

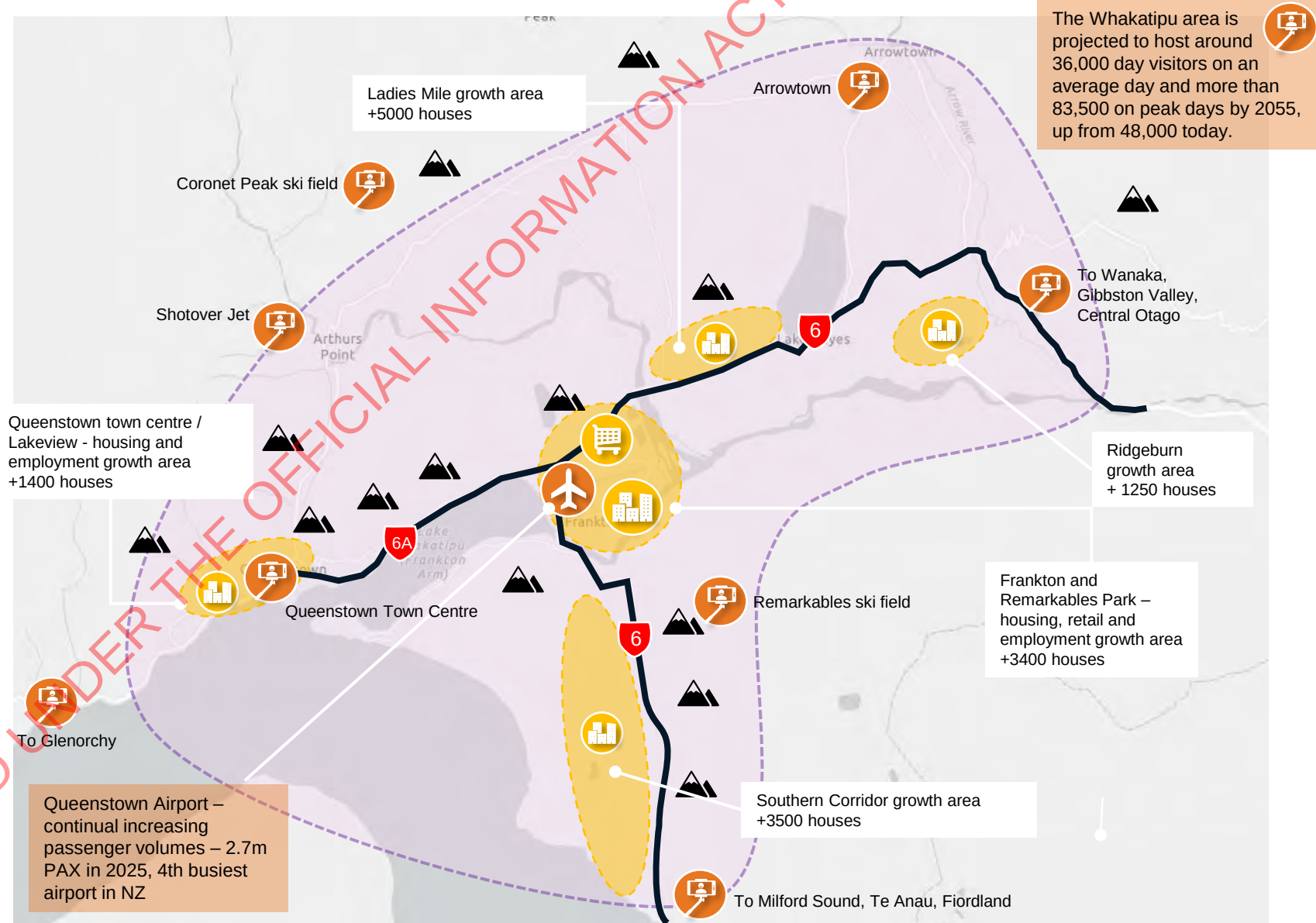
Strategic Transport Planning workshop

12 June 2026

Queenstown Strategic Network Plan

Queenstown Strategic Networks Plan

- Queenstown's rapid growth, constrained geography and lack of capacity are placing extreme pressure on a small, single-corridor, and largely single lane network.
- Severe congestion, reliability issues, resilience risks and growing social and environmental impacts will worsen over time due to ongoing resident and tourism growth
- The issues in Queenstown are now urgent and an agreed enduring way forward is needed
- Previous work indicates it is neither practical nor feasible to provide enough network capacity for private vehicles to meet the demand.
- The Queenstown Strategic Network Plan refreshes and builds on our previous planning work
- We are collaborating with QLDC and ORC staff as public transport and local roads will play important roles in the future system.
- The Plan is separate to the Otago Central Lakes Regional Deal, but will form NZTA's position to engage with local government.



