



Southern Corridor Network Operating Framework

Queenstown Lakes District Council

26 June 2020

Contents

Executive summary	1
1. Introduction	5
1.1 Network Operating Framework Purpose and Objectives	5
1.2 Study area	6
1.3 Stakeholder involvement.....	7
1.4 Purpose of this report.....	8
1.5 Scope and limitations	8
2. Network Operating Framework Development Process	9
2.1 Process overview	9
2.2 Workshops.....	10
3. Network Context	12
3.1 Demographics and growth.....	12
3.2 Transport network and existing land use.....	15
3.2.1 Transport network context	15
3.2.2 Existing land use context	18
3.3 Wider network considerations.....	18
3.3.1 Queenstown Town Centre Detailed Business Case, Frankton to Queenstown Single Stage Business Case, and Grant Road to Kawarau Falls Bridge Detailed Business Case	18
3.3.2 Wakatipu Park and Ride Single Stage Business Case	18
4. Strategic Policy and Planning Context	19
4.1 Government Policy Statement on Land Transport 2018.....	19
4.2 Arataki 2021- 31	20
4.3 Keeping Cities Moving – A Plan for Mode Shift.....	21
4.4 Otago Southland Regional Land Transport Plans 2015-2021, Updated 2018.....	21
4.5 Queenstown Lakes District Vision Beyond 2050.....	21
4.6 Queenstown Lakes District Council Ten-Year Plan 2018-28	22
4.7 Queenstown Lakes District Council Proposed District Plan.....	22
4.8 Queenstown Lakes District Council Operative District Plan.....	24
4.9 Grow Well Whaiora – The Queenstown Lakes Spatial Plan (under development).....	25
5. Land Use and Growth	28
5.1 Land use development	28

6.	Network Operating Framework Development.....	33
6.1	Operating framework horizon.....	33
7.	Strategic Objectives and Network Principles	34
7.1	Pedestrians.....	34
7.2	Cyclists.....	35
7.3	Public transport.....	36
7.4	Freight	36
7.5	General traffic.....	37
8.	Strategic Transport Network	40
8.1	Road user groups	40
8.2	Pedestrian and cycling strategic network.....	40
8.3	Public transport strategic network.....	42
8.4	Freight strategic network	44
8.5	General traffic strategic network.....	45
9.	Modal priority conflicts	47
9.1	Northern State Highway 6 (Kingston Road)	49
9.2	Coneburn Special Housing Area to State Highway 6 corridor.....	50
9.3	Southern Maori Jack Road.....	50
10.	Application of the Network Operating Framework	51
10.1	Grow Well: Whaiora – Queenstown Lakes Spatial Plan.....	51
10.2	Network Operating Framework lifecycle.....	51

Figures

Figure 1	Southern Corridor Transport Network Modal Map	3
Figure 2	Southern Corridor NOF Geographic Study Area.....	7
Figure 3	Network Operating Framework Process	10
Figure 4	Queenstown Lakes District and NZ Population Growth 2006 to 2018.....	12
Figure 5	Queenstown Airport – Annual Passengers 2005 - 2019.....	14
Figure 6	State Highway 6 – North Kingston Road, Annual Average Daily Traffic 2014 - 2018	15
Figure 7	Southern Corridor All Active Modes Strava Heat map.....	16
Figure 8	Priorities and objectives of the GPS 2018.....	19
Figure 9	GPS 2018 funding priorities by activity class	20
Figure 10	Southern Corridor Proposed District Plan Map	23
Figure 11	Planned Southern Corridor new development areas	29
Figure 12	Orbus Bus Route in the Southern Corridor	43
Figure 13	Southern Corridor Modal Conflict Areas	48



Tables

Table 1 Southern Corridor Usual Resident Population Changes 2006 - 2018..... 13
Table 2 Census 2018 Journey to work proportions for Kelvin Heights and Jack’s Point residents 17
Table 3 Southern Corridor Strategic Objectives and Network Principles Summary 39

Appendices

Appendix A Strategic Objectives and Principles 53
Appendix B Proposed Land Use Maps..... 54
Appendix C Strategic Network Modal Maps..... 58

Executive summary

A Network Operating Framework (NOF) is an approach to transport network planning which road-controlling authorities can utilise to consider all road users and the inter-relationship between infrastructure and non-infrastructure solutions. The framework provides a collaborative and integrated approach to managing the transport system; a 'one network' approach. It consists of operational strategies and objectives for managing the transport network to provide effective network management for all users. The purpose of the framework is to recognise the diverse needs of all road users, identify operating gaps, determine the suitability of interventions and support monitoring of network performance at future stages.

The Southern Corridor NOF study area encompasses the Southern Corridor of Queenstown, situated south of Frankton. This includes the suburb of Jack's Point, as well as the planned future development areas of Coneburn Residential, Coneburn Industrial, Hanley's Farm and Homestead Bay Marina. The study area is currently largely undeveloped, but extensive residential growth is planned here over the next 30 years. The scope of the NOF primarily considers the integration between the transport system and planned/ allowed developments through the Proposed District Plan and Special Housing Areas Act. A NOF for this area is a helpful network planning tool as it adopts a future time horizon for mapping exercises based on population and land use growth assumptions. This allows the impacts of future changes in land use and growth to be considered in present day transport planning decision-making. The growth assumptions referenced in this report are the Queenstown Lakes District – Growth Projections 2018-2048. It is recognised there is potential for greater urbanisation to occur in the study area beyond what is indicated in these growth projections and the Proposed District Plan, following development of the draft Spatial Plan (currently underway). For the Southern Corridor stakeholders adopted a mid-range 10-year horizon for the transport network however; this does not limit the consideration of a longer-term perspective for land use further into the future.

The NOF process considers the strategic context of the Southern Corridor study area by identifying national policy, strategic guidelines, local policy and community aspirations. Community and local aspirations are also identified through interactive stakeholder workshops held early in the NOF development process. These workshops focus on the framework's strategic setting where transport mode-based objectives are developed and mode prioritisation maps for the network prepared with modal conflicts identified. The objectives and principles were developed on a mode-by-mode basis – i.e. without considering other modes. Key objectives stakeholders targeted as outcomes from the Network Operating Framework discussions were as follows:

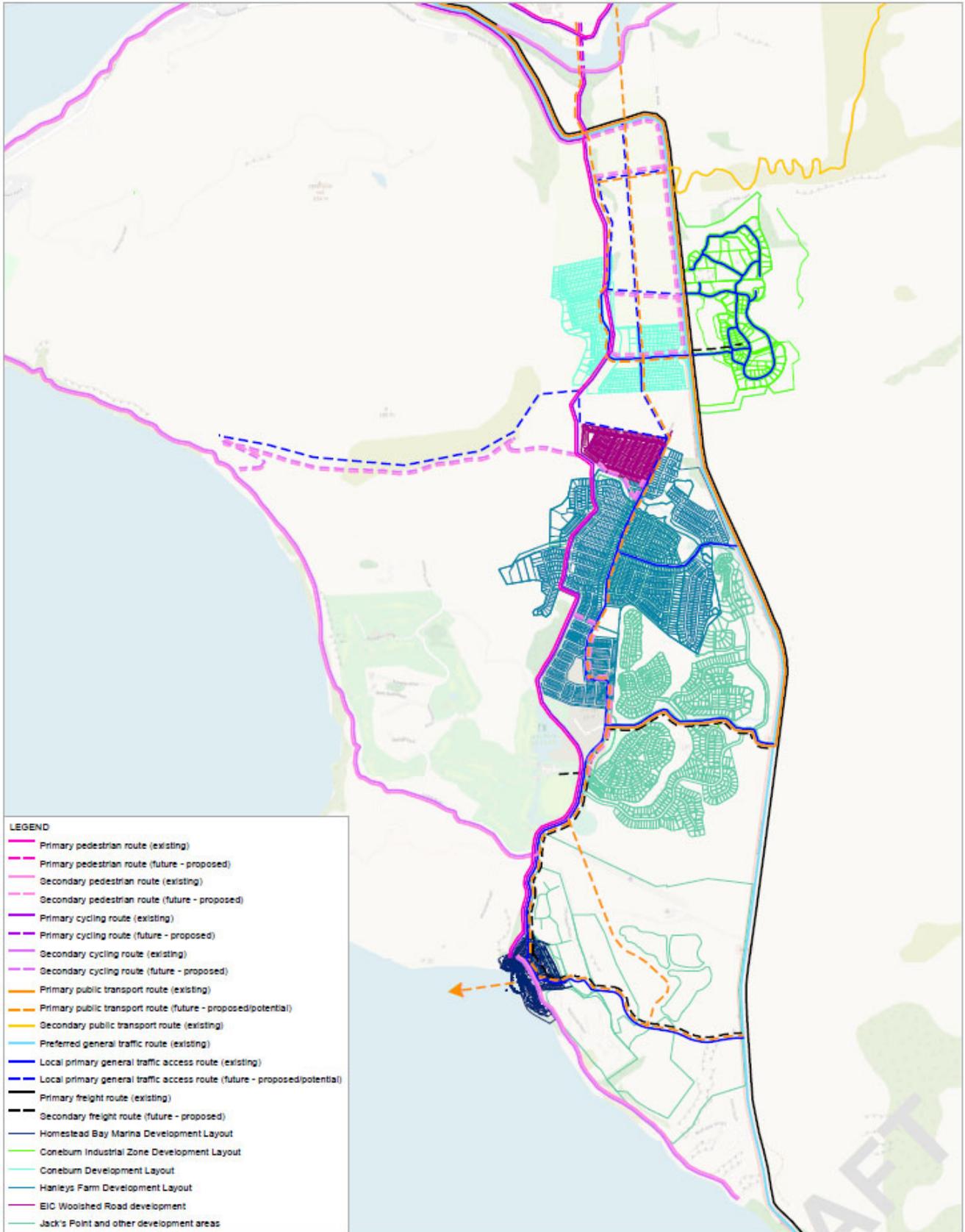
- Establishing a transport network that caters to the medium and long-term needs of the growing Southern Corridor population
- Providing efficient connections between current and future settlements in the study area and the major employment areas north of the Kawarau River in Frankton, Queenstown Town Centre and the wider network
- Improving perceptions of safety for all users
- Promoting public transport, walking and cycling as everyone's first travel choice for movements within, to and from the Southern Corridor. This can be achieved by improving active mode and public transport attractiveness and accessibility for all residents through improved infrastructure and services to support growth in the area.

The strategic objectives and network principles developed for the Southern Corridor can be found in section 7. They provided guidelines which stakeholders used to produce the strategic road network (maps) for each



of the five transport modes (walking, cycling, public transport, general traffic and freight). This mapping exercise was completed in a mode-by-mode manner to enable an aspirational vision of the local network to be achieved. The 10 year aspirational strategic network maps for each mode, which include planned Southern Corridor development areas can be found in Figure 1 below.

Figure 1 Southern Corridor Transport Network Modal Map¹





Based on the strategic network modal maps developed for the study area, stakeholders identified and discussed future areas of conflict where numerous modes vie for priority. In the Southern Corridor the potential conflict areas identified were northern State Highway 6 (Kingston Road), the Coneburn Special Housing Area to State Highway 6 corridor and southern Maori Jack Road. The NOF does not specifically provide 'solutions' to priority conflict areas, however, it documents stakeholder discussion on how the different modes could be considered when addressing competing demands. In the aspirational Southern Corridor transport network, stakeholders noted conflicts predominantly in areas not yet developed, where the transport infrastructure is not yet designed. They acknowledged some of these multi modal conflicts may be mitigated through the transport infrastructure design process as the area develops. At a high level, the conflict areas and the parts of the network where modal routes are *future –potential/proposed* could represent future interventions to be considered as the corridor develops.

This Network Operating Framework is considered 'live' and will evolve as there are changes in the strategic environment, new projects come on-line, further data and analysis becomes available, and new technologies are developed. This may result in changes to primary or secondary routes for modes of transport, which would be justified based on further information being available at future stages.

¹ Note: Two Primary public transport routes (future proposed/potential) are indicatively shown crossing the Kawarau River in Figure 1. One of these is shown as a potential alternative route only, to be investigated if the river crossing to the west is not feasible.

Both potential routes are indicative only and subject to review as part of the Structure / Masterplan process and further feasibility and geotechnical investigations.

1. Introduction

Queenstown Lakes District Council (the Council) commissioned GHD to develop a Network Operating Framework for the Queenstown Southern Corridor. This Network Operating Framework provides stakeholders with a first principles approach to the development of the Southern Corridor transport network. It confirms an aspirational transport network that supports current and future land uses as outlined in the Proposed District Plan, and caters to current and predicted future (growing) travel demands. The Spatial Plan is a 30 year strategy that could promote investigating higher levels of urbanisation than currently shown in the Proposed District Plan and thus additional transport services and infrastructure will be required to support this potential growth along the Southern Corridor.

The development of this framework represents a proactive step by Council and its partners, as it provides a long-term, collaborative and integrated 'one network' approach to managing the transport system in the area. It is recognised that this Network Operating Framework may be reviewed at a later date when there is greater understanding of the extent of changes proposed in the Southern Corridor. This would be upon completion of the Queenstown Spatial Plan (currently under development) in late 2020.

1.1 Network Operating Framework Purpose and Objectives

The development of a Network Operating Framework aims to recognise the diverse needs of road users. With a strategic and collaborative approach, stakeholders and road user groups provide input into the development of a framework to understand the needs of users in the existing network and focus investment in future schemes that suit the needs and demands of its users.

A Network Operating Framework provides a 'backbone' to support the development of Network Operating Plans and transport investments (through business cases and master planning) to supplement and support investment decisions. The Network Operating Framework provides road agencies with strategy guidance on how to respond to land use and transport network interactions in the road network. The Network Operating Framework will:

- Support decisions as part of a wider decision making framework
- Provide a collaborative approach to planning outcomes
- Take a wider view of the network
- Provide transparency in decision-making
- Compliment Business Case development and Master Planning
- Assist with informing an understanding of network interventions
- Form an iterative process to encourage an integrated transport network.

The Network Operating Framework takes the approach of considering the network needs of general traffic, freight, public transport users, pedestrians, and cyclists while considering the inter-relationship of those modes with land use. It will give guidance on network operations planning and where to consider trade-offs in terms of relative encouragement² between modes.

² Relative encouragement refers to prioritising different modes of transport at specific locations.



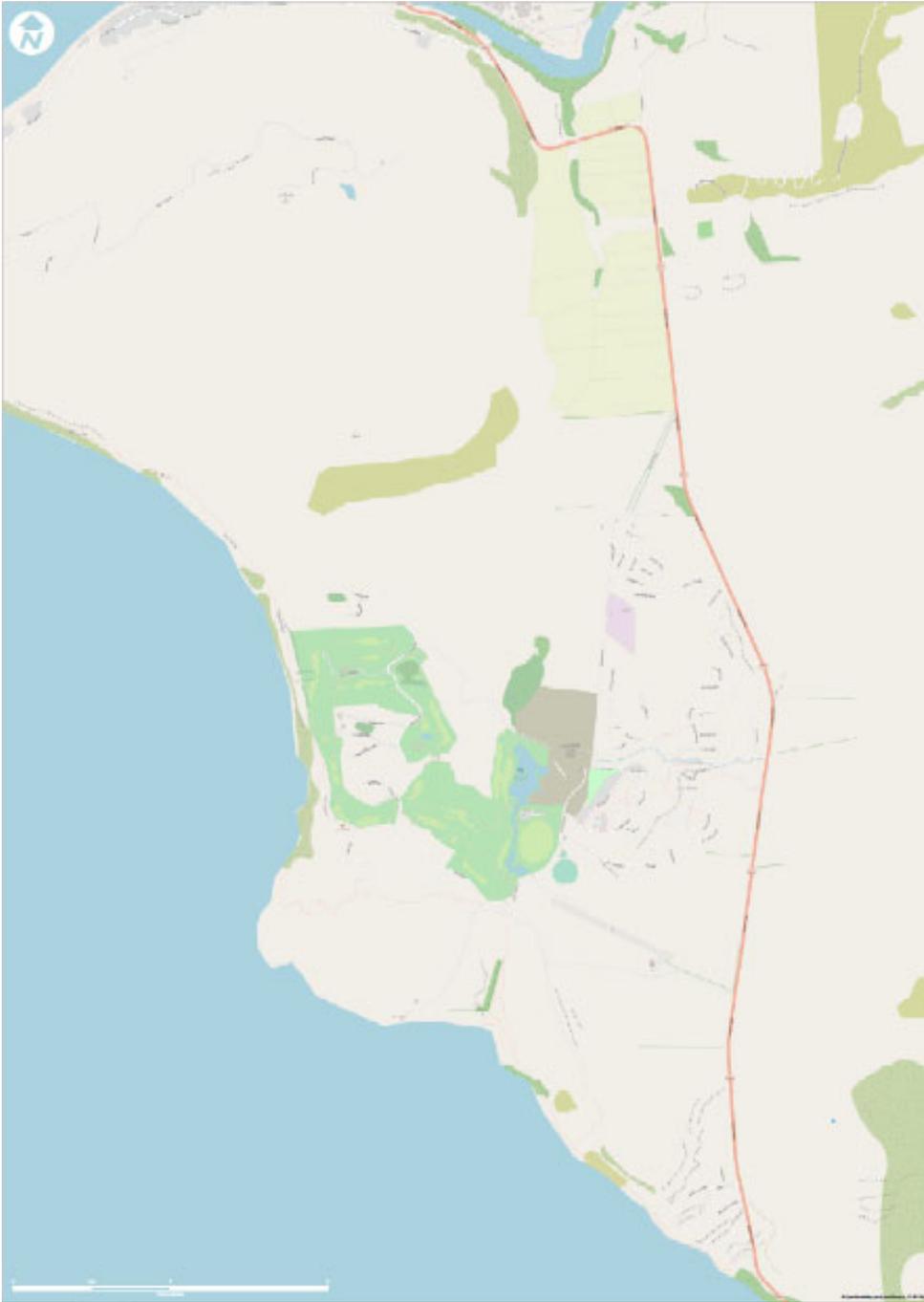
This Network Operating Framework is considered 'live' and will evolve as there are changes in the strategic environment, as new projects come on-line, further data and analysis becomes available, and new technologies are developed.

1.2 Study area

The indicative study area of this Network Operating Framework is the Southern Corridor of Queenstown, situated south of Frankton in the Queenstown Lakes district. The Southern Corridor encompasses the existing suburb of Jack's Point, as well as the future development areas of Coneburn residential, Coneburn industrial, Hanley's Farm and Homestead Bay Marina. State Highway 6 dissects the study area that is bounded by the Kawarau Falls River (and Frankton) to the north, Drift Bay to the south, Lake Wakatipu to the west and the Remarkables mountain range to the east.

