was fully implemented.

# Passenger Transport

**Bus Route 1** (10 minutes): Fernhill to Remarkables Park via Queenstown CBD, Frankton Flats and Queenstown Airport. Extended hourly to Glenorchy

**Bus Route 2** (10 minutes): Gorge Road car park to Remarkables park via Queenstown CBD and Five Mile

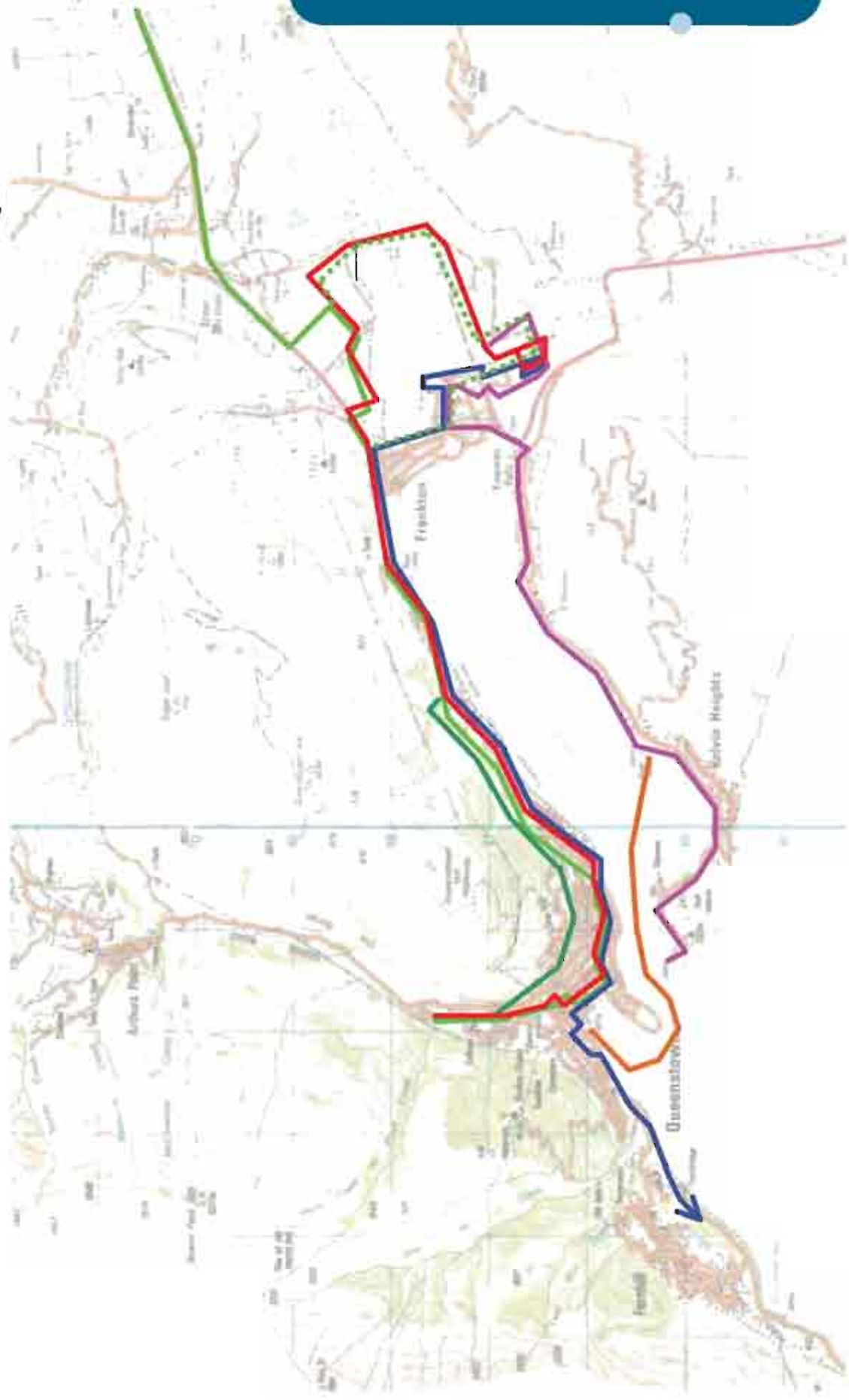
**Bus Route 3** (50 minutes): Arrowtown to Gorge Road car park via Five Mile and Queenstown CBD

**Bus Route 3A** (60 minutes): Arrowtown to Gorge Road car park via Remarkables Park, Frankton Flats and Queenstown CBD

**Bus Route 4** (15 minutes): Kelvin Heights to Remarkables Park via Queenstown Airport

**Ferry Route 5** (15 minutes): Kevin Heights to Queenstown CBD

**Bus Route 6:** High-level route connecting Gorge Road (via Queenstown CBD) with turnaround at Goldfield Heights



## D. Parking

The management of parking has a key role to play in influencing the decision to drive a car. Enhanced passenger transport must be in place before parking management can be successfully implemented.

The parking strategy has three key elements. The first is to put in place information to tell people where parking is available and make parking controls clear. The second is better management of short stay parking.

The third element is management of long stay - or commuter parking - alongside the introduction and acceptance of a high quality passenger transport system.

In order to achieve the objectives for the parking strategy and meet the overall vision for the transport strategy, the following 'active management' measures are recommended. It is estimated these measures could translate to approximately a 20% transfer of car trips to passenger transport by 2026. They are:

- Completion of Man Street and Gorge Road parking, providing 1250 spaces;
- A new parking management strategy for the CBD;
- A residential parking scheme to help manage the spill of CBD parking demands into surrounding residential areas; and
- High quality passenger transport, providing an affordable service, serving park 'n' ride sites on Gorge Road, Frankton Flats and Kelvin Heights.

