



Best use of infrastructure

Target constraints and prioritise strategic movements.

- **Frankton first:** signalised intersections, bus lanes and active mode links to unlock the central node.
- **Target bottlenecks:** selective capacity, access and safety works where they protect strategic movement.
- **Optimise continuously:** signals, ITS, freight/access windows and corridor operations before larger builds.
- **Preserve options:** corridor protection and preparatory planning for future step change investments.



Move more people in less space

Shift growth to high-capacity public transport and active access so corridors carry more people.

- **Scale bus services:** increase frequency, span and vehicle capacity on eastern, southern and SH6A corridors.
- **Priority where it matters:** bus lanes and queue priority on approaches to Shotover, Kawarau and Frankton.
- **Connect the spine:** super stops, interchanges, park-and-ride, feeder services and first/last-mile links.
- **Step-change later:** offline PT Frankton–Queenstown, with triggered extensions to Ladies Mile / Southern Corridor.



Actively manage demand

Reduce avoidable vehicle demand at the busiest places and times to protect scarce capacity

- **Price scarce capacity:** progress time-of-use/road pricing as the strongest network-scale lever tested.
- **Reinforce with parking/access:** align parking controls, access management, travel planning and real-time information.
- **Sequence with alternatives:** introduce alongside credible public transport and local access upgrades so people have choices.
- **Monitor and adapt:** use demand, growth, PT performance and visitor trends to trigger or repackage activities.



Sequence step-change improvements

Use a trigger-based pathway that keeps options open. Make the most of existing assets, build readiness and only commit to larger moves when evidence, funding and deliverability align.

- **Start with readiness:** protect options, complete investigations and prepare enabling decisions before committing to major works.
- **Use clear triggers:** advance interventions when demand, reliability, growth or resilience signals show incremental responses are no longer enough.
- **Stage by dependencies:** align infrastructure with public transport services, local access, land use and funding decisions so benefits are not stranded.
- **Keep packages scalable:** progress modular works that can be expanded, re-scoped or deferred as conditions change.
- **Review continuously:** monitor performance and refresh the programme through partner governance and future investment processes.



Fund and deliver differently

Conventional NLTP and local funding alone is unlikely to deliver the programme. Queenstown needs a blended, beneficiary-aligned funding package.

- **Broaden beneficiaries:** capture a fairer contribution from visitors, users, growth areas and land-value uplift where demand and benefits occur.
- **Use pricing as a lever:** time-of-use can manage peaks and support investment, with equity and revenue use designed upfront.
- **Bring forward investment:** infrastructure funding and financing can raise finance against future levy or beneficiary revenue streams.
- **Partner where it adds value:** private or partnership delivery may accelerate offline PT, park-and-ride, interchange or visitor transport components.
- **Lock governance early:** agree partner leads, funding shares and critical dependencies through Way to Go, RLTP, Regional Deal and business cases.