The geographic area examined by this NOF is depicted in Figure 2 below.

Figure 2 Southern Corridor NOF Geographic Study Area³



1.3 Stakeholder involvement

Stakeholders from a range of organisations and backgrounds contributed to the development of this Southern Corridor Network Operating Framework. These stakeholders represented the following groups in a workshop held on Friday 20th March 2020 in Queenstown:

³ Map source: <https://www.openstreetmap.org/>

- Queenstown Lakes District Council
- NZ Transport Agency
- RCL Queenstown (Hanley's Farm and Coneburn)
- Jack's Point developer and resident association representative
- Queenstown Trails Trust
- Clarke Fortune McDonald and Associates Planning Consultants (Coneburn and Homestead Bay)

1.4 Purpose of this report

This report has been prepared by GHD for the Queenstown Lakes District Council. The purpose of this report is to outline the Network Operating Framework developed for the Queenstown Southern Corridor, the process undertaken, and document the workshop discussions.

1.5 Scope and limitations

This report has been prepared by GHD for Queenstown Lakes District Council and may only be used and relied on by Queenstown Lakes District Council for the purpose agreed between GHD and the Queenstown Lakes District Council as set out in section 1.4 of this report.

GHD otherwise disclaims responsibility to any person other than Queenstown Lakes District Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report. The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

GHD has prepared this report on the basis of information provided by Queenstown Lakes District Council and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

Specifically, this Report does not take into account the effects, implications and consequences of or responses to COVID-19, which is a highly dynamic situation and rapidly changing. These effects, implications, consequences of and responses to COVID-19 may have a material effect on the opinions, conclusions, recommendations, assumptions, qualifications and limitations in this Report, and the entire Report may need to be re-examined and revisited in light of COVID-19. Where this Report is relied on or used without obtaining this further advice from GHD, to the maximum extent permitted by law, GHD disclaims all liability and responsibility to any person in connection with, arising from or in respect of this Report whether such liability arises in contract, tort (including negligence) or under statute.

2. Network Operating Framework Development Process

The Austroads Network Operations Planning Framework and Part 4: Network Management guidelines informed the development of this Network Operating Framework. The development of the Framework incorporates information sourced from workshop sessions run over one to two days with stakeholders. The purpose of the workshops were to develop strategic objectives, network principles, and the networks and places role for each transport corridor. Modal priority networks were developed for each of the transport modes. This was a collaborative exercise with stakeholders using maps to determine the priorities for each different mode.

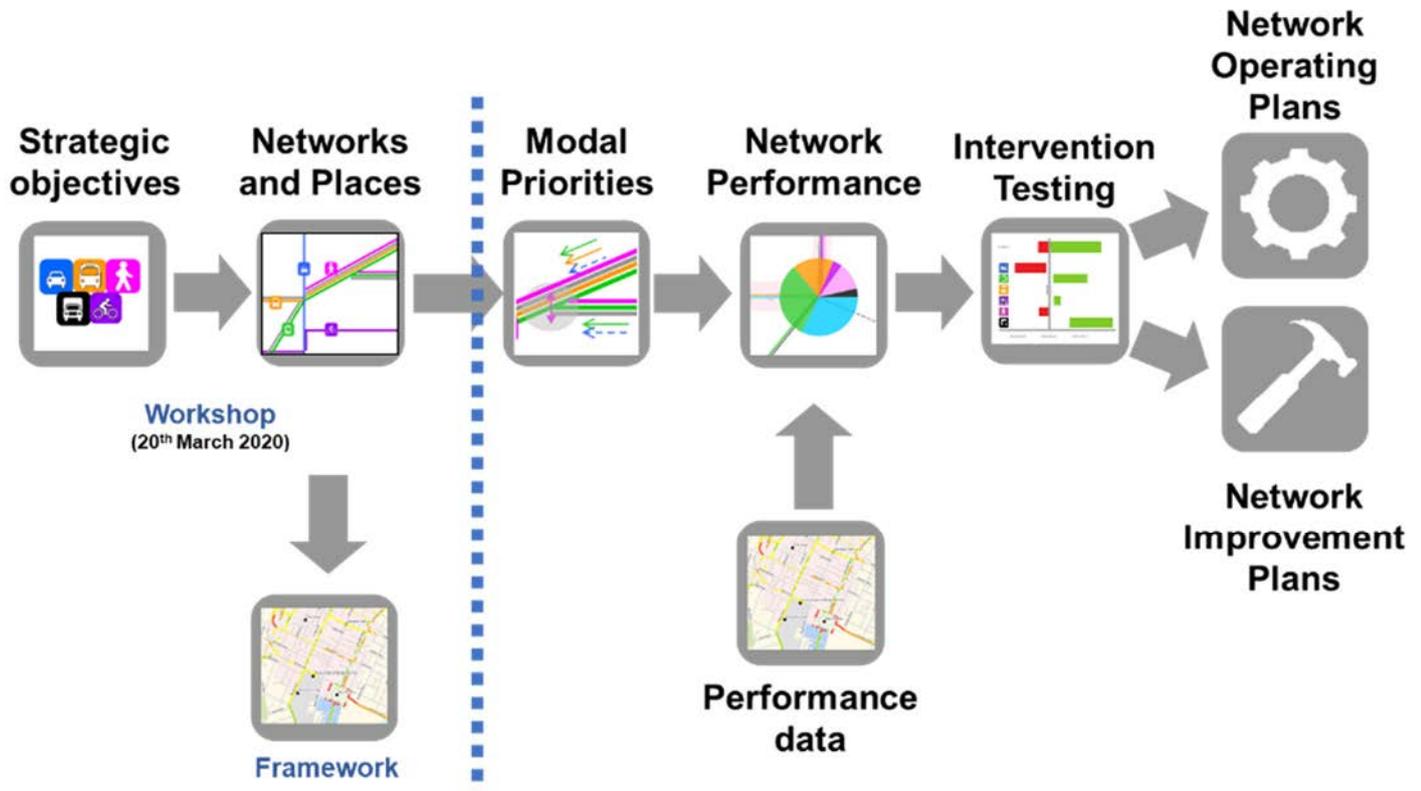
2.1 Process overview

The Network Operating Framework process is adapted dependent upon requirements. The foundation for planning and assessing the network is based upon two workshops. These workshops focus on the development of the strategic setting whereby mode based objectives are developed and mode prioritisation maps for the network are prepared with modal conflicts identified.

Further technical application can incorporate development of the SmartRoads tool, from which further high-level operational strategies can be developed. The quantitative and qualitative assessment of the network enables understanding of network prioritisation and performance in a greater level of detail. Typically, this assists in assessing network interventions and provides understanding of current network performance. This generally requires multi-modal performance and volume data.

Figure 3 below outlines the steps in the Network Operating Framework process with the strategic setting and assessment phases represented either side of the dotted line. Strategic objectives, networks and places and framework development were the phases completed for the Queenstown Southern Corridor, and documented in this report. Future stages involving network performance data and assessment, as well as intervention testing and operating plan development were not undertaken.

Figure 3 Network Operating Framework Process



The following section outlines steps undertaken for developing the strategic setting.

2.2 Workshops

Strategic objectives and principles

Strategic Objectives and Principles set the strategic context and mode based aspirations for the network to inform the development of the NOF. These underpin and guide the development of the Strategic network. The development of Strategic Objectives outline the aspirations and approach for operations for each mode in the network. Strategic Objectives are developed for the following five modes:

- Pedestrians – Walkers, motorised scooters, mobility impaired users
- Cyclists – Commuter and recreational
- Public transport – Publicly available transport including tourist coaches and school buses
- General traffic – Private vehicles, taxis and small commercial vehicles i.e. couriers
- Freight traffic – Heavy commercial vehicles

Once initial Strategic Objectives are developed, Principles corresponding to each road user mode are developed. Principles provide guidance for how to apply Strategic Objectives at a network level by attributing modal priority routes throughout the network. For each mode, there are two Principles, Primary and Secondary, to identify mode based route priorities.

For general traffic, four levels of Principles are developed to allow a greater level of prioritisation (from local access through to preferred access routes) to recognise the extent general traffic operates on the network.



The following is an example of a Strategic Objective and Principles for Cycling:

Strategic Objective: Provide a cycling network for people on bikes as a safe and connected everyday mode of transport and recreation.

Primary Routes: Direct and convenient connections to town centre, schools and commercial centres.

Secondary Routes: Connect residential catchments, recreational facilities and other key nodes.

Development of Strategic Objectives and guiding Principles draw on national, regional, and local planning and policy literature with key stakeholders. These are refined through a collaborative session and tested through the development of the Network Operating Framework.

Network links and places

It is fundamental to the Network Operating Framework process to identify the key origins and destinations, as transport infrastructure and services provided support movements between these places. The Network Operating Framework is an ongoing process and as major land use changes are proposed or confirmed the Networks Operating framework as well as modal maps should be updated to reflect these changes. During the workshop(s) the land uses (key destinations and activity areas) are reviewed making additions and modifications where agreed by stakeholders.

Principles for each transport mode are used to define priority connections throughout the network in a workshop with stakeholders using maps.

Modal priorities

The strategic road network and assigned activity areas are developed in GIS. These modal priority maps provide a framework for making decisions and trade-offs between modes around the network. At a high-level, these identify the level of priority for each mode relative to other modes based on the assigned route priority. The modal priority networks are informed through interactive workshop sessions.

3. Network Context

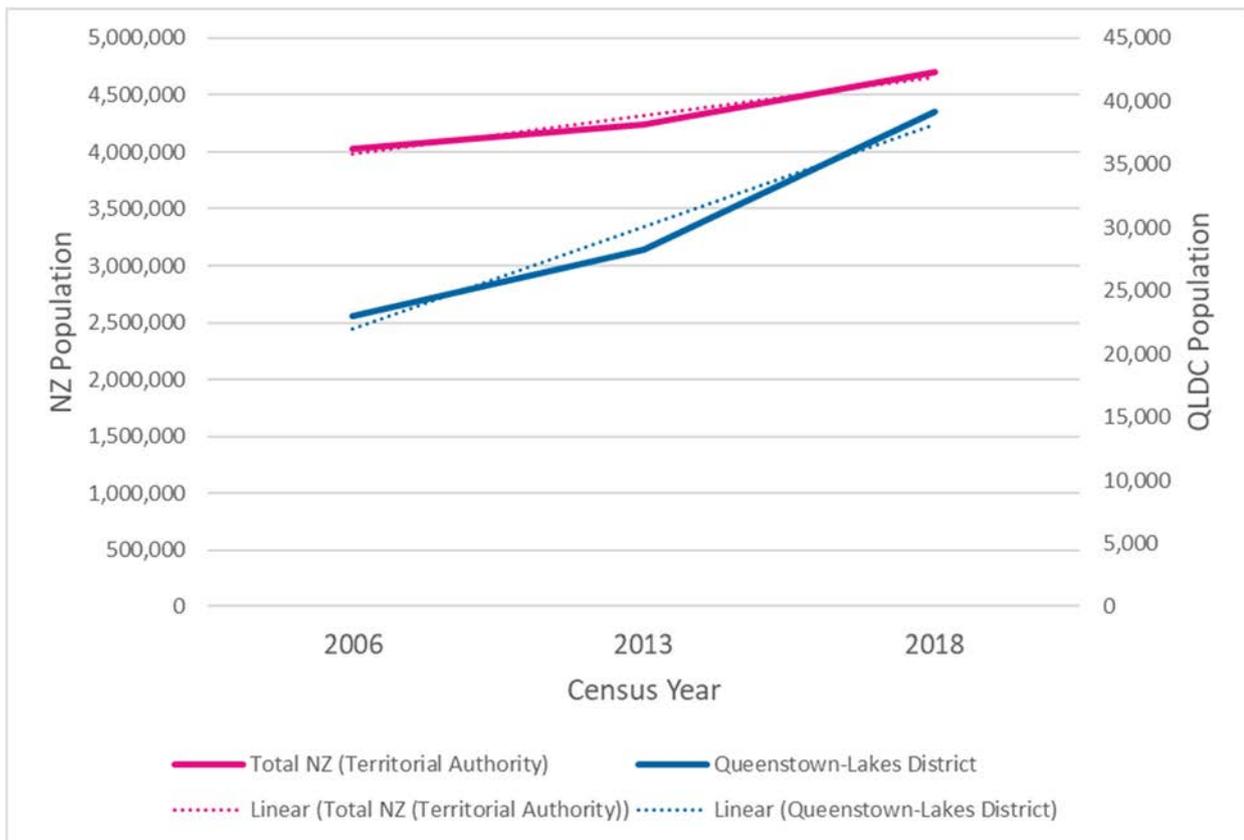
Network context is the regional and local environment in which the Network Operating Framework functions. It identifies the key drivers influencing the transport network in the study area. In the Southern Corridor these are:

- Demographics and population growth in the wider district, and forecasts specifically for the study area
- The current transport network form and travel patterns, and existing land uses

3.1 Demographics and growth⁴

Queenstown is increasingly popular not only as a tourist destination, but also as a place to live and work. The usual resident population of the Queenstown Lakes District increased significantly from 22,959 people in 2006 to 39,153 people in 2018 (or 70.53 percent). This growth rate is much higher than the New Zealand resident population count growth rate of 16.68 percent witnessed for the same twelve year period (refer Figure 4).

Figure 4 Queenstown Lakes District and NZ Population Growth 2006 to 2018⁵



⁴ Note: Demographics and growth projections discussed in this section are pre-Covid-19. It is acknowledged these projections may vary as a result of the ongoing Covid-19 pandemic.

⁵ Statistics NZ, 2020. Statistical area 1 dataset for 2018 Census – updated March 2020. Individual part 1. Retrieved 30 Mar 2020, from <https://www.stats.govt.nz/information-releases/statistical-area-1-dataset-for-2018-census-updated-march-2020>

This rapid population growth has fuelled extensive residential development occurring throughout the district, particularly in the Eastern and Southern Corridors of Queenstown. Although less developed than its eastern counterpart, the Southern Corridor consists of the existing residential settlements of Jack’s Point and Kelvin Heights. Both settlement areas have experienced residential population growth in the last 12 years as shown in Table 1. The population of Kelvin Heights has steadily increased by 21.5 percent between 2006 and 2018. The resident population of Jack’s Point has increased significantly in the last 12 years by 906 residents following recent residential developments at Jack’s Point Village.

Table 1 Southern Corridor Usual Resident Population Changes 2006 - 2018⁶

Statistical Area 2	Resident population Census 2006	Resident population Census 2013	Resident population Census 2018
Kelvin Heights	963	1,011	1,170
Jack’s Point	63	237	969
Total (Southern Corridor)⁷	1,026	1,248	2,139

The recent residential growth in the district is forecast to continue into the foreseeable future. Queenstown is classified as one of only seven high growth urban areas in New Zealand⁸. It achieves this classification because it is an urban area projected to experience population growth of more than 10 percent over the medium-term⁹. Forecasts estimate the resident population of the Queenstown Lakes District will almost double in the next 30 years and there will be 74,400 residents living in the district by 2048¹⁰.

Limited available and developable land in the Queenstown Town Centre has led to recent new residential developments occurring in the wider Wakatipu Basin sub-region and the Southern Corridor. New residential development areas are likely to accommodate the majority of the district’s forecast population growth over the next 30 years. One of the draft Spatial Plan outcomes is ‘Consolidated Growth with more housing choice”, which promotes increased density in appropriate locations and the use of land more efficiently. The resident populations of Kelvin Heights and Jack’s Point are expected to grow to an estimated 4,570 people and 5,400 people respectively by 2048¹¹. Increasing resident populations in the Southern Corridor equate to increasing trips within and in and out of the study area.

Visitor numbers and growth

Visitor numbers add another dimension and further pressures to the transport network and its infrastructure. In 2019, over 2.39 million passengers passed through Queenstown Airport¹². The number of annual

Note: Usual resident population data for 2006, 2013 and 2018 used for Figure 3. A linear projection is assumed between each of these census years.

⁶ Statistics NZ, 2020. Statistical area 1 dataset for 2018 Census – updated March 2020. Individual part 1. Retrieved 30 Mar 2020, from <https://www.stats.govt.nz/information-releases/statistical-area-1-dataset-for-2018-census-updated-march-2020>

⁷ Note: the Southern Corridor study area also includes a small portion of the Outer Wakatipu Statistical area, not included in Table 1.

⁸ National Policy Statement on Urban Development Capacity: MUHD, 2019.

⁹ MfE and MBIE, 2016. *Proposed National Policy Statement on Urban Development Capacity: Consultation Document*. Pp. 9. Wellington: Ministry for the Environment.

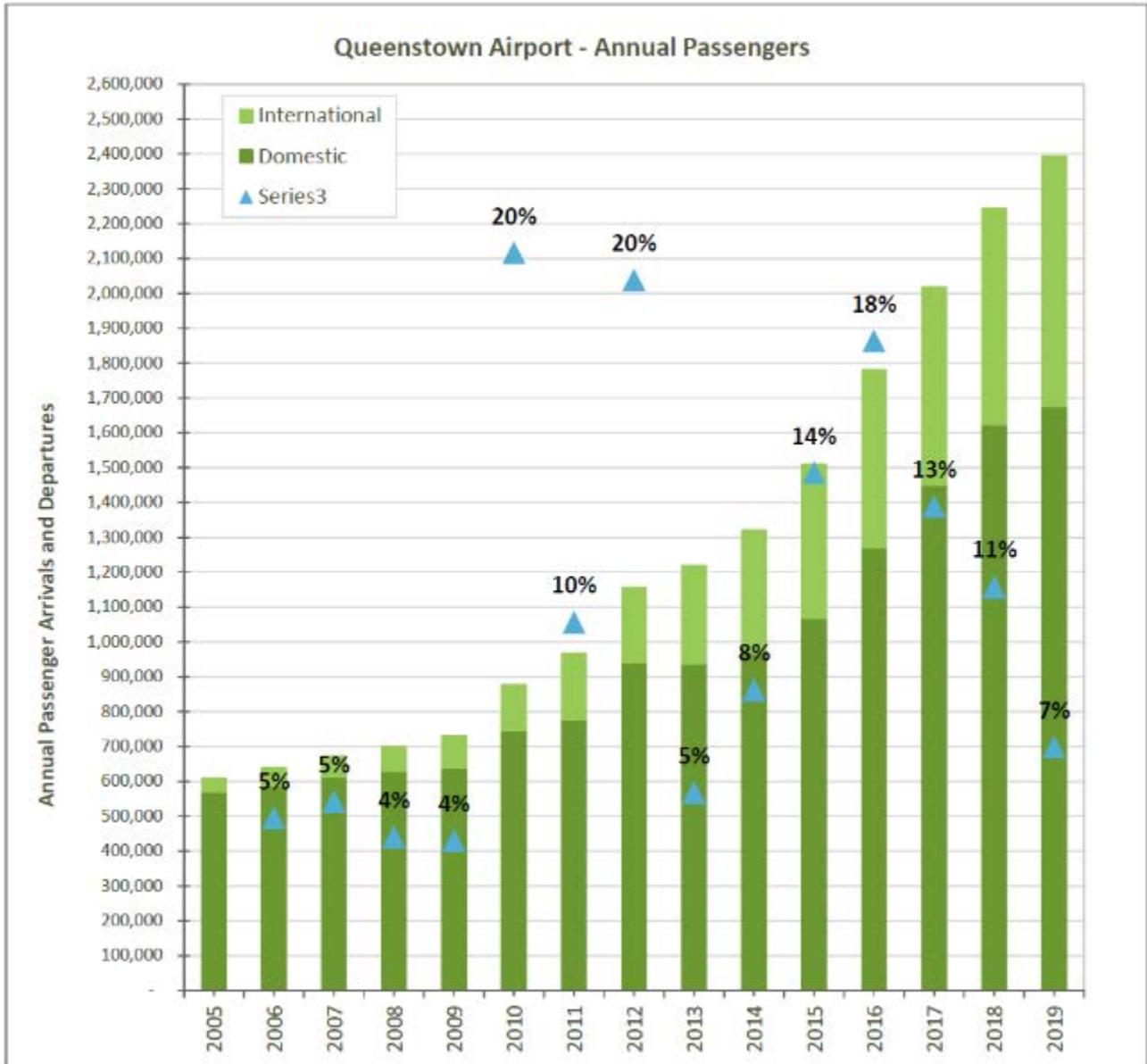
¹⁰ QLDC, 2019. Queenstown Lakes District – Growth Projections 2018-2048. Queenstown Lakes District Council. Retrieved 31 Mar 2020, from <https://www.qldc.govt.nz/media/gv0dwriy/qldc-growth-projections-2018-to-2048-summary-table.pdf>

¹¹ Ibid.