Queenstown Strategic Networks Plan: Challenges

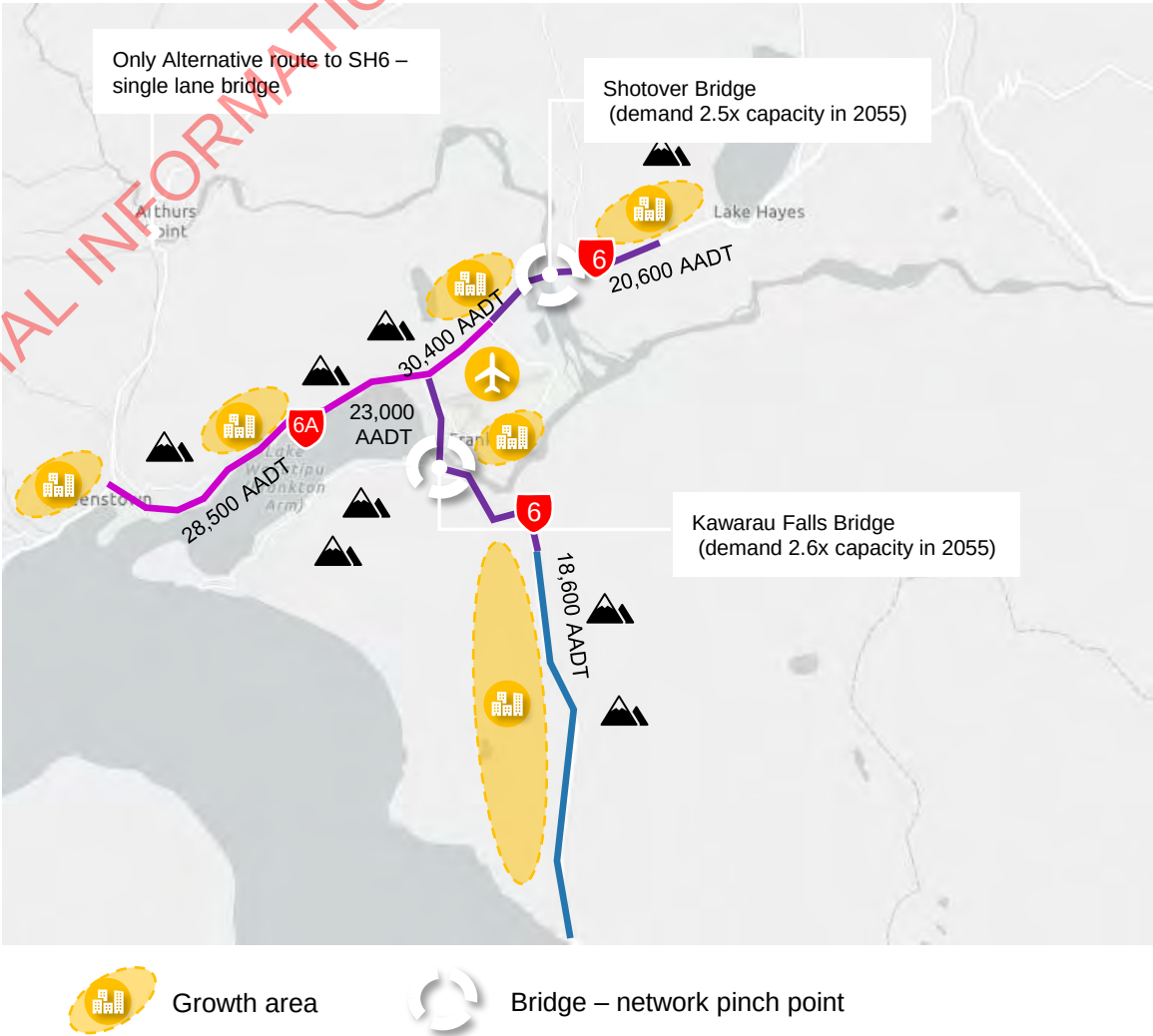
Queenstown faces a combination of challenges from rapid growth, tourism activities, constrained geography and limited options for expanding the existing network. While these challenges are experienced locally, their economic consequences are nationally significant.