## 10. Implementation

The implementation of the strategy will be led by Queenstown Lakes District Council, Otago Regional Council and Transit New Zealand. The table at the end of this document outlines the implementation plan that derives from the proposed strategy, with colours indicating the lead agency.



## 11. Wakatipu Transportation Strategy to 2026 - Implementation Plan

Package Components	2007 to 2010	2011 to 2015	2016 to 2026	2026 and beyond
SH6A (Pt priority measures/ access management )	<ul style="list-style-type: none"> <li>Scheme Feasibility/ Scheme Assessment</li> <li>Scheme Designation</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of partial pt priority - with intersection upgrades</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of full pt priority</li> </ul>	
SH6/6A Intersection	<ul style="list-style-type: none"> <li>Scheme Feasibility / Scheme assessment, Design.</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of SH6/6A intersection improvements.</li> </ul>		
PT Initiatives	<ul style="list-style-type: none"> <li>Develop pt procurement process</li> <li>Develop pt system specification</li> <li>Scheme Development</li> <li>Transport centres and stops</li> <li>Information services</li> <li>Integrated Ticketing (Smart Cards)</li> <li>Ferry Facilities</li> <li>Park N Ride</li> <li>Install pt centres and stops in CBD and Frankton</li> <li>Construct Gorge Rd &amp; Frankton Park N Ride</li> <li>Construct ferry facilities and potential commencement of services.</li> </ul>	<ul style="list-style-type: none"> <li>Buses Operating at 10min Frequency</li> </ul>	<ul style="list-style-type: none"> <li>Extend Ferry Facilities</li> <li>Extend Ferry Services</li> <li>Increase Frequency of Buses gradually up to 4mins</li> </ul>	Buses Operating (4mins Freq)
TDM Measures	<ul style="list-style-type: none"> <li>Appoint TDM Manager/ Visitor Events Travel Coordinator</li> <li>Develop TDM Implementation Plan (Based on Strategy)</li> <li>Identify Infrastructure needs - walking, cycling and PT)</li> <li>Implement Travel Attitudinal Survey and other data collection requirement</li> <li>Implement marketing and travel awareness campaign</li> <li>Travel Plans for new and existing schools, businesses (including ski fields) &amp; subdivisions</li> <li>Queenstown Lakes cycling and walking strategy (incorporating implementation of the Wakatipu trails Strategy and the Upper Clutha Cycling and Walking Strategy)</li> <li>Events travel plans</li> </ul>	<ul style="list-style-type: none"> <li>Action Implementation Plan</li> <li>Travel Plans (School and Work)</li> <li>Carpool Scheme</li> <li>Working with Commercial Operators on TDM</li> <li>Continue construction of Cycling and Pedestrian Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Review Implementation Plan</li> <li>Continue to Action Implementation Plan</li> <li>Continue construction of Cycling and Pedestrian Infrastructure</li> </ul>	
Parking Strategy	<ul style="list-style-type: none"> <li>Formalise and Adopt Parking Plans</li> <li>Implement initial stages of parking strategy</li> <li>Purchase land for parking</li> <li>Implement Data Collection Programme</li> <li>Review parking controls and information</li> </ul>	<ul style="list-style-type: none"> <li>Introduce on-street Parking Restrictions</li> <li>Continue to Implement Parking Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Continue to Implement Parking Strategy</li> <li>Review Parking Charges in relation to PT</li> </ul>	
Eastern Route	<ul style="list-style-type: none"> <li>Feasibility Assessment - Geotechnical assessment.</li> <li>If appropriate, commence route protection.</li> </ul>		<ul style="list-style-type: none"> <li>Scheme Assessment</li> </ul>	<ul style="list-style-type: none"> <li>Construction</li> </ul>
Frankton Flats Arterial Network	<ul style="list-style-type: none"> <li>Commence designation process</li> <li>Constructability Assessment</li> <li>Scheme Assessment of Link Road (Eastern and Western) - Designate Route</li> <li>Construction of sections of Link Road by developers</li> </ul>	<ul style="list-style-type: none"> <li>Construct Link Road around end of Runway RESA areas (most likely Eastern end)</li> <li>Remainder of Link Road by developers</li> </ul>	<ul style="list-style-type: none"> <li>Construct Link Road around western end of Runway RESA areas if required</li> </ul>	
Frankton Flats- State Highway Components	<ul style="list-style-type: none"> <li>Glenda Drive Roundabout (Scheme Design and Construction)</li> <li>Grant Road Roundabout</li> <li>Construct New Kawarau River 2-lane Bridge</li> <li>Boyd Rd extension risk assessment</li> </ul>	<ul style="list-style-type: none"> <li>Humphreys Road Roundabout (Scheme Design and Construction)</li> </ul>		
Kelvin Heights	<ul style="list-style-type: none"> <li>Concept plan for route running parallel to Peninsula Road</li> </ul>	<ul style="list-style-type: none"> <li>Designation/implementation through subdivision process.</li> </ul>	<ul style="list-style-type: none"> <li>Construction (mainly by developers)</li> </ul>	
General	<ul style="list-style-type: none"> <li>Transport monitoring and data management project</li> <li>Road Safety Strategy</li> </ul>			

Lead Organisation

Transit

QLDC / ORC

QLDC

### NOTES

Red Font relates to investigations that need to be undertaken urgently as they will affect the overall effectiveness of the strategy.