¹² QAC, 2019. *Queenstown Airport – Passenger History, Annual Passenger Arrivals and Departures*. Retrieved 31 Mar 2020, from <https://www.queenstownairport.co.nz/assets/documents/ZQN-annual-passengers-2005-to-2019.pdf>

passengers travelling through the airport have increased year on year since 2005 as shown in the Figure 5 below. Annual total visitor numbers to Queenstown follow a similar trend, peaking at a projected average day population of 24,861 visitors to the district in 2018¹³.

Figure 5 Queenstown Airport – Annual Passengers 2005 - 2019¹⁴



The Milford Sound is a key tourist destination for many travellers to Queenstown. It can only be accessed from Queenstown via State Highway 6 through the Southern Corridor.

¹³ QLDC, 2019. *Queenstown Lakes District – Growth Projections 2018-2048*. Queenstown Lakes District Council.

Note: Peaking compared to historical total average day visitor numbers.

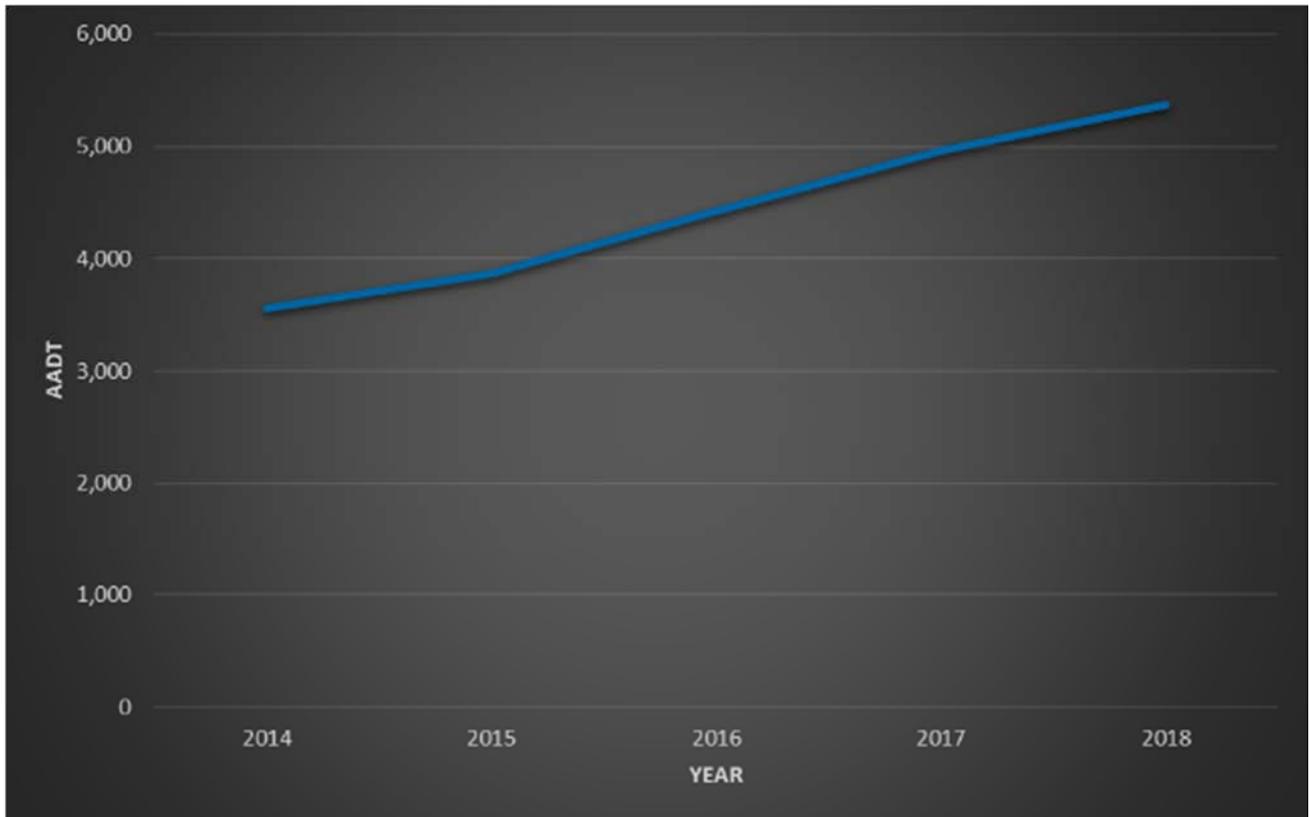
¹⁴ QAC, 2019. *Queenstown Airport – Passenger History, Annual Passenger Arrivals and Departures*. Retrieved 31 Mar 2020, from <https://www.queenstownairport.co.nz/assets/documents/ZQN-annual-passengers-2005-to-2019.pdf>

3.2 Transport network and existing land use

3.2.1 Transport network context

To date, residential settlements in the Southern Corridor area of Queenstown have developed largely to the west of State Highway 6 which dissects the study area from north to south. This State Highway acts as the main inter-regional connector for freight and general traffic movements between Queenstown (and Frankton), and Invercargill via Lumsden. Annual average daily traffic (AADT) volumes for the last five years for this inter-regional route are shown in Figure 6 below. State Highway 6 southbound also feeds onto State Highway 94, which is a common tourist route to Te Anau and Milford Sound.

Figure 6 State Highway 6 – North Kingston Road, Annual Average Daily Traffic 2014 - 2018¹⁵



In the last five years traffic volumes on State Highway 6 in the Southern Corridor have increased by 50.9 percent. Heavy vehicles make up 8.8 percent of all traffic travelling on this route¹⁶.

Active Mode Trails

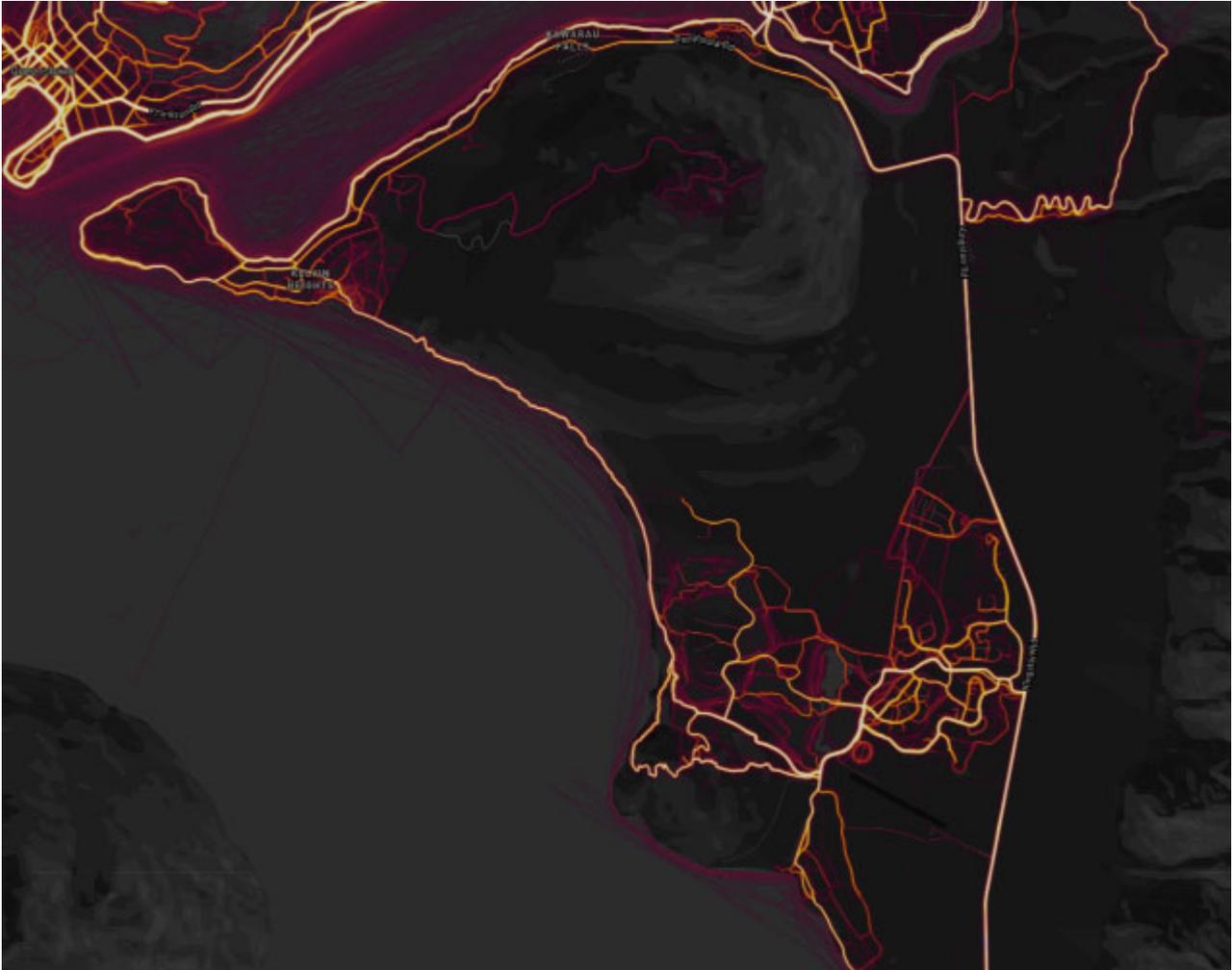
There are two separated walking and cycling trails in the Southern Corridor that form part of The Great Ride and are primarily used for recreational purposes. These trails are the Frankton Track and Kelvin Peninsula Trail, and the Jack's Point Trail that follow the Wakatipu Lakefront in the west of the study area. The heat map obtained from Strava (a popular fitness app) in Figure 7 below, outlines areas and routes popular with

¹⁵ NZTA, 2020. TMS Database.

¹⁶ Ibid.

Strava users¹⁷. It demonstrates the high rates of recreational usage of the two trails bordering Lake Wakatipu relative to other routes in the study area.

Figure 7 Southern Corridor All Active Modes Strava Heat map¹⁸



Bus Services

Otago Regional Council operate and manage the Orbus bus services in Queenstown. There is one service (bus route 4) that travels from Jack's Point to Lake Hayes Estate via State Highway 6 and the Frankton Hub¹⁹. This service operates every 30 minutes during AM and PM peak times and hourly outside of peak periods. Otago Regional Council have been offering \$2 fares using a GoCard for travel anywhere in Queenstown bus network since 20 November 2017. This programme has been successful in increasing bus patronage numbers and encouraging mode shift in the district.

¹⁷ Source: Strava, 2020. Note: the brighter areas of the map indicate areas of greater popularity with recreational users.

¹⁸ Strava, 2020. Global Heat map. Retrieved 31 Mar 2020, from <https://www.strava.com/heatmap#13.87/168.71435/-45.06380/hot/all>

¹⁹ ORC, 2020. Queenstown bus timetable. Retrieved 31 Mar 2020, from https://www.orc.govt.nz/media/7511/orbus-qt-map_for-web_191029.pdf

Journey to Work

Census 2018 data indicates that historically, travel by private vehicle is the dominant mode of transport for journey to work movements in the Queenstown Lakes District. The data shows 66 percent of people in the district travel to work via private vehicle, 15.7 percent work from home, 3.2 percent travel by public bus, 3 percent cycle and 11.1 percent walk or jog to work²⁰. The proportion of people in the district who travel to work by public bus has doubled between 2013 and 2018.

Kelvin Heights and Jack's Point²¹ resident journey to work statistics demonstrate an even higher historical dependence on the private vehicle for journey to work trips (refer Table 2). The proportion of users who travel to work using active modes is also much lower than proportions for the district as a whole.

Table 2 Census 2018 Journey to work proportions for Kelvin Heights and Jack's Point residents²²

	Kelvin Heights	Jack's Point
Work from home ²³	16.5%	22.5%
Private vehicle	75.9%	71.6%
Public bus	3.0%	2.7%
Cycle	1.7%	1.6%
Walk or jog	2.1%	0.5%
Other	1.3%	1.6%

The COVID-19 pandemic has meant New Zealand and Queenstown Lakes District is confronted with an unprecedented situation. This has posed a challenge for estimating and forecasting future demographics and economic indicators, as we are unable to rely on recent trends and growth to predict future demand. The discussion of demography and the economic and transport context above focused primarily on currently available information and pre-COVID 19 growth trends. For the most part, data on changes arising from the COVID-19 pandemic is not yet available.

However, based on recovery from earlier economic recessionary times, we can assume that over the medium to longer term, growth will resume. We consider the NOF developed and the strategic objectives identified will not change as a result of potential changes in travel behaviour and demand resulting from the pandemic. There is still a pressing need to plan a balanced, multi-modal transport network for the Southern Corridor through the Network Operating Framework process.

²⁰ Statistics NZ, 2020. Statistical area 1 dataset for 2018 Census – updated March 2020. Individual part 3b. Retrieved 30 Mar 2020, from <https://www.stats.govt.nz/information-releases/statistical-area-1-dataset-for-2018-census-updated-march-2020>

Note: 1 percent of people travel to work by other means of transport (not stated).

²¹ Statistical area 2 as defined by Statistics NZ.

²² Statistics NZ, 2020. Statistical area 1 dataset for 2018 Census – updated March 2020. Individual part 3b. Retrieved 30 Mar 2020, from <https://www.stats.govt.nz/information-releases/statistical-area-1-dataset-for-2018-census-updated-march-2020>

²³ Note: It is recognised that the Covid-19 pandemic will likely change working arrangements in New Zealand.

3.2.2 Existing land use context

The majority of the Southern Corridor remains undeveloped. Section 5 of this Network Operating Framework examines the proposed development plans and future land uses in the study area. Existing land uses consist of:

- The Kelvin Heights residential area
- Jack's Point Village / Hanley Farms residential areas
- The Remarkables Ski Area (accessed via the Remarkables Ski Field Access Road)
- Zorbit, Queenstown²⁴ (accessed via the Remarkables Ski Field Access Road)
- The Queenstown Golf Club
- The Jack's Point Golf Club, and Clubhouse Restaurant.

These existing land uses act as trip generators (i.e. key origins and destinations) for current travel movements in the study area. It is recognised that many land use areas of influence for the Southern Corridor (workplaces, main centres of activity) are situated across the wider Wakatipu Basin, as well as major tourist attractions further afield. This also contributes to high proportions of in / out and through movements in the focus area.

3.3 Wider network considerations

There are a number of transport projects currently under development in the Queenstown Lakes district that will impact the network form and future travel demands in the Southern Corridor. A summary of the key projects impacting the Southern Corridor are outlined below.

3.3.1 Queenstown Town Centre Detailed Business Case, Frankton to Queenstown Single Stage Business Case, and Grant Road to Kawarau Falls Bridge Detailed Business Case

The Queenstown Town Centre Detailed Business Case, Frankton to Queenstown Single Stage Business Case, and Grant Road to Kawarau Falls Bridge Detailed Business Case are combined into a single delivery project. This includes interventions from One Mile Roundabout on the west side of the Queenstown Town Centre, all the way through the State Highway network to Ladies Mile, and from the State Highway 6 / 6A intersection (BP Roundabout) to Kawarau Falls Bridge. The scope of this single delivery project includes new roads, public transport, high capacity public transport, Mode Shift, Travel Demand Management, which will be integrated with all the above work and significant land use developments. It is supported by significant modelling and a partnership approach by QLDC, NZTA and ORC.

These three business cases are currently underway and due for completion in late 2020.

3.3.2 Wakatipu Park and Ride Single Stage Business Case

This project investigates the need and possible locations of Park and Ride facilities to support the wider Queenstown multi-modal transport programme. Early modelling has identified Ladies Mile as a potential location.

The Wakatipu Park and Ride Single Stage Business Case is currently underway and due for completion in late 2020.

²⁴ Downhill inflatable ball (zorbing) tourist attraction in the Remarkables recreational area.

4. Strategic Policy and Planning Context

The following sections outline relevant national and local plans and strategies that direct and inform growth and development, and the transport network form of the Southern Corridor. Further information regarding planning and policy at national, regional and local levels can be found in Appendix A.

4.1 Government Policy Statement on Land Transport 2018

The Government Policy Statement (GPS) on land transport released in 2018 influences how the National Land Transport Fund invests in transport in New Zealand. It does this by informing decision makers of the government’s priorities for expenditure for the next 10 years to help them prioritise transport investment.

The GPS 2018 signalled a change in government through a shift in priorities, prioritising a safer transport system free of death and injury, accessible and affordable transport, reduced emissions and value for money (refer Figure 8).

Figure 8 Priorities and objectives of the GPS 2018



Figure 9 below demonstrates how the change in focus affects funding allocations for different activity classes. The funding allocations show that the government wants to focus on a mode-neutral approach with increases in funding for network optimisation and value for money.