The network doesn't have **capacity** to cater for demand, resulting in increasing **congestion, delays** and poor travel **reliability**.

The strategic network is not fulfilling its **intended functions** within the wider transport system.

The **lack of alternative routes** means the system is reliant on key parts of the strategic network, leading to widespread **disruption** during **unplanned incidents**.

Areas of unacceptable **impacts** on people, the **environment**, and **quality of life**.



Preferred Strategic Approach

Queenstown's geography, growth, and economy make it fundamentally different to other centres. These constraints mean traditional upgrades and approaches won't work.

We need to be open to using new and innovative approaches to achieve our objectives in Queenstown.

For Queenstown, this means maximising use of high-capacity buses while transitioning to offline public transport. Demand management is also critically important, with Time of Use Charging likely to be a critical component.

Core Elements of the Strategy



Best use of infrastructure

Investment targeting key constraints, prioritising strategic movements

- Network optimisation and managing key bottlenecks to improve reliability and throughput
- Consider opportunities to benefit from new technology
- Incremental investment in capacity and bus priority
- Walking and cycling improvements including first/last mile



Move more people in less space

Shift to high-capacity public transport, maximising use of existing bus network

- Incremental investment in bus services
- Transition to higher capacity PT vehicles
- Access management in constrained locations
- Improving interchange between modes and services



Step-change only when needed and achievable

Larger interventions where triggers are met, pending funding availability.

- Offline public transport
- Additional road bridge to southern corridor
- Protecting corridors for future high-capacity transit



Actively manage demand

Lean heavily on tools like pricing and access management to reduce pressure at peak times and make better use of available capacity.

- Time of Use charging
- Parking management
- Travel planning



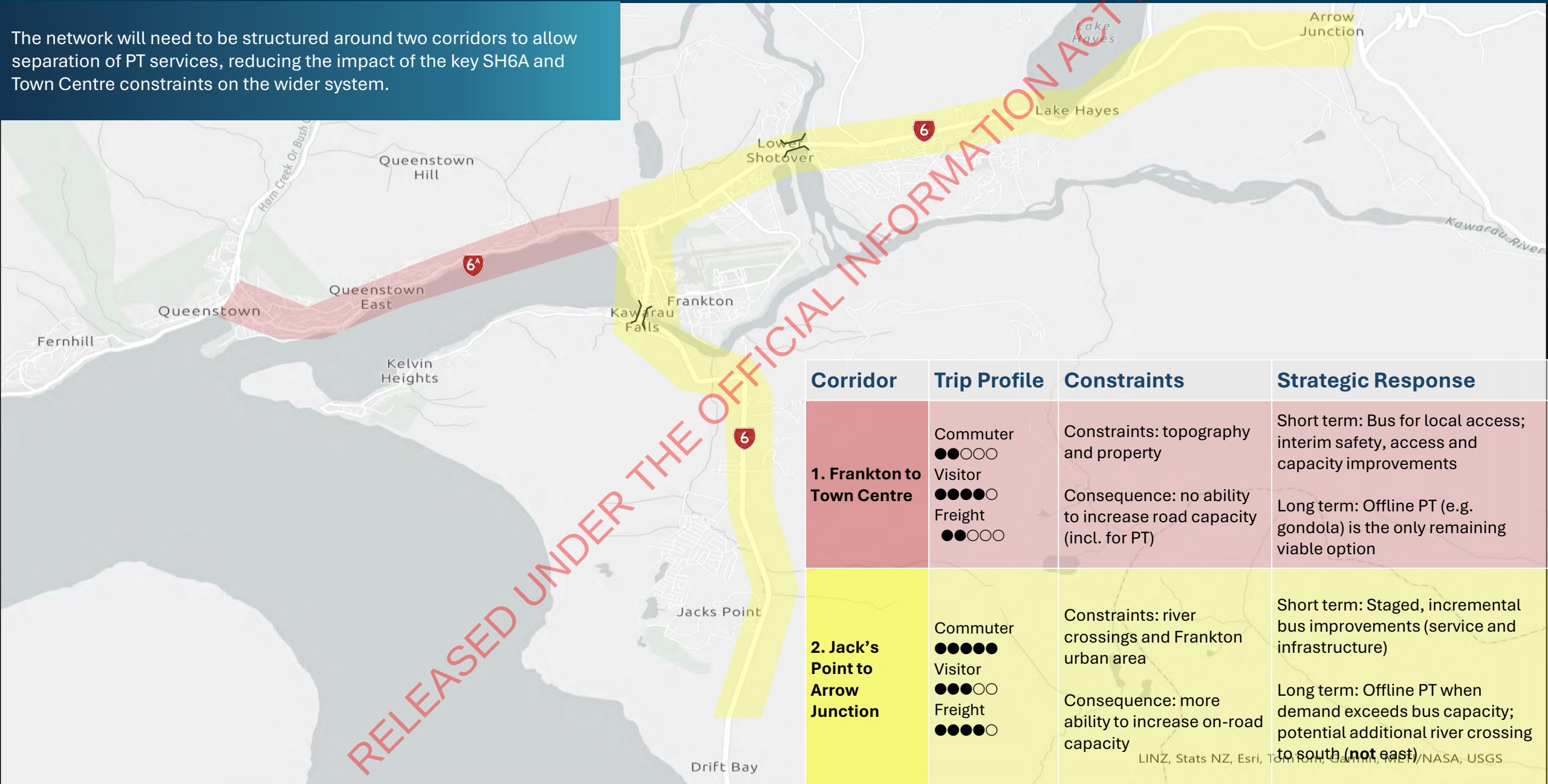
Innovative approaches to funding, financing and delivery

