

Value, Outcomes & Scope Committee Meeting Minutes

9 July 2026

Meeting time & venue:	Microsoft Teams from 9:30am to 12:00pm
Attendees:	Ben White (Chair), Joy Price (Secretariat), Andrew Robinson, Andrew Tester, Peter Brown, Rich Osborne, Cole O'Keefe (As a proxy for Joshua Arbury, Emma White (Observer, left the meeting at 11:25), Joshua Arbury (Observer, joined for item 2), Kevin Wright (Observer), Karin Pretorius (joined for item 3), Marutawhao Delamere
Apologies:	Andrew Robertson, Kathryn King, Craig Mitchell (Observer)
 Ben White / Acting Chair of VOS Committee Senior Manager, Portfolio and Programme Office, Transport Services Minutes are approved on 13 July 2026	

out of scope

out of scope

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20260709 – 2 Queenstown Strategic Network Plan

Region:	Otago	Request type:	Decision – Next phase
Submitter's name:	Chris Baker (TP)	Submitter's email:	chris.baker@nzta.govt.nz
Other attendees	Joshua Arbury (Sponsor), Nilesh Redekar (PPO IQA), Tony MacColl (Planning Advisor)		

Decision:

That the National Manager, Portfolio and Standards, Transport Services:

- **Recommends** to the Head of Investment that the NZTA Board:

- **Endorses** the Queenstown Strategic Network Plan.

- **Notes:**

- The Queenstown Strategic Network Plan is an early project for a new approach to how NZTA undertakes long-term strategic transport planning.
- The Queenstown Strategic Network Plan sets out an agreed way forward to guide NZTA's long-term decisions on the future investment and management of Queenstown's Strategic Network, but does not seek a decision to invest in any specific activities.
- The Queenstown Strategic Network Plan will improve and inform planning and coordination across numerous business process, including:
 - o providing long-term plans including Arataki: Our 30 Year Plan with a holistic view of how Queenstown's strategic network needs to evolve over time;
 - o identifying activities for prioritisation, project development and delivery through State Highway Investment Proposal, Regional Land Transport Plan, National Land Transport Programme, and future business case processes;
 - o engagement with stakeholders, councils and government about priorities for Queenstown's strategic network.

Actions:

- **The project team is expected to:**

- work with the Portfolio Advice and Assurance Advisor to review assurance comments and clarify whether identified gaps are due to limited review time or missing content, and address any outstanding assurance requirements;
- provide an indication of the order of magnitude for costs and the relative scale of proposed interventions in the slides for the board, including timing estimates for each stage (e.g., 0–3 years, 3–10 years, and 10+ years, where appropriate);
- continue coordination with the SHIP team to ensure alignment on priorities for the first three to 10 years, and ensure alignment between the Board papers.

Key points:

- The identified option put forward by the project team presented a balanced multi-modal approach, noting that roading improvements alone will not address future growth and congestion. The preferred strategy combines targeted roading improvements, public transport investment, demand management measures, and provision for a future offline public transport solution.
- An estimate of order-of-magnitude cost estimates for the full program are in the range of \$1.5–2.5 billion over 30 years, with larger projects in later phases representing significant increases over historic investment levels.
- Assurance feedback highlighted strengths in strategic alignment and evidencing of the problem but noted the need for stronger integration of land use levers, clearer evidence of effectiveness, and more robust rationale for study sequencing. The discussion led to an action to clarify whether other information is available to support these identified gaps.
- The Committee recommends that future Board material includes indicative investment ranges and provides a clearer sense of when different intervention stages could reasonably occur, while recognising that actual implementation timing will remain dependent on future growth, need and funding decisions. The discussion led to an action.
- Overall, the VOS Committee supported the strategic direction and preferred multi-model approach for Queenstown Strategic Transport Plan, noting that the plan should continue to be presented as a long-term strategic framework rather than a commitment to specific future funding decisions. It was clarified that this is not a programme business case, but rather a plan, and as such a different level of detail is required at this stage in the planning process.