Figure 9 GPS 2018 funding priorities by activity class²⁵

↑	Public transport	↑	Promotion of road safety and traffic demand management
↑	Walking and cycling improvements	↑	Investment management
↑	Local road improvements	↑	State highway maintenance
↑	Regional improvements	↑	Local road maintenance
↓	State highway improvements	○	Rapid transit (new activity class)
↑	Road policing	○	Transitional rail (new activity class)

The Ministry of Transport released the Draft Government Policy Statement on Land Transport 2021 in March 2020 for public feedback. The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work. The Government is proposing to prioritise safety, better transport options, improving freight connections, and climate change²⁶.

4.2 Arataki 2021- 31

Arataki is the Waka Kotahi 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system²⁷. Arataki provides a national ten-year summary of priorities, as well as 14 regional summaries.

The Arataki Otago regional summary describes transforming urban mobility and improving urban form as the two areas of focus for Queenstown between 2021 and 2031. This includes:

- Supporting improvements to walking and cycling networks
- Supporting public transport services including on demand services where these provide a basic level of access to employment and essential services
- Working with QLDC to manage car-parking in the city centre, city fringe area and other key centres to increase uptake of public transport, walking and cycling for trips to these locations

²⁵ Note: Arrows indicate an increase or decrease in investment level relative to the previous Government Policy Statement on Land Transport.

²⁶ MoT, 2020. *Draft Government Policy Statement on Land Transport 2021*. Retrieved 31 Mar 2020, from <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/qpsonlandtransportfunding/gps-2021/>

²⁷ Waka Kotahi, 2020. *Arataki*. Retrieved 8 June 2020, from <https://www.nzta.govt.nz/planning-and-investment/planning/arataki/>

- Working with QLDC and central government to implement the Queenstown Spatial Plan
- Supporting further development where it supports relevant transport capacity enhancement measures
- Work with QLDC to help ensure urban development occurs around corridors that have potential for public transport²⁸.

These focus areas will build on the SH6 improvement, public transport infrastructure and access improvement and active mode improvement projects commenced in the 2018-21 NLTP period.

4.3 Keeping Cities Moving – A Plan for Mode Shift

Keeping Cities Moving is a national plan developed by Waka Kotahi to deliver on social, environmental and economic outcomes by growing the share of travel by public transport, walking and cycling (also known as mode shift). It outlines action plans for place-based changes in the six high-growth urban areas with the highest potential to achieve mode shift: Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown²⁹. The plan builds on activities and programmes that are underway, but also looks to address gaps in those current approaches.

4.4 Otago Southland Regional Land Transport Plans 2015-2021, Updated 2018

The Otago Southland Regional Land Transport Plan (RLTP) proposes a programme of activities to make the transport system safer and more sustainable and to support and enhance regional development. The RLTP is a requirement of the Land Transport Act and is required to seek funding from the National Land Transport Fund.

This Plan acknowledges there is a high dependence on the private vehicle in Queenstown, which is also evident at a more granular level for the Southern Corridor. Development of a network that supports multi-modal choices for residents and visitors will enable further development and sustainable growth within the study area and region. A key project planned to improve modal choice in the Southern Corridor are improvements to the Wakatipu Active Travel Network. This includes a separated and direct active mode connection between the Southern Corridor and Frankton via the proposed residential developments of Coneburn Residential and Hanley's Farm.

4.5 Queenstown Lakes District Vision Beyond 2050

Vision Beyond 2050 details a series of vision statements that underpin the aspirations of the community and define what is unique about the Queenstown Lakes District. There are eight vision statements in total:

1. Thriving people | Whakapuāwai Hapori
2. Embracing the Māori world | Whakatinana i te ao Māori
3. Opportunities for all | He ōhaka taurikura
4. Breathtaking creativity | Whakaohooho Auahataka

²⁸ Waka Kotahi, 2020. *2021-31 Regional Summary Otago – Version 1.1*. Retrieved 08 June 2020, from <https://www.nzta.govt.nz/assets/planning-and-investment/docs/arataki/regional-summary-otago.pdf>

²⁹ Waka Kotahi, 2020. *Keeping Cities Moving. Purpose of this Plan. Pp. 7*. Retrieved 08 June 2020, from <https://www.nzta.govt.nz/assets/resources/keeping-cities-moving/Keeping-cities-moving.pdf>

5. Deafening dawn chorus | Waraki
6. Zero carbon communities | Parakore hapori
7. Disaster- defying resilience | He Hapori Aumangea
8. Pride in sharing our places | Kia noho tahi tātou kātoa³⁰.

4.6 Queenstown Lakes District Council Ten-Year Plan 2018-28

The Queenstown Lakes District Council Ten-Year Plan 2018-28 Consultation Document outlines the strategic direction of the district for the next decade, and the big issues it expects to face in this time. In particular, the document states that maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka (Ten Year Plan 2018-2028 Consultation Document, Queenstown Lakes District Council, 2018).

The Ten Year Plan states the Council's vision as 'Vibrant Communities, Enduring Landscapes, Bold Leadership'. The plan also acknowledges the need for urgent transportation planning and investment throughout the region to achieve this vision.

4.7 Queenstown Lakes District Council Proposed District Plan

The Proposed District Plan (PDP) sets out to provide a more accessible and transparent plan that provides a clear strategic direction for the district as well as additional scope for intensification in suitable locations³¹. The desired strategic direction of the district can be realised by achieving several strategic objectives articulated in the Plan:

- The development of a prosperous, resilient and equitable economy in the District
- Urban growth is managed in a strategic and integrated manner
- A quality built environment taking into account the character of individual communities
- The distinctive natural environments and ecosystems of the District are protected
- The retention of the District's distinctive landscapes
- The District's residents and communities are able to provide for their social, cultural and economic wellbeing and their health and safety
- The partnership between Council and Ngāi Tahu is nurtured³².

Current District Plan Zonings for the Southern Corridor reflecting the abovementioned strategic objectives are displayed in Figure 10 below. This map shows the extents of the Kelvin Peninsula residential area, Jack's Point zone (includes the Coneburn Special Housing Area, Hanley's Farm and Homestead Bay) and the Coneburn industrial zone.

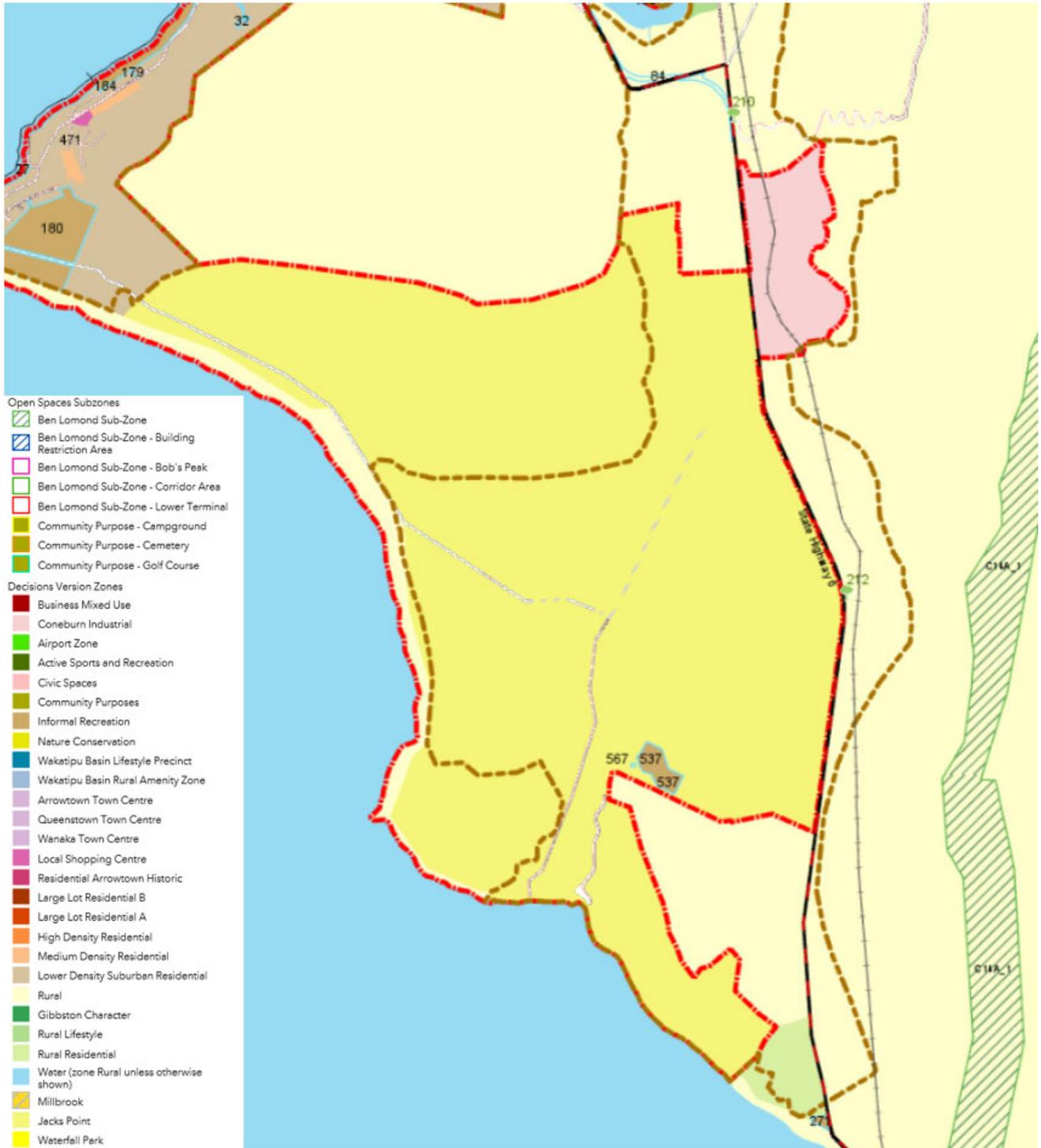
³⁰ QLDC, 2019. *Vision Beyond 2050*. Retrieved 08 June 2020, from <https://www.qldc.govt.nz/media/wgscwzro/qldc-vision-2050-boards-feb19-v2.pdf>

³¹ QLDC, 2020. *Proposed District Plan*. Retrieved 1 Apr 2020, from <https://www.qldc.govt.nz/your-council/district-plan/proposed-district-plan>

³² QLDC, 2020. *Proposed District Plan. Pp. 3-1*. Retrieved 1 Apr 2020, from <https://www.qldc.govt.nz/media/p0ucstqi/pdp-decisions-chapter-03-strategic-direction-june-2019.pdf>

Proposed District Plan maps for the individual housing and industrial development areas in the study area can be found in Appendix B.

Figure 10 Southern Corridor Proposed District Plan Map³³



³³ QLDC, 2020. *District Plan Maps*, Retrieved 1 Apr 2021, from <https://www.qldc.govt.nz/do-it-online/maps>

The Plan provides guidance for managing and developing transport infrastructure to compliment land-use activities in the district. It encourages transport infrastructure that maintains overall network safety and efficiency, but also contributes positively to improving public and active transport networks.

The Proposed District Plan defines an overarching objective specific to the Jack's Point zone:

Objective - The establishment of an integrated community, incorporating residential living, visitor accommodation, community, and small-scale commercial activities with appropriate regard for landscape and visual amenity values, and within a framework of open space and recreation amenities³⁴.

4.8 Queenstown Lakes District Council Operative District Plan

The Operative District Plan is the current version of the plan which contains objectives, policies and rules for resource management activities across our district³⁵. The District Plan outlines several key areas of focus and supporting objectives in the Queenstown Lakes District Council's District Plan as outlined below:

Consolidation and Maintenance of Existing Town Centres and Activities Therein

Viable town centres which respond to new challenges and initiatives but which are compatible with the natural and physical environment.

Built Form

Maintenance and enhancement of a built form and style within each town centre that respects and enhances the existing character, quality and amenity values of each town centre and the needs of present and future activities.

Town Centre and Building Appearance

Visually exciting and aesthetically pleasing town centres, reflect physical and historical setting.

Amenity

Enhancement of the amenity, character, heritage, environmental quality and appearance of the town centres.

Pedestrian and Amenity Linkages

Attractive, convenient and comprehensive network of pedestrian linkages within town centres.

It also states a well-managed transport system needs to:

- Be sustainable
- Maximise safety
- Cater for all modes of transport
- Minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

These selected transport outcomes need to be considered for the development of the Southern Corridor transport network.

³⁴ QLDC, 2020. *Proposed District Plan, Part 6, 41 Jack's Point, 41.2 Objectives and Policies. Pp. 41-1*. Retrieved 1 Apr 2020, from <https://www.qldc.govt.nz/media/ikopa53y/pdp-decisions-chapter-41-jacks-point-aug-2019.pdf>

³⁵ QLDC, 2020. Operative District Plan. Retrieved 1 Apr 2020, from <https://www.qldc.govt.nz/your-council/district-plan/operative-district-plan>

4.9 Grow Well | Whaiora – The Queenstown Lakes Spatial Plan (under development)

The Council, government and Kāi Tahu are working together in partnership to produce a joint spatial plan to provide the strategic growth direction for the Queenstown Lakes area. The overarching goal of the Queenstown Lakes Spatial Plan (‘the Spatial Plan’) is to ‘Grow Well’ or ‘Whaiora’ in Te Reo Māori which translates to “in the pursuit of wellness”.

The Spatial Plan will set out the principles and outcomes that will guide sustainable growth across the Queenstown Lakes area and will respond directly to the statements articulated in *Vision Beyond 2050 – A unique place. An aspiring future. He Wāhi Tūtāhā. He Āmua Whakaohooho.*

What is a spatial plan?

A spatial plan is about coordination and integration. It is a collaborative exercise to produce an evidence-based, future-focused (30-year plus) strategy that outlines an agreed vision and direction for an area, considering social, cultural, environmental and economic dimensions.

The Queenstown Lakes Spatial Plan will:

- Provide one picture of where the Queenstown Lakes is heading and highlight areas of growth and change
- Guide investment decisions at local, regional and central government level
- Identify the key issues and the priorities that need to be advanced to address these
- Meet the requirements of a FDS under the National Policy Statement for Urban Development Capacity.

The spatial plan presents information visually, and identifies:

- The existing and future structure of urban areas – such as where people may live, work and how they get around
- Existing and future infrastructure needs
- Priority areas for investment and action
- Areas to protect and enhance (e.g. ecologically significant areas, outstanding natural landscapes, culturally important sites)
- Areas subject to constraints (e.g. at high risk from natural hazards)
- Other strategically significant priorities.

The National Policy Statement for Urban Development Capacity³⁶ requires high-growth urban areas in New Zealand to prepare a Future Development Strategy to show how it will provide sufficient development capacity (housing and business) over the next 30 years to meet the needs of growing communities. This spatial plan is the Future Development Strategy for the Queenstown Lakes District.

How does it fit in with the NOF for the Southern Corridor?

The Spatial Plan and the NOF for the Southern Corridor are evolving concurrently together. It is important when considering the potential for future development of the Southern Corridor that the Spatial Plan principles and outcomes are at the forefront of any proposal.

³⁶ Soon to be replaced with the National Policy Statement on Urban Development.

Grow Well or **Whaiora** (pursuit of wellness) is at the heart of all spatial plan work. It is underpinned by three key principles which will be echoed throughout all future QLDC strategies, policies and plans, including the Ladies Mile Establishment Report. The key principles are:

- *Wellbeing | Hauora*

Taking a wellbeing approach to decisions about how the area grows that recognises social, economic, environmental and cultural considerations.

- *Resilience | Aumangea*

Ensuring our communities and visitors are resilient to the shocks and stresses of the future. Resilience thinking underpins a range of complex problems, including economic diversification, emergency management and climate change adaptation.

- *Sustainability | Whakauka*

Ensuring that all programmes and activities are delivered according to sustainable development principles and work in support of climate change mitigation activities.

These are supported by the following five key outcomes:

1. Consolidated growth and more housing choices
2. Public transport, walking and cycling are everyone's first travel choice
3. Businesses and industries with space to thrive
4. Well-designed neighbourhoods that provide for everyday needs
5. Sustainable tourism that improves community wellbeing.

Implications for the Southern Corridor

The draft Spatial Plan (which is still subject to public consultation) has indicated the Southern Corridor as one of the key growth areas for the district. Therefore, it is critical that the area develops in a way that is guided by the above draft Spatial Plan outcomes.

To realise the Southern Corridor's potential it needs to be planned in a comprehensive and integrated manner that focuses on the needs of the area as a whole as opposed to individual subdivisions. This involves providing good quality public transport and active modes connections to major employment areas and activity centres such as Frankton (north of the Kawarau River). Mode shift to public transport and active modes in the Southern Corridor is anticipated to free up vehicle capacities on the Kawarau Falls Bridge and support greater environmental and community wellbeing outcomes. Optimising capacities into key activity centres is crucial to supporting the sustainable residential and industrial area growth of the Southern Corridor and the ongoing efficient movement of people and goods throughout the region.

Work on the draft spatial plan has identified benefits of a high-quality, frequent public transport connection through the Southern Corridor and away from the State Highway. The State Highway traverses the edge of the Southern Corridor, and it is a significant distance from the majority of the existing and planned residential areas. A centrally located public transport corridor has the potential to service most houses within an easy walking or cycling distance. Public transport, walking and cycling links need to be planned in advance to ensure these are prioritised as first choice travel options.



The timing of the draft Spatial Plan is under review due to COVID-19, but it will provide the strategic direction for the future development of the Southern Corridor and outline any infrastructure constraints and triggers required.



5. Land Use and Growth

The Network Operating Framework is a process to integrate land use with the transport network. Therefore, land use planning and growth discussions form an important part of workshop sessions. Existing and future land uses, and key activity areas identified in the Southern Corridor Network Operating Framework workshop discussions included:

- Residential areas
- Industrial areas
- Local commercial and mixed use areas
- Tourism and recreational activities
- Schools and community facilities.

The specific land use development plans and projects identified are described in greater detail in Section 5.1 below. Information collected about these existing and future land uses are used in the strategic network mapping process to confirm appropriate long-term connections are provided between key existing and future sites.