Be open to using new and innovative approaches to how we deliver, fund and finance solutions that better attribute cost to beneficiaries

- Development funding equitable share of transport improvements
- Infrastructure Funding and Financing
- Partnering on private investment
- Targeted levies on visitors and growth

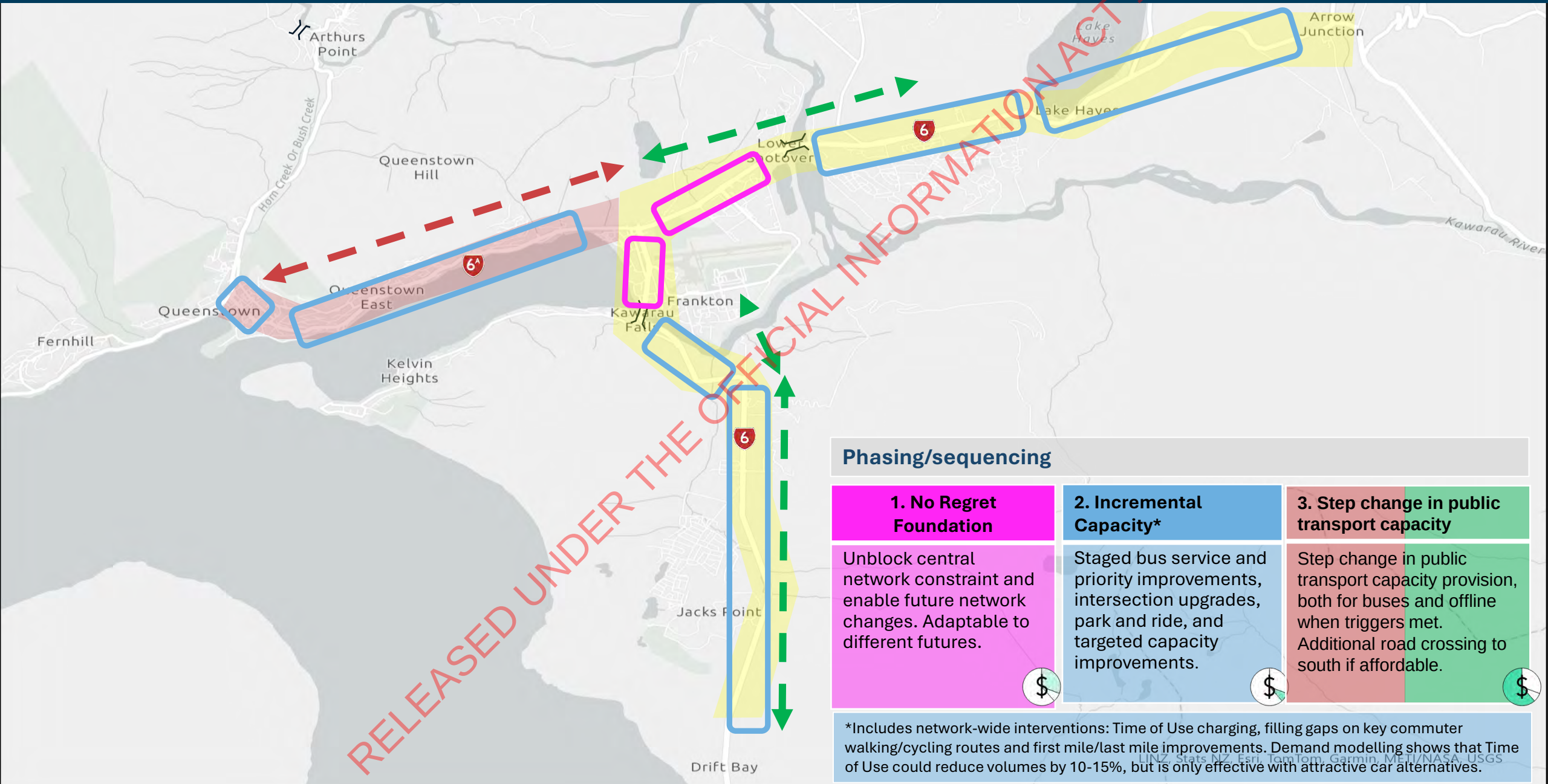
Preferred Strategic Approach – two strategic corridors