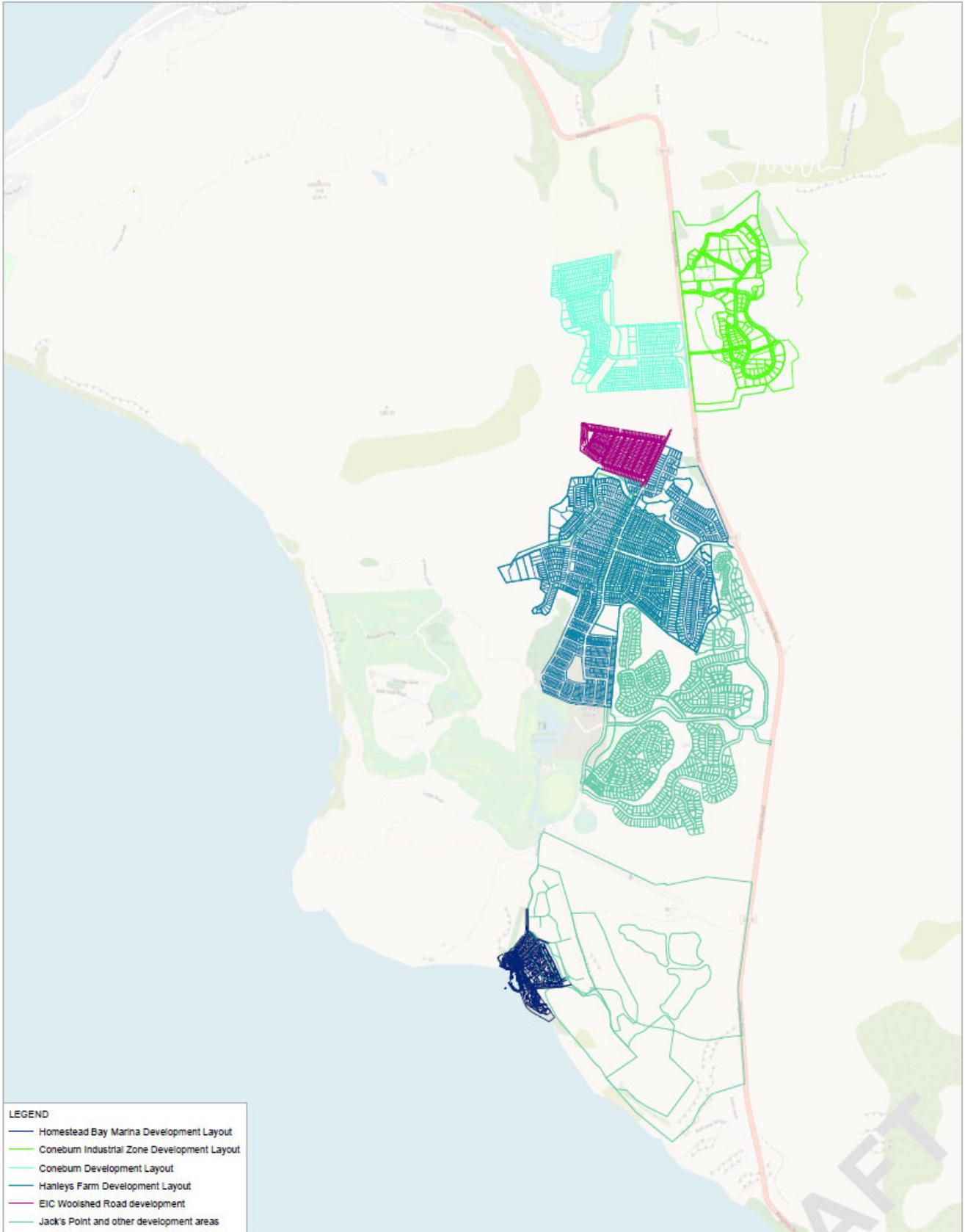
5.1 Land use development

Land use in the Southern Corridor is currently governed by the Queenstown Lakes District Council Operative District Plan and Proposed District Plan. The following is a summary of current and proposed land use and development areas in the Southern Corridor study area, supported by and developed from the Operative District Plan.

Each of these new development areas are shown on the map provided in Figure 11, and explained in the text following the figure.



Figure 11 Planned Southern Corridor new development areas³⁷



Coneburn Special Housing Area

The Coneburn Special Housing Area (SHA) is a 48.45 hectare site, situated in the north of the study area, west of State Highway 6 (Kingston Road). This residential development was only recently approved and therefore not specifically included in the Queenstown Lakes District Council Proposed District Plan. The Special Housing Area was approved by Cabinet under the Housing Accords and Special Housing Areas Act 2013 (HASHAA) on the 29 August 2019³⁸.

A total of 650 residential dwellings are planned for the Coneburn Special Housing Area on average block sizes of 14 metres by 30 metres. The composition of these dwellings are expected to be mostly three to four bedroom houses. It is estimated the release of titles and construction of these dwellings will be phased over the next five years as follows:

- 100 titles released in November 2021
- 150 titles released in November 2022
- 150 titles released in November 2023
- 150 titles released in November 2024
- 100 titles released in November 2025.

Other local amenities planned for this new development area are six local shops, a day-care and potentially a community hall. There is the possibility a school could be situated here in future, if recommended by the Ministry of Education³⁹.

Coneburn Industrial

The Coneburn Industrial area is planned to the east of State Highway 6 (Kingston Road), opposite the Coneburn Special Housing Area (accessed via a proposed new roundabout on SH6). Coneburn Industrial will largely consist of yard based industrial activities and have the ability to occupy freight companies, trade service yards and similar activities. The infrastructural development enabled in this zone allows for the construction of 263 industrial units/ properties.

Around half of the industrial space in this zone will be available in the short-term for occupation in late 2020. The availability of remaining spaces in the zone will be staged over a longer period⁴⁰.

Hanley's Farm

Hanley's Farm is a 135 hectare residential subdivision located west of State Highway 6 (Kingston Road), between Jack's Point and the Coneburn Special Housing Area, in the centre of the Southern Corridor⁴¹.

This residential area is currently being developed. Approximately 500 titles have been released to date, and 150 houses have already been constructed in Hanley's Farm. Once completed, 1,700 residential dwellings comprising mostly three to four bedroom homes will make up this residential subdivision. Average lot sizes

³⁷ Development layers sourced from local developers and developer representatives. Information current as at March 2020.

³⁸ Parliamentary Counsel Office, 2019. *Housing Accords and Special Housing Areas (Queenstown-Lakes) Amendment Order (No 2) 2019*. Retrieved 13 Apr 2020, from <http://www.legislation.govt.nz/regulation/public/2019/0200/latest/whole.html>

³⁹ Information sourced from Coneburn SHA and Hanley's Farm representative following Southern Corridor NOF workshop.

⁴⁰ Information sourced from Coneburn Industrial representative at and following Southern Corridor NOF workshop.

⁴¹ Winton, RCL Group, 2020. *Hanley's Farm, Queenstown*. Retrieved 13 April 2020, from https://winton.nz/our-projects/hanleys-farm/?gclid=EA1alQobChMlppaip6vk6AIVFhOPCh0t3qBTEAAYASAAEgICavD_BwE

are estimated at 14 metres by 30 metres. The estimated release schedule for the remaining Hanley's Farm titles is shown below.

- 250 titles released in January 2022
- 250 titles released in November 2022
- 250 titles released in November 2023
- 250 titles released in November 2024
- 250 titles released in November 2025.

In addition to the residential dwellings, the Hanley's Farm residential area will likely consist of a school, day-care facilities, local shops and cafes and large parks and open spaces⁴².

Jack's Point

The Jack's Point existing residential settlements and commercial land uses are described in sections 3.1 and 3.2. Future development plans for Jack's Point consist of Jack's Point Village Stages 1 and 2 (including visitor accommodation), Willow Pond, EIC Woolshed Road, Village Living, and the Preserve site.

Final total dwelling numbers are unknown at this time for these developments, however current planning includes 500 (predominantly three bedroom) residential dwellings, and 100 (predominantly two bedroom) apartments. These residences will sit on average block sizes ranging from 200 to 400 square metres. Estimate construction timeframes for the 600 currently planned Jack's Point dwellings are proportionately shown below.

- 30 percent constructed June 2021
- 35 percent constructed June 2022
- 35 percent constructed June 2023⁴³.

Jacks Point Village is expected to include mixed land uses to support the residential population. The exact activities that make-up this commercial village are still conceptual and will evolve over time depending on local resident demands. At this early stage likely activities expected to operate in the village environment include a small supermarket, butchery, bakery, cafes, restaurants, green grocer, liquor outlet, pharmacy, hairdresser, medical centre, school, public greenspace, walking tracks, aquatic activities, a gym ,spa, and retail clothing stores⁴⁴.

Homestead Bay and Marina

The Homestead Bay residential development area is situated in the south of the Southern Corridor study area, west of State Highway 6 (Kingston Road). It is accessed via Maori Jack Road through Jack's Point Village. The Homestead Bay development enabled consists of:

- 155 dwellings in the Homestead Bay Village
- 12 dwellings in the Open Space Residential area
- 17 dwellings in Open Space Residential - South

⁴² Information sourced from Coneburn SHA and Hanley's Farm representative following Southern Corridor NOF workshop.

⁴³ Information sourced from Jack's Point representative following Southern Corridor NOF workshop.

Note: Timeframes provided are estimates only we there could as yet be unknown variants that could alter these timeframe estimates.

⁴⁴ Ibid.

- 
- 250 dwellings in Areas A – C
 - 493 dwellings in Area D⁴⁵.

The final dwelling configuration and numbers for Areas A-D & Open Space Residential - South are subject to Environmental Court appeals. Residential densities for Homestead Bay are expected to be 10-15 units per hectare. The exact lot sizes are dependent on cadastral constraints and the final internal roading layouts which are yet to be designed. The Open Space Residential area is estimated to be completed in 2021. Homestead Bay Village, Areas A-D and Open Space Residential South have an estimated completion target of 2023.

This development area will include a number of trip generating amenities additional to residential dwellings. They include the Homestead Bay Marina providing boat connections to the Queenstown Town Centre and the Homestead Bay Village with retail and hotel facilities. The Village will contain convenience shopping, restaurants and entertainment facilities as well as pocket parks. Development adjoining the Village includes the public marina, launching ramp, toilets, foreshore reserves, picnic facilities, water based and land based public transport terminals. Local purpose reserves (parks) will also be provided in residential Area D, while areas A-C are similar configurations to Jack's Point and are surrounded by publicly accessible land.

⁴⁵ Viranda Partners Ltd, 2020. *Homestead Bay Queenstown*. Retrieved 14 Apr 2020, from <https://homesteadbayqtn.com/overview/>
Information sourced from Coneburn Industrial representative at and following Southern Corridor NOF workshop.

6. Network Operating Framework Development

A Network Operating Framework utilises a balanced transport network approach by considering how different road user groups use the network, and their needs.

This Network Operating Framework takes an integrated approach to support land use development considerations and mode prioritisation in the Southern Corridor. In this study area, it is also important to consider the key factor of increasing and variable user numbers, which will affect the way the transport network operates, and its efficiencies.

6.1 Operating framework horizon

The Network Operating Framework adopts a future point in time (a horizon) for mapping exercises based on population and land use growth assumptions to consider the functions of a future aspirational network. This allows the impacts of future changes in land use and growth to be considered in present day transport network planning, and avoids a narrow focus on current challenges only. Horizons are used in the development of a strategic road network to determine how stakeholders 'aspire' to operate the network. The time horizon reflects a 'step' towards the networks long-term aspirations.

During the workshop, stakeholders agreed a mid-range time horizon was suitable for the purposes of the Southern Corridor Network Operating Framework. As such, this Network Operating Framework generally considers a timeframe in the order of ten years. This timeframe was adopted because it allows enough time for planned land use developments (refer section 5.1) and transport network changes to be completed to accommodate projected growth. Note, this ten year aspirational network timeframe also assumes that the planned development areas identified in this report are constructed and in place by approximately 2030.

While ten years was agreed as an indicative future timeframe, this Network Operating Framework also takes into consideration longer-term growth scenarios and land use changes. The future aspirational transport network considered longer term Southern Corridor growth and development to 2048 and beyond⁴⁶.

⁴⁶ According to assumed QLDC Growth Projections to 2048 and the Grow Well: Whaiora – Spatial Plan for the Queenstown Lakes District (under development).

7. Strategic Objectives and Network Principles

Strategic objectives and principles are developed in the NOF process to guide the development of a strategic transport network. Strategic objectives describe the high level outcomes stakeholders want the network to achieve for each network user group. They inform the development of underlying network principles that define the key places in the study area we are trying to connect.

The Southern Corridor NOF strategic objectives and network principles for each network user group draw on local stakeholder knowledge, existing policy and planning goals and visions. They were developed as an output of an interactive workshop session where stakeholders collaboratively discussed and agreed what was important to their organisations and the community. In total, five sets of strategic objectives and principles were formulated for the five road user groups that exist in the study area (pedestrians, cyclists, public transport, freight and general traffic).

Common themes for all modes that emerged from these discussions centred on:

- Establishing a transport network that caters to the medium and long-term needs of the growing Southern Corridor population
- Providing efficient connections between current and future settlements in the study area and Frankton, Queenstown Town Centre and the wider network
- Improving perceptions of safety for all users
- Promoting public transport, walking and cycling as everyone's first travel choice for movements within, to and from the Southern Corridor. This can be achieved by improving active mode and public transport attractiveness and accessibility for all residents through improved infrastructure and services to support growth in the area.

The following section outlines the key stakeholder discussions and ideas that formed the basis of each mode's Strategic Objective and corresponding Network Principles. The Strategic Objectives and Principles are summarised in a table at the end of this section.

7.1 Pedestrians

The visions and outcomes sought for pedestrians involve the promotion of greater movement of people through active modes such as walking and cycling. There are a number of existing recreational active mode routes in the Southern Corridor following the lakefront which are well utilised. There is an additional stakeholder desire to provide more direct safe walking connections between settlements for regular commuter movements. This includes connections between current and future residential areas, and key land uses such as schools and local amenities.

Stakeholders supported providing a pedestrian network that:

- Promotes strong and safe connections between suburbs and local centres and public transport routes
- Gives students the option to safely walk to local school or education facilities
- Integrates and connects residential developments with existing tracks and trails.

The corresponding strategic objective and network principles developed for pedestrians were:

Strategic Objective

A network for pedestrians* that provides safe and strong connections between suburbs, schools, local centres and public transport routes. An integrated network of residential developments and trails/ tracks.

**Pedestrian network principles consider all forms of active travel and micro-mobility (i.e. mobility scooter, running, walking) other than cycling that are less than 10km/h.*

Network Principles

Primary pedestrian routes

Connections to the lakefront from Jack's Point and to public transport routes and schools in residential catchments.

Secondary pedestrian routes

Local connections in residential areas to primary routes.

7.2 Cyclists

The visions and outcomes sought for cycling are similar to those identified for pedestrians. There is a desire to provide and maintain outstanding cycling facilities that encourage and enhance cycling as a healthy active activity. This includes continuing to improve cycling infrastructure and the connectivity of the Wakatipu Active Travel Network.

Stakeholder discussions at the workshop supported the promotion of active transport in the Southern Corridor. They envisaged the strategic objective for cycling in the study area incorporating the ideas of:

- Providing a direct and safe route parallel to State Highway 6 that is separated from general traffic and freight, and connects Frankton through to the Homestead Bay waterfront
- Servicing commuters for their local journeys to work and school
- Enabling connections from residential settlements to recreational tracks and trails
- Improving connections between the Southern Corridor settlements and Kelvin Heights
- Integrating the Southern Corridor active mode network with Frankton and the wider network.

The corresponding strategic objective and network principles developed for cyclists were:

Strategic Objective

Provide direct, safe and separated cycling* routes that service commuters accessing work and education, and recreational users. Integrate and connect residential areas in the Southern Corridor to Frankton and the wider network.

**Cycling network principles assumes micro-mobility and mobility scooters that travel above 10km/h.*

Network Principles

Primary cycle routes

Connections to education centres, public transport networks and to Frankton, Lake Hayes Estate, Queenstown Town Centre and wider area networks and communities.

Secondary cycle routes

Connections between suburbs, and local recreation nodes/areas.

Routes that provide connection between primary routes and residential suburbs and recreation trails.

7.3 Public transport

The Otago Regional Council, with support from the Queenstown Lakes District Council and the NZ Transport Agency operate Orbus, the public transport service for Queenstown. The vision of public transport in Queenstown is to provide an efficient, modern and reliable service that becomes part of everyday life for Queenstown locals. While the public transport service provides an affordable alternative to driving, uptake will assist with easing general traffic congestion reducing the impact that private transport has on our environment⁴⁷. The Queenstown Lakes Spatial Plan envisages a public transport service of frequent transit network (FTN) quality to support growth and long-term resident capacities in the Southern Corridor.

Stakeholders in the workshop supported a future public transport service that was accessible to more residents living or working in the study area to promote mode shift to public transport. To achieve this goal, stakeholders supported:

- Providing future services that dissect and travel down the spine of residential areas, maximising catchment areas and servicing the majority of the population
- Improving connections to key activity nodes in Frankton, the Queenstown Town Centre and the wider bus network
- Increasing the attractiveness of services in this area to support mode shift
- Improving local public transport connections to schools
- New developments having road widths that support bus travel movements.

The corresponding strategic objective and network principles developed for public transport were:

Strategic Objective

Establish core routes for regional connections. Achieve a balance between the efficiency of the current roading network and the community need for a shift to public transport.

Network Principles

Primary public transport routes

Connections to Frankton, Queenstown Town Centre and the Eastern Corridor.

Secondary public transport routes

Connections to schools and small commercial areas.

7.4 Freight

Freight movement plays an important role of facilitating economic activity in the Queenstown Lakes district. This comes in the form of local 'just in time' deliveries supporting tourist-focused service industries, and

⁴⁷ Source: <https://www.orc.govt.nz/public-transport/queenstown-buses/bus-information/introducing-the-new-service>

larger local and inter-regional movements of building supplies to expedite construction for residential growth. For the Southern Corridor stakeholders supported a future transport network that efficiently accommodates:

- Inter-regional movements via State Highway 6
- Local service industry “just in time” freight movements
- Local construction industry related freight movements from trades based industries of the Coneburn Industrial Area.

Discussions also supported a local freight network that was safe, resilient and had reliable connections to local industries. The corresponding strategic objective and network principles developed for freight were:

Strategic Objective

Provide safe, reliable, resilient and efficient connections for freight for intra and inter-regional movements.

Network Principles

Primary freight routes

Connections between inter-regional centres.

Secondary freight routes

Local industry goods and services connections.

7.5 General traffic

General traffic movements typically occur on all links throughout the transport network. Although general traffic commonly has access to the entire road network, it should also share network capacity with other modes, promote modal choice and provide safe journeys. The underpinning approach of the Network Operating Framework process recognises the fundamental need to make trade-offs between mode priorities⁴⁸, to achieve greater network efficiencies and balance competing demands.