The network will need to be structured around two corridors to allow separation of PT services, reducing the impact of the key SH6A and Town Centre constraints on the wider system.



Corridor	Trip Profile	Constraints	Strategic Response
1. Frankton to Town Centre	Commuter ●●○○○ Visitor ●●●●○ Freight ●●○○○	Constraints: topography and property Consequence: no ability to increase road capacity (incl. for PT)	Short term: Bus for local access; interim safety, access and capacity improvements Long term: Offline PT (e.g. gondola) is the only remaining viable option
2. Jack's Point to Arrow Junction	Commuter ●●●●● Visitor ●●●○○ Freight ●●●●○	Constraints: river crossings and Frankton urban area Consequence: more ability to increase on-road capacity	Short term: Staged, incremental bus improvements (service and infrastructure) Long term: Offline PT when demand exceeds bus capacity; potential additional river crossing to south (not east)

Preferred Strategic Approach – phasing / sequencing



Phasing/sequencing

1. No Regret Foundation	2. Incremental Capacity*	3. Step change in public transport capacity
Unblock central network constraint and enable future network changes. Adaptable to different futures.	Staged bus service and priority improvements, intersection upgrades, park and ride, and targeted capacity improvements.	Step change in public transport capacity provision, both for buses and offline when triggers met. Additional road crossing to south if affordable.

*Includes network-wide interventions: Time of Use charging, filling gaps on key commuter walking/cycling routes and first mile/last mile improvements. Demand modelling shows that Time of Use could reduce volumes by 10-15%, but is only effective with attractive car alternatives.

Next steps and discussion

Preferred Strategic Approach

- The preferred strategic approach will form a key part of the strategic plan
- It will **represent the NZTA position** on the long term response and investment intentions across the Queenstown and **form the basis for our future input to the Regional Deal and engagement with the regional and local councils.**
- We propose to progress with a balanced hybrid approach which focuses on:
 - Hybrid public transport network (bus and offline)
 - Public transport priority infrastructure (bus lanes, signalised intersections)
 - Targeted road capacity improvements (intersection reconfiguration, potential southern corridor crossing)
 - Demand management (time-of-use charging)

The next steps include:

- Further refinement of the preferred strategic approach
- Confirming potential activities and investment needs - priorities, sequencing, risks, triggers & dependencies
- Engaging with local elected members in July (QLDC and ORC)
- We expect to present a final plan to you for endorsement in August.
- The outputs of this plan will inform the SHIP and NLTP processes



Discussion points

- Do you support the preferred strategic approach?
- Are you supportive of the types of interventions that this approach has highlighted?
- Is there anything else we need to consider?