A key workshop discussion point relating to general traffic was that stakeholders want a truly multi-modal network in the Southern Corridor, where residents have reliable access to a range of transport choices. They considered a multi-modal approach appropriate for the area, given its high dependency on the private vehicle and close proximity to the Frankton public transport hub and activity centre. This early stage of development in the Southern Corridor was also viewed as a great opportunity to plan and establish a multi-modal transport network to motivate behaviour change of current and future residents.

Other stakeholder workshop discussions that informed the general traffic strategic objective and principles were:

- The need to encourage general traffic to use routes that were safe and separated from active modes
- The need to improve internal local road connections between suburbs to the west of State Highway 6 in the Southern Corridor

⁴⁸ Note: Beginning with general traffic.

- The need to improve general traffic connections from suburbs to State Highway 6. This would involve constructing roundabouts and closing/ discouraging the widespread use of unsafe intersections such as State Highway 6/ Woolshed Road⁴⁹.

The corresponding strategic objective and network principles developed for general traffic are shown below. Note, four underlying principles are used for general traffic as opposed to two each for the other transport modes. This is common practice for the Network Operating Framework process and reflects the higher level of granularity required to represent and prioritise different types of general traffic movements through a network.

Strategic Objective

Promote a General Traffic network that focuses on customer journeys and promotes inter-modal connectivity from origin to destination. Encourage routes that are safer and more predictable while making trade-offs in areas with high amenity and considering the community's aspirations for their neighbourhood.

Network Principles

Preferred traffic routes

Regional/ State Highway connections (i.e. State Highway 6).

Traffic routes

None applicable to the Southern Corridor study area.

Local primary access routes

Connections from suburbs to State Highway 6.

Internal connections between suburbs linking to State Highway 6.

Local secondary access routes

Connects local residential areas within suburbs to local recreation/schools/commercial centres.

⁴⁹ Note: This Woolshed Road/ SH6 intersection is deemed unsafe for some turning movements due to the angle in which the local road approaches the higher volume State Highway corridor.

Table 3 Southern Corridor Strategic Objectives and Network Principles Summary

Mode	Strategic Objectives	Network Principles
	<p>A network for pedestrians* that provides safe and strong connections between suburbs, schools, local centres and public transport routes. An integrated network of residential developments and trails/tracks.</p> <p><i>*Actives modes and micro-mobility other than cycling that is less than 10 km/h.</i></p>	<p><u>Primary pedestrian* routes</u> Connections to the lakefront from Jack’s Point and to public transport routes, local centres and schools in residential catchments.</p> <p><u>Secondary pedestrian* routes</u> Local connections in residential areas to primary routes.</p>
	<p>Provide direct, safe and separated cycling routes that service commuters accessing work and education, and recreational users. Integrate and connect residential areas in the Southern Corridor to Frankton and the wider network.</p> <p><i>*Cycling assumes micro-mobility and mobility scooters that travel above 10km/h</i></p>	<p><u>Primary cycling routes</u> Connections to education centres, public transport networks and to Frankton, Lake Hayes Estate, Queenstown Town Centre and wider area networks and communities.</p> <p><u>Secondary cycling routes</u> Connections between suburbs, and local recreation nodes/areas. Routes that provide connection between primary routes and residential suburbs and recreation trails.</p>
	<p>Establish core routes for regional connections. Achieve a balance between the efficiency of the current roading network and the community need for a shift to public transport.</p>	<p><u>Primary Public Transport routes</u> Connections to Frankton, Queenstown Town Centre and the Eastern Corridor.</p> <p><u>Secondary Public Transport routes</u> Connections to schools and small commercial areas.</p>
	<p>Provide safe, reliable, resilient and efficient connections for freight for intra and inter-regional movements.</p>	<p><u>Primary freight routes</u> Connections between inter-regional centres.</p> <p><u>Secondary freight routes</u> Local industry goods and services connections.</p>
	<p>Promote a General Traffic network that focuses on customer journeys and promotes inter-modal connectivity from origin to destination. Encourage routes that are safer and more predictable while making trade-offs in areas with high amenity and considering the community’s aspirations for their neighbourhood.</p>	<p><u>Preferred Traffic routes</u> Regional/ State Highway connections (i.e. State Highway 6).</p> <p><u>Local Primary Access routes</u> Connections from suburbs to State Highway 6. Internal connections between suburbs linking to State Highway 6.</p> <p><u>Local Secondary Access routes</u> Connects local residential areas within suburbs to local recreation/schools/commercial centres.</p>

8. Strategic Transport Network

An effective multi-modal transport network generally adopts a balanced approach to network prioritisation, taking into account the needs of all transport and road users. A Network Operating Framework utilises this type of approach through the development of a strategic road network that defines a roads priority by mode and place. This moves away from a traditional road classification hierarchy and focuses more on the need to recognise the variety of transport modes, their interrelationships and the strategic intent for the network.

To develop the Southern Corridor's strategic transport network and the key connections, it is helpful to understand how different modes interact with one another. In the Network Operating Framework process this is achieved through a collaborative stakeholder, network mapping exercise where aspirational routes are drawn on maps for each transport mode (according to network principles developed in section 7). This exercise is important for enabling further discussions and decisions around where and how trade-offs are made between modes, to support land use changes into the future.

In total, five priority network modal maps were developed independently of one another for the Southern Corridor. This enabled targeted consideration and mapping of key routes and the land use connections required for each mode, without the direct influence of other transport modes. The development of the draft modal priority maps were based on workshop discussions independent of data or analysis, as the approach is not intended to be data driven and outputs are open to review and development. As stated above, this is not prescriptive, rather outcome focussed as it provides the basis for further discussion about network interactions to develop greater understanding and common direction.

The following section describes the Southern Corridor strategic road networks developed and mapped by stakeholders for each transport mode. The five modal priority network maps are in Appendix C in addition to a combined mode priority map.

8.1 Road user groups

Strategic road networks were mapped for the following road user groups in the Southern Corridor study area:

- Pedestrians and cyclists
- Public transport
- Freight traffic
- General vehicle traffic.

Stakeholders mapped existing routes as well as aspirational future (potential/proposed) routes for each of these road user groups. The aspirational future routes drawn give effect to the network principles identified earlier in the process for each road user group.

8.2 Pedestrian and cycling strategic network

Existing and aspirational pedestrian and cycling strategic networks were mapped together on a single map by stakeholders. This is because the study area is primarily made up of tracks, trails and shared paths that are utilised by both pedestrians and cyclists, and both road user groups strive for similar outcomes for their users.

The pedestrian and cycling networks in this study area aim to provide safe connections and integrate residential developments with each other, and connections to tracks and trails. This aligns with the strategic objectives developed for these road user groups (refer section 7).

Primary Pedestrian and Cycle Routes

The primary pedestrian and cycle route in the Southern Corridor was identified by stakeholders as the existing Wakatipu Active Travel route that runs from Frankton to Homestead Bay parallel to State Highway 6. This primary route is made up of an existing trail through greenway corridors from Homestead Bay to Boyd's Road, and a future (proposed) active mode bridge link (north) over the Kawarau Falls River into Frankton South. The existing portion of this primary route is also known as the Jack's Point to Frankton track⁵⁰.

This route was considered a primary route because it acts as the spine of the active mode network in the Southern Corridor. It connects all of the residential settlements existing and planned, and also provides a direct connection between settlements in the Southern Corridor and the key district activity centre of Frankton. It was important to stakeholders that this primary route extended all the way south through the study area, and connected to Homestead Bay Marina. In an aspirational future transport network, this active mode connection would support potential future public transport ferry services from Homestead Bay to Queenstown Town Centre.

Secondary Pedestrian and Cycle Routes

A number of secondary pedestrian and cycling routes were drawn in the mapping exercise by stakeholders. These predominantly consisted of existing recreational tracks and trails following the lakefront, the connections between trails and primary routes, and proposed connections to local amenity areas in residential settlements.

Stakeholders identified the existing secondary pedestrian and cycle routes in the study area as:

- The Jack's Point Trail (part of the Great Ride)
- The Kelvin Peninsula Trail (part of the Great Ride⁵¹)
- The track along the lakefront south of Homestead Bay Marina to Kingston Road (SH6)
- Lodge Road between the Jack's Point Trail and the Jack's Point to Frankton track (Maori Jack Road)
- Kingston Road between the Kelvin Peninsula Trail and the Jack's Point to Frankton track.

The future proposed (or aspirational) secondary pedestrian and cycle routes identified were:

- A safe conflict free active mode connection from the Jack's Point to Frankton track to the proposed new school in Hanley Farm
- A safe active mode connection following the primary public transport route from Jack's Point Village and the proposed new school at Hanley Farm
- An off-road track through the gully linking the Jack's Point Trail to the primary Wakatipu Active Travel route between the Coneburn Special Housing Area and Hanley's Farm
- Two separated active mode links in the north of the Southern Corridor study area. One between the primary Wakatipu Active Travel route (north of Coneburn SHA) and the Remarkables Ski Field Access Road, and one between the primary Wakatipu Active Travel route (at Coneburn SHA) and the northern

⁵⁰ QLDC, 2019. Wakatipu Active Travel Network Business Case.

⁵¹ Queenstown Trails Trust, 2020. Retrieved 7 Apr 2020, from <https://queenstowntrail.co.nz/>

access road into Coneburn Industrial. It is anticipated both of these connections will promote, facilitate and service future residential areas in the north of the Southern Corridor

- A connection between the primary Wakatipu Active Travel route at the Coneburn Special Housing Area and the Coneburn Industrial Area
- State Highway 6 between the primary Wakatipu Active Travel route and the Remarkables Ski Field Access Road and Coneburn Industrial Area.

It is assumed planned development at Homestead Bay would provide pedestrian infrastructure and connections. This would enable access to primary pedestrian and primary public transport routes.

Stakeholders agreed that it was appropriate to have a secondary route along SH6 to service Coneburn Industrial Estate and also to connect to the Remarkables Ski Field access road this route as a proposed secondary pedestrian and cycle route. Identifying this corridor as a secondary pedestrian and cycling route does not mean it requires high quality active mode facilities. Instead it recognises the common movements observed along this route, where exact demands are still unknown.

There was discussion around providing more future secondary active mode routes to provide increased west to east connectivity in the Southern Corridor. Developer representatives advised this was not necessary as there would be very limited residential development occurring to the west of existing or planned settlements due to mountainous terrain challenges.

Secondary east-west pedestrian and cycling routes were mapped to increase safe active mode connections between planned and likely future residential development areas. This was predominantly in the north of the study area between the primary pedestrian and cycling route and intersections on State Highway 6 that link to key land uses to the east. The aim of these additional routes is to increase the permeability and accessibility of active mode travel between settlements and throughout the developing Southern Corridor. Stakeholders acknowledged further secondary routes could be added as the layouts of future areas of development (particular in the south of the study area) are determined. This is in line with the desired outcomes and the draft Queenstown Lakes Spatial Plan.

8.3 Public transport strategic network

The strategic objective for the public transport network was to establish core routes for regional connections and balance road network efficiencies with the community need for a shift to public transport.

Existing Primary Public Transport Routes

The existing primary public transport route servicing residents of the Southern Corridor is shown in Figure 12. This route was considered adequate for the current number of Southern Corridor settlements. Stakeholders did however identify the need for a future primary route that serviced a larger residential catchment area as growth occurred.

Figure 12 Orbus Bus Route in the Southern Corridor⁵²



Future Primary Public Transport Routes

In response, they mapped a future public transport route that travelled through the residential settlements to the west of State Highway 6 and compliments the existing service that largely travels via the State Highway. The future primary route drawn, began in the south of the study area and travelled:

- West from State Highway 6 to Homestead Bay
- North on Maori Jack Road to Jack's Point past the Village Zone. Note, an alternative route between State Highway 6 and Homestead Bay and the Jack's Point Village Zone is also shown to service a new local centre in this proposed future residential development area.
- North through the centre of Hanley's Farm and the Coneburn Special Housing Area, connecting onto State Highway 6 (Kingston Road) in the north of the study area or at the Remarkables Ski Access Road intersection depending on ground and alignment conditions

⁵² Source: <https://trackabus.co.nz/queenstown/map-only#4>

- North entering Frankton from the south via a new public transport and active mode bridge. Note the position of this public transport bridge is still to be confirmed. Therefore two proposed primary public transport routes from the Coneburn Special Housing Area and two bridges are shown in Appendix C.

This future primary route would greatly improve Southern Corridor resident access to viable public transport travel options. The proposed link into Frankton via a separated public transport and active mode bridge enables competitive travel times for users accessing this key centre and amenities such as Wakatipu High School. The primary route traversing the spine of Southern Corridor residential developments would also encourage mode shift in the new development areas of Coneburn SHA, Hanley's Farm, Jack's Point and Homestead Bay as populations increase in these settlements.

Stakeholders supported a future public transport network that evolves with new development areas to support increasing residential dwellings in the corridor. In time, this could mean multiple public transport routes through the Southern Corridor residential settlements, similar to the two proposed routes shown through the Coneburn Special Housing Area. Increased facilities on key routes through new development areas and increased service routes and frequencies should all be considered to support mode shift demands of growing populations.

There is a proposed ferry service from Homestead Bay Marina (and connected to the bus service) to Queenstown. This would be a primary public transport route and does not conflict with other transport modes in the Southern Corridor network. It has been included on the maps to recognise how this location will interact with other activity areas in the district and the aspirational Southern Corridor land based transport network.

Secondary Public Transport Routes

The only secondary public transport route identified in the study area provides access from State Highway 6 to the Remarkables Ski Area via the Remarkables Ski Field Access Road. This route was considered secondary as it connects with the existing primary public transport route and provides an important user connection to popular tourist and recreation activities on the mountain.

8.4 Freight strategic network

The objective of the freight network in the Southern Corridor is to provide an efficient network for the movement of goods and services. This involves the development of a freight network that facilitates freight movement for both local distribution and inter-regional distribution to a high level of efficiency, and supporting the economy.

Primary Freight Route

The purpose of primary freight routes in the Southern Corridor are to provide connections between inter-regional centres. The only route that operates to this level in the study area is State Highway 6 (Kingston Road), which connects Queenstown Lakes district with Southland district.

State Highway 6 (Kingston Road) was identified as the only existing and future primary freight route for this area in the workshop.

Secondary Freight Routes (future – proposed)

Secondary freight routes provide local industry goods and services connections. Stakeholders drew their aspirational (future – proposed) secondary freight routes between the following locations in the study area.

- Local road connection from State Highway 6 into the Coneburn Industrial Area

- Local road connection from State Highway 6 via Maori Jack Road to the Jack's Point Village Zone
- Local road connection on Maori Jack Road to Homestead Bay Marina and future road connection to State Highway 6.

The secondary freight routes (future – proposed) identified on Maori Jack Road recognises that this road will act as an important local freight access route over the next ten years. It will support local goods movements to the commercial activities in the Jack's Point Village mixed use and waterfront precincts, and the golf course and clubhouse restaurant. It will also be the main freight route for construction materials and supplies accessing the proposed Homestead Bay Marina development.

8.5 General traffic strategic network

As outlined in the strategic objective, the general traffic network aims to promote inter-modal connectivity from origin to destination, and encourage safe routes that do not compromise community aspirations or amenity.

Three types of general traffic routes were identified by stakeholders in the mapping exercise for the Southern Corridor. These are classified as either preferred general traffic routes, local primary general traffic access routes or local secondary general traffic access routes. The routes identified and drawn for the general traffic strategic network contained a number of proposed / future aspirational connections. This is due to the connections between proposed residential developments still being in an early network planning phase.

Preferred General Traffic Route

Preferred general traffic routes are defined as regional and State Highway connections. Stakeholders identified one preferred general traffic route through the Southern Corridor. This was State Highway 6 (Kingston Road) which dissects the area from north to south.

This route currently acts as the existing preferred general traffic route and this will continue in an aspirational future network, especially for inter-regional and through-moving traffic.

Local Primary General Traffic Access Routes

Local primary access routes in the study area connect suburbs to each other and to the State Highway. Workshop discussions identified a number of local primary general traffic access routes in the study area, predominantly west of the State Highway 6 preferred general traffic route. These included existing, and future – proposed/potential routes to connect new residential developments planned for the corridor.

The existing primary general traffic access routes identified and mapped in the workshop included:

- The main local roads planned in the Coneburn Special Housing Area that connect the suburb to State Highway 6 and adjacent suburbs
- The main local road into the Coneburn Industrial Area from State Highway 6
- All planned roads in the Coneburn Industrial Area to recognise priority given to motor vehicles over other transport modes in this area
- Hanley Drive between the planned Hanley's Farm residential area and State Highway 6
- The main local road (north to south) planned in Hanley's Farm that connects to the adjacent suburb of Jack's Point
- Maori Jack Road from State Highway 6 to Homestead Bay.

The future proposed/potential (or aspirational) primary general traffic access routes identified were both local roads connecting future residential developments:

- A proposed new corridor on one of two potential alignments between the Coneburn Special Housing Area and State Highway 6 (Kingston Road) in the north of the study area
- A proposed new corridor perpendicular to these two proposed routes north of the Coneburn Special Housing Area connecting them with State Highway 6 at the Remarkables Ski Access Road
- A proposed new 'paper road' corridor between Woolshed Road and Jack's Point residences in the west of the study area
- A proposed new corridor connecting the settlements of Hanley's Farm and the Coneburn Special Housing Area. This may involve utilising part of the existing Woolshed Road corridor and closing the northern existing section where there are safety concerns relating to how it intersects with State Highway 6 (Kingston Road). The main access point into residential settlements to the west of State Highway 6 would become the planned controlled (roundabout) intersection between the Coneburn Special Housing Area and Coneburn Industrial on State Highway 6 (Kingston Road).

Stakeholders acknowledged there were a range of unknowns surrounding the potential alignments between the Coneburn Special Housing Area and State Highway 6 (Kingston Road) in the north of the study area. The perpendicular alignment connecting the northbound routes from the Coneburn SHA to the State Highway 6 (Kingston Road)/ Remarkables Ski Access Road intersection was added as a potential alternative future route to the northern State Highway 6 connection. This is considered a precautionary alternative local access route in the event horizontal alignment and geometric issues prevent a safe northern connection onto State Highway 6. Both of these potential alignments will need to be investigated further in consideration of future residential developments in this area. It is likely only one corridor will be required to connect into State Highway 6 as a local primary general traffic access route here. There is potential the other route onto the State Highway could become a longer term future local general traffic access route if warranted by traffic volumes.

Local Secondary General Traffic Access Routes

Local secondary general traffic access routes connect Southern Corridor residential areas within suburbs to local recreation areas, schools and commercial centres. No existing local secondary general traffic access routes were drawn in the workshop general traffic strategic mapping exercise. Stakeholders identified one future/ proposed local secondary general traffic access route travelling through proposed new development areas between Homestead Bay and State Highway 6 (Kingston Road). This route was defined as secondary because workshop participants predict residents of these future residential areas may drive to the Homestead Bay Marina for recreation purposes. Another local secondary general traffic route was identified as a proposed northern connection between the Coneburn Special Housing Area and State Highway 6 (Kingston Road)/ Coneburn Industrial area. This second access point from State Highway 6 into the Coneburn Industrial area was approved through a recent Plan Change. NZ Transport Agency representatives advised (after the initial workshop sessions) a three-arm roundabout could be added to this intersection in future to access the northern Coneburn SHA if growth supported this.

The Southern Corridor study area remains largely undeveloped at this stage, therefore only a limited number of potential secondary general traffic access routes were identified by stakeholders. Other secondary general traffic access routes may be identified as more recreation areas, schools and commercial centres are established in the area.

9. Modal priority conflicts

An effective multi-modal transport network recognises that different modes operate in different parts of the network, but in some instances land use factors can lead to modal priority conflicts. The conflicts occur on the roads or corridors that have several modes at a single location.

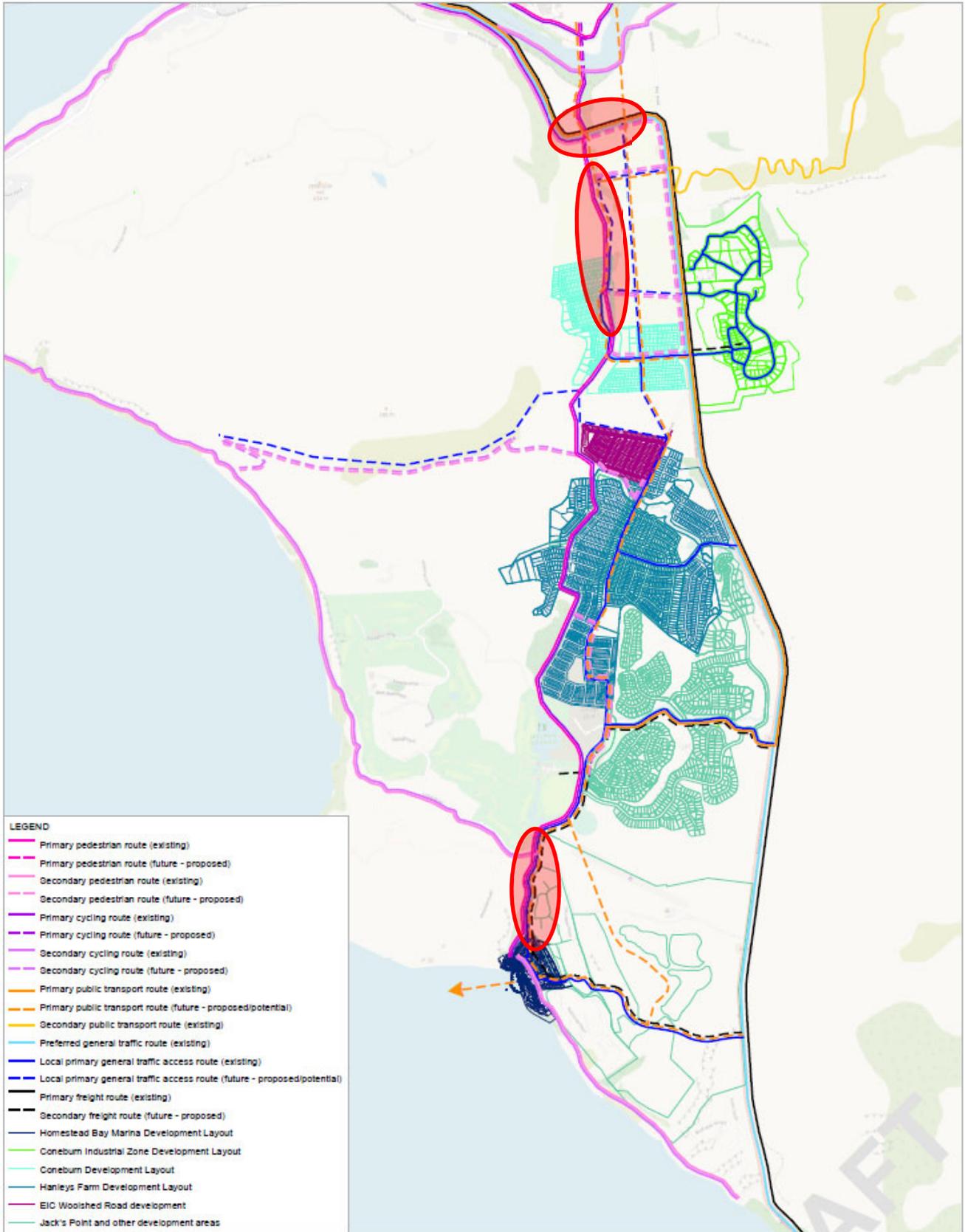
The locations identified in Figure 13 are areas of potential future conflict in the Southern Corridor, where future roads or corridors have several modes competing for priority⁵³. These areas are:

- The intersection of State Highway 6 (Kingston Road)/ the future proposed local primary access route to Coneburn Special Housing Area/ public transport and active modes bridge into Frankton South
- A proposed new corridor on one of two potential alignments between the Coneburn Special Housing Area and State Highway 6 (Kingston Road) in the north of the study area
- Maori Jack Road in the south of the study area leading to Homestead Bay Marina.

This Network Operating Framework does not specifically provide 'solutions' to priority conflict areas. However, the following section outlines stakeholder workshop discussion around how the different transport modes could be appropriately managed when addressing competing demands.

⁵³ As identified in the aspirational modal route maps stakeholders developed in Section 8 and can be found in Appendix A.

Figure 13 Southern Corridor Modal Conflict Areas



9.1 Northern State Highway 6 (Kingston Road)

At these proposed future intersections stakeholders identified potential modal priority conflicts between:

- Primary pedestrians and cyclists routes crossing the State Highway in the vicinity of the intersection to access the future public transport and active mode bridge at Frankton South
- A primary public transport route vying for priority through the intersection to access the public transport and active mode bridge at Frankton South
- A primary freight route on the State Highway
- A preferred general traffic route on the State Highway
- A proposed local primary general traffic access route approaching the intersection from the south.



Post workshop discussion noted this section of road has undulating terrain that may impact the ability to provide a safe state highway intersection at this location. The NZ Transport Agency currently own land adjacent to the two tight corners of State Highway 6 (Kingston Road) situated to the west and east of this intersection. They have the intention of improving the highway alignment in future to improve safety for vehicles using this route. There may be an opportunity to investigate reconfiguration and intersection options to minimise modal conflicts (if ground conditions allow this), in conjunction with curve straightening activities. Stakeholders support grade separation for active modes at this future intersection. A grade separated public transport route through this intersection will be considered if supported by sufficient public transport demand to access Frankton.

This site is also identified as a high speed area with a current posted speed limit of 100km/h, which will need to be reviewed when considering any future reconfiguration works⁵⁴.

⁵⁴ Source: Google Maps. Street view. 08/04/2020.

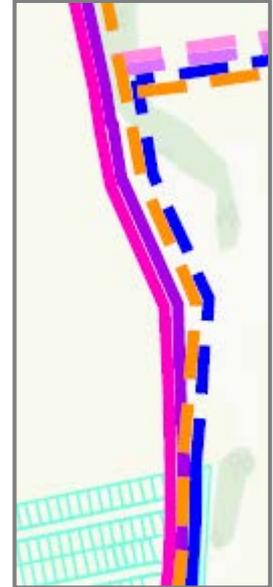
9.2 Coneburn Special Housing Area to State Highway 6 corridor

The transport corridor between the Coneburn Special Housing Area and State Highway 6 to the north was deemed another site of potential future modal conflict. Potential priority conflicts at this location occur between the below modal routes:

- A primary local general traffic access route
- A primary public transport route
- A primary pedestrian route
- A primary cycling route.

Stakeholders acknowledged the need for the general traffic and public transport routes to be separated from the active mode shared path facilities in this future corridor for safety reasons. They also noted that the road width of any new developments on this alignment should be wide enough and have sufficient tracking curves to allow bus services to operate safely and efficiently along this road.

It is recognised that the primary public transport route and primary pedestrian and cycling routes and associated bridge crossing are still to be confirmed following further geotechnical investigations. Similar conflicts to those identified above will need to be managed regardless of which bridge alignment and primary public transport route alignment is selected.



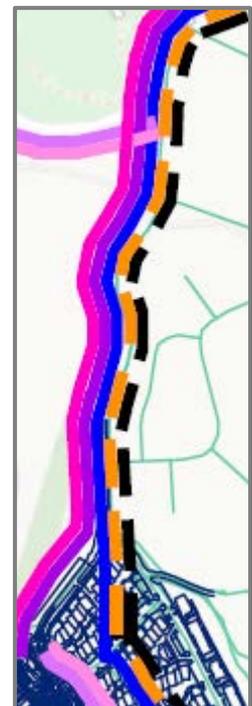
9.3 Southern Maori Jack Road

The southern section of Maori Jack Road between Jack's Point and Homestead Bay Marina was the final modal priority conflict area identified. The modal routes vying for priority, and subsequently creating future conflicts on Southern Maori Jack Road include:

- A primary pedestrian route (existing)
- A primary cycling route (existing)
- A primary public transport route (future)
- A local primary general traffic access route (existing)
- A secondary freight route (future – proposed).

Despite every transport mode utilising this section of Maori Jack Road, workshop discussions concluded that this road is wide and unconstrained. It was feasible for each transport mode utilising the corridor to be easily separated if necessary.

When discussing all potential conflict areas identified for the Southern Corridor transport network, stakeholders noted they are predominantly in areas not yet developed and the transport infrastructure is not yet designed. They noted some of these multi modal conflicts may be mitigated through the transport infrastructure design process as the area develops.



10. Application of the Network Operating Framework

The development of this Network Operating Framework focused on defining Strategic Objectives and Principles followed by mapping strategic modal networks and identifying future modal conflict sites. The following sections outline the applications of the Network Operating Framework subject to current information available and current outcomes sought.

10.1 Grow Well: Whaiora – Queenstown Lakes Spatial Plan

Queenstown Lakes District Council commenced development of a spatial plan for the district in late 2019. This plan (once developed) will inform residential land use development over a long-term period out to 2050, and beyond. The aim of the plan is to provide the strategic direction for the growth and development of the Southern Corridor. Further investigations will need to take place, including further investigations on the impact of hazards and the staging of land release. This information can be used to update the Network Operating Framework.

The Network Operating Framework is a tool that provides the required transport inputs for land use development by considering the form and function of a future aspirational, multi-modal transport network. The outputs indicate which transport corridors are suitable for different modes to support place functions, and regional transport policies and objectives. In this instance they also identify any new proposed connections or transport projects required to support the sustainable and efficient development of the study area.

10.2 Network Operating Framework lifecycle

This Network Operating Framework is a live document based on outcomes of workshop sessions with stakeholders. It is being used to inform strategic transport planning within the Southern Corridor in conjunction with the Spatial Plan. Conversely, changes in policy, land use and the network, as well as outcomes from the Spatial Plan may alter thinking with a more refined understanding. As such, this Network Operating Framework is considered 'live' and an iterative approach can be undertaken so that the framework compliments and supports outcomes if they change. This may result in changes to primary or secondary routes for different transport modes, which would be justified based on further information being available at future stages.

Appendices

Appendix A Strategic Objectives and Principles

Table 1 Southern Corridor Strategic Objectives and Network Principles

Policy and Planning documentation	Strategic Objectives and Network Principles
<p> Pedestrians</p> <p>Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities. Key Strategic Priorities:</p> <ul style="list-style-type: none"> • Safety • Access <p>Supporting Strategic Priorities:</p> <ul style="list-style-type: none"> • Value for Money • Environment <p>Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:</p> <ul style="list-style-type: none"> • a mode-neutral approach to transport planning and investment decisions • incorporating technology and innovation into the design and delivery of land transport investment • integrating land use and transport planning and delivery <p>Environment in the GPS 2018 supports a mode shift to lower emission forms of transport, including walking, cycling, public transport and lower emission vehicles (such as electric vehicles). It also recognises the public health benefits of reducing harmful transport emissions and increasing uptake of walking and cycling.</p> <p>Access in the GPS 2018 and the increased focus on urban centres is to ensure that transport and land use planning reduces the need to travel by private motor vehicle by supporting a mode shift for trips in urban centres from single occupant private vehicles to more efficient, low cost modes like walking, cycling and public transport.</p> <p>The Ministry of Transport released the Draft Government Policy Statement on Land Transport 2021 in March 2020 for public feedback. The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work</p> <p>MoT Statement of Intent 2018-22: There are two particular areas of focus and guiding principles for the transport sector. Firstly, transport planning and investing should be mode neutral. Secondly, our urban transport systems should be modern and efficient.</p> <p>Transport Outcomes Framework 2018: The purpose of the transport system is to improve people’s wellbeing, and the liveability of places Outcomes (vision): What we seek to achieve through the transport system</p> <ul style="list-style-type: none"> • Inclusive access: • Healthy and safe people • Economic prosperity • Environmental sustainability • Resilience and security <p>Mode neutrality (guiding principle): To meet the outcomes, all transport planning, regulating, and investing needs to be done in a mode neutral way. Mode neutrality involves two important aspects:</p> <ol style="list-style-type: none"> 1. Making sure all modes and options are considered and evaluated to find the best system solution. 2. Making users and decision-makers more aware of the benefits and costs of transport choices, to incentivise robust decision-making and smart travel choices. <p>NZTA Amended Statement of Intent 2018-2022: Value Statement: Great journeys to keep New Zealand moving – “We see transport as a complex, dynamic system of people and communities, businesses, infrastructure and services, vehicles of all types, and data and processes that connect the parts of the system. We want to improve the system and its connections to create seamless, safe and affordable access to social and economic opportunities for people, communities and business.”</p> <p>Focus: Providing one integrated land transport system that helps people get the most out of life and supports business.</p>	<p>A network for pedestrians* that provides safe and strong connections between suburbs, schools, local centres and public transport routes. An integrated network of residential developments and trails/ tracks.</p> <p><i>Primary pedestrian* routes:</i> Connections to the lakefront from Jack’s Point and to public transport routes, local centres and schools in residential catchments.</p> <p><i>Secondary pedestrian* routes:</i> Local connections in residential areas to primary routes.</p> <p><i>*Pedestrian network principles consider all forms of active travel and micro-mobility (i.e. mobility scooter, running, walking) other than cycling that are less than 10km/h.</i></p>

Strategic Responses:

- One connected transport system – Transform land transport system performance by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
- People centric approach – Simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to.
- Partnerships for prosperity – Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

Position Statements

- Transport safety – It is unacceptable for anyone to be killed or seriously injured while travelling or working on the land transport system.
- Inclusive access – Everyone should have fair and equitable access to the transport system
- Liveable communities – We will partner to efficiently combine planning and investment for transport and land use and this will result in more vibrant, interactive communities
- Transport technology – we will combine technology and organisational capabilities to enable safer, sustainable and connected journeys
- Resilience – The resilience of the land transport system is increased by managing risks and long-term resilience challenges and helping communities quickly recover from disruptions
- Environment – We will responsibly manage the land transport system's interaction with people, places and the environment
- Regulatory – The transport regulator is that our systems should be intuitive and clear to ensure people, vehicles and commercial and rail operations are safe, people make good transport choices and harmful behaviour is swiftly dealt with
- Transport agency – The Transport Agency is respected by partners, stakeholders and customers for its responsive and engaged people and its timely delivery of sustainable transport solutions.

Road to Zero Strategy 2020-2030: Road to Zero places human wellbeing at the heart of our road transport planning. It outlines a road safety system that supports and expects road users to make good choices, but acknowledges that we can all make mistakes. It values every life and the liveability of our communities, and it upholds the right of all of us to feel safe and arrive safely on our journeys across Aotearoa.

The vision of the Road to Zero Strategy is:

A New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

To achieve this vision, the strategy outlines actions required across five focus areas:

1. Infrastructure improvements and speed management
2. Vehicle safety
3. Work-related road safety
4. Road user choices
5. System management

Seven guiding principles also underpin the vision:

1. We promote good choices but plan for mistakes
2. We design for human vulnerability
3. We strengthen all parts of the road transport system
4. We have a shared responsibility for improving road safety
5. Our actions are grounded in evidence and evaluated
6. Our road safety actions support health, wellbeing and liveable places
7. We make safety a critical decision-making priority.

This strategy will be supported by a series of action plans over the next 10 years that will outline priority actions to deliver on our vision.

Otago Southland Regional Land Transport Plans 2015-2021, updated 2018: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

Walking, delivering on priorities:

- Users being able to access the network, in a manner that is convenient and affordable to users and funders.
- The network is reliable and resilient, helping community resilience.
- The social cost of crashes and accidents is substantially reduced.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Long Term Plan 2018-28: Community outcomes for Transport (public passenger transport and stock effluent disposal) are:

- Service delivery that puts the community first and ensures that operations are customer driven, efficient and fit for purpose
- A region that prioritises sustainability as an economic measure whilst being attractive to industry
- A place where people can enjoy their environment safely, productively and respectfully

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.
- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.
- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2019-20: Our long-term council outcome is to provide high performing infrastructure and services that: are efficient and effective infrastructure, and are environmentally sustainable and promote low impact living.

Queenstown Lakes District Council 10-Year Plan 2018-28: The 10-Year Plan outlines one of the big issues facing the district is maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka.

In the ten-year plan there is money allocated towards public transport, Wakatipu walking and cycling improvements and pedestrian and cycle connections outside of the town centres.

Queenstown Lakes District Council Proposed District Plan: The Proposed District Plan (PDP) sets out to provide a more accessible and transparent plan that provides a clear strategic direction for the district as well as additional scope for intensification in suitable locations . The desired strategic direction of the district can be realised by achieving several strategic objectives articulated in the Plan:

- The development of a prosperous, resilient and equitable economy in the District
- Urban growth is managed in a strategic and integrated manner
- A quality built environment taking into account the character of individual communities
- The distinctive natural environments and ecosystems of the District are protected
- The retention of the District's distinctive landscapes
- The District's residents and communities are able to provide for their social, cultural and economic wellbeing and their health and safety
- The partnership between Council and Ngāi Tahu is nurtured .

The PDP describes the purpose of the Jacks Point Zone is to provide for residential, rural living, commercial, community and visitor accommodation in a high quality sustainable environment comprising residential areas, two mixed use villages and a variety of recreation opportunities and community benefits including access to public open space and amenities.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

Queenstown Lakes District Council Transport Strategy Summary 2016: Queenstown town centre transport strategy- Preserve and improve resident and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

Queenstown Integrated Transport Programme Business Case 2017: The Queenstown area is experiencing unprecedented levels of growth, which has significant implications for the transport network. The exponential growth has led to congestion and traditional transport strategies and response to growth are no longer working in the Queenstown environment. The recommended programme includes the following key activities:

- Making public transport an attractive and viable alternative to the private car through improvements to service provision, and the introduction of bus priority, park and ride and a Mass Rapid Transit corridor between Queenstown and Frankton.
- Altering cost, provision and management of parking across the area to support the goals of reducing private vehicle usage, and encouraging greater use of public transport
- Completing key infrastructure projects for vehicular and active modes, including a new town centre arterial to facilitate economic growth, better provision for public transport and access for pedestrians, and removing unnecessary vehicle movements in the most congested areas of the town centre.

Wakatipu Active Travel Business Case: Aims to provide an integrated network for walking and cycling that connects to public transport would help provide a genuine alternative to our reliance on private vehicles. It recommends improved facilities between Frankton and the Southern Corridor and a route linking suburbs within the area.

Draft Queenstown Lakes District on foot, by cycle strategy 2008: The council's strategy is in line with the national vision. *A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment.* The broad outcomes sought by this strategy are to see more people walking and cycling and greater satisfaction within the community with the ease, safety and security of walking and cycling in the district. If these things are achieved, a positive contribution is being made to the quality of the district as a place to live and visit.

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Economic Development Strategy 2015: A follow-up document to the Economic Futures Taskforce report which builds on the methods and analysis of this work and supplements it with detailed and evidence-based assessment. The aim of this strategy is to address key economic development priorities which have been identified.

The strategy notes that the road network is reliant on a few main road routes which present connectivity risks for the district. These routes (such as SH6) experience peak hour congestion and at present traffic is predicted to slow to 20 km/h in 20 years.

There are plans in place to address this, however it is a significant cost to the Council and NZTA.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten year Plan 2015-2025.



Cyclists

Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities.

Key Strategic Priorities:

- Safety
- Access

Supporting Strategic Priorities:

Provide direct, safe and separated cycling* routes that service commuters accessing work and education, and recreational users. Integrate and connect residential areas in the Southern Corridor to Frankton and the wider network.

Primary cycle routes: Connections to education centres, public transport networks and to Frankton,

- Value for Money
- Environment

Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

Environment in the GPS 2018 supports a mode shift to lower emission forms of transport, including walking, cycling, public transport and lower emission vehicles (such as electric vehicles). It also recognises the public health benefits of reducing harmful transport emissions and increasing uptake of walking and cycling.

Access in the GPS 2018 and the increased focus on urban centres is to ensure that transport and land use planning reduces the need to travel by private motor vehicle by supporting a mode shift for trips in urban centres from single occupant private vehicles to more efficient, low cost modes like walking, cycling and public transport.

The Ministry of Transport released the Draft Government Policy Statement on Land Transport 2021 in March 2020 for public feedback. The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work

MoT Statement of Intent 2018-22: There are two particular areas of focus and guiding principles for the transport sector. Firstly, transport planning and investing should be mode neutral. Secondly, our urban transport systems should be modern and efficient.

Transport Outcomes Framework 2018: The purpose of the transport system is to improve people's wellbeing, and the liveability of places

Outcomes (vision): What we seek to achieve through the transport system

- Inclusive access:
- Healthy and safe people
- Economic prosperity
- Environmental sustainability
- Resilience and security

Mode neutrality (guiding principle): To meet the outcomes, all transport planning, regulating, and investing needs to be done in a mode neutral way.

Mode neutrality involves two important aspects:

3. Making sure all modes and options are considered and evaluated to find the best system solution.
4. Making users and decision-makers more aware of the benefits and costs of transport choices, to incentivise robust decision-making and smart travel choices.

NZTA Amended Statement of Intent 2018-2022:

Value Statement: Great journeys to keep New Zealand moving – *“We see transport as a complex, dynamic system of people and communities, businesses, infrastructure and services, vehicles of all types, and data and processes that connect the parts of the system. We want to improve the system and its connections to create seamless, safe and affordable access to social and economic opportunities for people, communities and business.”*

Focus: Providing one integrated land transport system that helps people get the most out of life and supports business.

Strategic Responses:

- One connected transport system – Transform land transport system performance by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
- People centric approach – Simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to.
- Partnerships for prosperity – Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

Position Statements

- Transport safety – It is unacceptable for anyone to be killed or seriously injured while travelling or working on the land transport system.
- Inclusive access – Everyone should have fair and equitable access to the transport system
- Liveable communities – We will partner to efficiently combine planning and investment for transport and land use and this will result in more vibrant, interactive communities
- Transport technology – we will combine technology and organisational capabilities to enable safer, sustainable and connected journeys
- Resilience – The resilience of the land transport system is increased by managing risks and long-term resilience challenges and helping communities quickly recover from disruptions
- Environment – We will responsibly manage the land transport system's interaction with people, places and the environment

Lake Hayes Estate, Queenstown Town Centre and wider area networks and communities.

Secondary cycle routes: Connections between suburbs, and local recreation nodes/areas.

Routes that provide connection between primary routes and residential suburbs and recreation trails.

**Cycling network principles assumes micro-mobility and mobility scooters that travel above 10km/h.*

- Regulatory – The transport regulator is that our systems should be intuitive and clear to ensure people, vehicles and commercial and rail operations are safe, people make good transport choices and harmful behaviour is swiftly dealt with
- Transport agency – The Transport Agency is respected by partners, stakeholders and customers for its responsive and engaged people and its timely delivery of sustainable transport solutions.

Road to Zero Strategy 2020-2030: Road to Zero places human wellbeing at the heart of our road transport planning. It outlines a road safety system that supports and expects road users to make good choices, but acknowledges that we can all make mistakes. It values every life and the liveability of our communities, and it upholds the right of all of us to feel safe and arrive safely on our journeys across Aotearoa.

The vision of the Road to Zero Strategy is:

A New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

To achieve this vision, the strategy outlines actions required across five focus areas:

6. Infrastructure improvements and speed management
7. Vehicle safety
8. Work-related road safety
9. Road user choices
10. System management

Seven guiding principles also underpin the vision:

8. We promote good choices but plan for mistakes
9. We design for human vulnerability
10. We strengthen all parts of the road transport system
11. We have a shared responsibility for improving road safety
12. Our actions are grounded in evidence and evaluated
13. Our road safety actions support health, wellbeing and liveable places
14. We make safety a critical decision-making priority.

This strategy will be supported by a series of action plans over the next 10 years that will outline priority actions to deliver on our vision.

Otago Southland Regional Land Transport Plans 2015-2021, updated 2018: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

Walking, delivering on priorities:

- Users being able to access the network, in a manner that is convenient and affordable to users and funders.
- The network is reliable and resilient, helping community resilience.
- The social cost of crashes and accidents is substantially reduced.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Long Term Plan 2018-28: Community outcomes for Transport (public passenger transport and stock effluent disposal) are:

- Service delivery that puts the community first and ensures that operations are customer driven, efficient and fit for purpose
- A region that prioritises sustainability as an economic measure whilst being attractive to industry
- A place where people can enjoy their environment safely, productively and respectfully

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.

- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.
- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2019-20: Our long-term council outcome is to provide high performing infrastructure and services that: are efficient and effective infrastructure, and are environmentally sustainable and promote low impact living.

Queenstown Lakes District Council 10-Year Plan 2018-28: The 10-Year Plan outlines one of the big issues facing the district is maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka. In the ten-year plan there is money allocated towards public transport, Wakatipu walking and cycling improvements and pedestrian and cycle connections outside of the town centres.

Queenstown Lakes District Council Proposed District Plan: The Proposed District Plan (PDP) sets out to provide a more accessible and transparent plan that provides a clear strategic direction for the district as well as additional scope for intensification in suitable locations . The desired strategic direction of the district can be realised by achieving several strategic objectives articulated in the Plan:

- The development of a prosperous, resilient and equitable economy in the District
- Urban growth is managed in a strategic and integrated manner
- A quality built environment taking into account the character of individual communities
- The distinctive natural environments and ecosystems of the District are protected
- The retention of the District's distinctive landscapes
- The District's residents and communities are able to provide for their social, cultural and economic wellbeing and their health and safety
- The partnership between Council and Ngāi Tahu is nurtured .

The PDP describes the purpose of the Jacks Point Zone is to provide for residential, rural living, commercial, community and visitor accommodation in a high quality sustainable environment comprising residential areas, two mixed use villages and a variety of recreation opportunities and community benefits including access to public open space and amenities.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

Queenstown Lakes District Council Transport Strategy Summary 2016: Queenstown town centre transport strategy- Preserve and improve resident and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

Queenstown Integrated Transport Programme Business Case 2017: The Queenstown area is experiencing unprecedented levels of growth, which has significant implications for the transport network. The exponential growth has led to congestion and traditional transport strategies and response to growth are no longer working in the Queenstown environment. The recommended programme includes the following key activities:

- Making public transport an attractive and viable alternative to the private car through improvements to service provision, and the introduction of bus priority, park and ride and a Mass Rapid Transit corridor between Queenstown and Frankton.
- Altering cost, provision and management of parking across the area to support the goals of reducing private vehicle usage, and encouraging greater use of public transport
- Completing key infrastructure projects for vehicular and active modes, including a new town centre arterial to facilitate economic growth, better provision for public transport and access for pedestrians, and removing unnecessary vehicle movements in the most congested areas of the town centre.

Wakatipu Active Travel Business Case: Aims to provide an integrated network for walking and cycling that connects to public transport would help provide a genuine alternative to our reliance on private vehicles. It recommends improved facilities between Frankton and the Southern Corridor and a route linking suburbs within the area.

<p>Draft Queenstown Lakes District on foot, by cycle strategy 2008: The council's strategy is in line with the national vision. <i>A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment.</i> The broad outcomes sought by this strategy are to see more people walking and cycling and greater satisfaction within the community with the ease, safety and security of walking and cycling in the district. If these things are achieved, a positive contribution is being made to the quality of the district as a place to live and visit.</p> <p>Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.</p> <p>Queenstown Lakes District Council Economic Development Strategy 2015: A follow-up document to the Economic Futures Taskforce report which builds on the methods and analysis of this work and supplements it with detailed and evidence-based assessment. The aim of this strategy is to address key economic development priorities which have been identified.</p> <p>The strategy notes that the road network is reliant on a few main road routes which present connectivity risks for the district. These routes (such as SH6) experience peak hour congestion and at present traffic is predicted to slow to 20 km/h in 20 years.</p> <p>There are plans in place to address this, however it is a significant cost to the Council and NZTA.</p> <p>Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.</p> <p>Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:</p> <ul style="list-style-type: none"> • Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently. • Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation. <p>Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.</p> <p>Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten year Plan 2015-2025.</p>	
 <h2>Public Transport</h2> <p>Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities.</p> <p>Key Strategic Priorities:</p> <ul style="list-style-type: none"> • Safety • Access <p>Supporting Strategic Priorities:</p> <ul style="list-style-type: none"> • Value for Money • Environment <p>Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:</p> <ul style="list-style-type: none"> • a mode-neutral approach to transport planning and investment decisions • incorporating technology and innovation into the design and delivery of land transport investment • integrating land use and transport planning and delivery <p>Environment in the GPS 2018 supports a mode shift to lower emission forms of transport, including walking, cycling, public transport and lower emission vehicles (such as electric vehicles). It also recognises the public health benefits of reducing harmful transport emissions and increasing uptake of walking and cycling.</p> <p>Access in the GPS 2018 and the increased focus on urban centres is to ensure that transport and land use planning reduces the need to travel by private motor vehicle by supporting a mode shift for trips in urban centres from single occupant private vehicles to more efficient, low cost modes like walking, cycling and public transport.</p> <p>The Ministry of Transport released the Draft Government Policy Statement on Land Transport 2021 in March 2020 for public feedback. The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work</p>	<p>Establish core routes for regional connections. Achieve a balance between the efficiency of the current roading network and the community need for a shift to public transport.</p> <p><i>Primary public transport routes:</i> Connections to Frankton, Queenstown Town Centre and the Eastern Corridor.</p> <p><i>Secondary public transport routes:</i> Connections to schools and small commercial areas.</p>

The National Infrastructure Plan: A public transport system that is robust and effective and offers a range of user options that will attract a greater percentage of long term users.

MoT Statement of Intent 2018-22: There are two particular areas of focus and guiding principles for the transport sector. Firstly, transport planning and investing should be mode neutral. Secondly, our urban transport systems should be modern and efficient.

Transport Outcomes Framework 2018: The purpose of the transport system is to improve people's wellbeing, and the liveability of places

Outcomes (vision): What we seek to achieve through the transport system

- Inclusive access:
- Healthy and safe people
- Economic prosperity
- Environmental sustainability
- Resilience and security

Mode neutrality (guiding principle): To meet the outcomes, all transport planning, regulating, and investing needs to be done in a mode neutral way.

Mode neutrality involves two important aspects:

5. Making sure all modes and options are considered and evaluated to find the best system solution.
6. Making users and decision-makers more aware of the benefits and costs of transport choices, to incentivise robust decision-making and smart travel choices.

NZTA Amended Statement of Intent 2018-2022:

Value Statement: Great journeys to keep New Zealand moving – *“We see transport as a complex, dynamic system of people and communities, businesses, infrastructure and services, vehicles of all types, and data and processes that connect the parts of the system. We want to improve the system and its connections to create seamless, safe and affordable access to social and economic opportunities for people, communities and business.”*

Focus: Providing one integrated land transport system that helps people get the most out of life and supports business.

Strategic Responses:

- One connected transport system – Transform land transport system performance by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
- People centric approach – Simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to.
- Partnerships for prosperity – Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

Position Statements

- Transport safety – It is unacceptable for anyone to be killed or seriously injured while travelling or working on the land transport system.
- Inclusive access – Everyone should have fair and equitable access to the transport system
- Liveable communities – We will partner to efficiently combine planning and investment for transport and land use and this will result in more vibrant, interactive communities
- Transport technology – we will combine technology and organisational capabilities to enable safer, sustainable and connected journeys
- Resilience – The resilience of the land transport system is increased by managing risks and long-term resilience challenges and helping communities quickly recover from disruptions
- Environment – We will responsibly manage the land transport system's interaction with people, places and the environment
- Regulatory – The transport regulator is that our systems should be intuitive and clear to ensure people, vehicles and commercial and rail operations are safe, people make good transport choices and harmful behaviour is swiftly dealt with
- Transport agency – The Transport Agency is respected by partners, stakeholders and customers for its responsive and engaged people and its timely delivery of sustainable transport solutions.

Road to Zero Strategy 2020-2030: Road to Zero places human wellbeing at the heart of our road transport planning. It outlines a road safety system that supports and expects road users to make good choices, but acknowledges that we can all make mistakes. It values every life and the liveability of our communities, and it upholds the right of all of us to feel safe and arrive safely on our journeys across Aotearoa.

The vision of the Road to Zero Strategy is:

A New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

To achieve this vision, the strategy outlines actions required across five focus areas:

11. Infrastructure improvements and speed management
12. Vehicle safety
13. Work-related road safety
14. Road user choices

15. System management

Seven guiding principles also underpin the vision:

15. We promote good choices but plan for mistakes
16. We design for human vulnerability
17. We strengthen all parts of the road transport system
18. We have a shared responsibility for improving road safety
19. Our actions are grounded in evidence and evaluated
20. Our road safety actions support health, wellbeing and liveable places
21. We make safety a critical decision-making priority.

This strategy will be supported by a series of action plans over the next 10 years that will outline priority actions to deliver on our vision.

Otago Regional Public Transport Plan 2014: Regional Public Transport Plan ('Plan') sets out priorities and needs for public transport services and infrastructure in Otago.

The plan details:

- public transport services available in the region
- policies that apply to those services
- information and infrastructure that supports those services.

The Plan encourages ORC, district/city councils (within regional boundary), and bus operators, to work together to meet the needs of Otago passenger transport customers.

For public transport services in Otago, ORC expect:

- coordinated public transport services
- that good service reliability, frequency, coverage, and integration between services will encourage more users
- that the public transport market will enable operators to compete for services, increasing your confidence in services being priced appropriately
- to incentivise operators to increase patronage and reduce the reliance on government money for public transport services
- planning and procurement of public transport services to be transparent.

Otago Southland Regional Land Transport Plans 2015-2021, updated 2018: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

Public passenger transport (scheduled/unscheduled services, taxis, shuttles, private hire), delivering on priorities:

- Users are able to access the network, in a manner that is convenient and affordable to users and funders.
- The network is reliable and resilient, helping community resilience.
- Value for money.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Long Term Plan 2018-28: Community outcomes for Transport (public passenger transport and stock effluent disposal) are:

- Service delivery that puts the community first and ensures that operations are customer driven, efficient and fit for purpose
- A region that prioritises sustainability as an economic measure whilst being attractive to industry
- A place where people can enjoy their environment safely, productively and respectfully

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.
- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.

- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2019-20: Our long-term council outcome is to provide high performing infrastructure and services that: are efficient and effective infrastructure, and are environmentally sustainable and promote low impact living.

Queenstown Lakes District Council 10-Year Plan 2018-28: The 10-Year Plan outlines one of the big issues facing the district is maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka. In the ten-year plan there is money allocated towards public transport, Wakatipu walking and cycling improvements and pedestrian and cycle connections outside of the town centres.

Queenstown Lakes District Council Proposed District Plan: The Proposed District Plan (PDP) sets out to provide a more accessible and transparent plan that provides a clear strategic direction for the district as well as additional scope for intensification in suitable locations . The desired strategic direction of the district can be realised by achieving several strategic objectives articulated in the Plan:

- The development of a prosperous, resilient and equitable economy in the District
- Urban growth is managed in a strategic and integrated manner
- A quality built environment taking into account the character of individual communities
- The distinctive natural environments and ecosystems of the District are protected
- The retention of the District's distinctive landscapes
- The District's residents and communities are able to provide for their social, cultural and economic wellbeing and their health and safety
- The partnership between Council and Ngāi Tahu is nurtured .

The PDP describes the purpose of the Jacks Point Zone is to provide for residential, rural living, commercial, community and visitor accommodation in a high quality sustainable environment comprising residential areas, two mixed use villages and a variety of recreation opportunities and community benefits including access to public open space and amenities.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

Queenstown Lakes District Council Transport Strategy Summary 2016: Queenstown town centre transport strategy- Preserve and improve resident and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

Queenstown Integrated Transport Programme Business Case 2017: The Queenstown area is experiencing unprecedented levels of growth, which has significant implications for the transport network. The exponential growth has led to congestion and traditional transport strategies and response to growth are no longer working in the Queenstown environment. The recommended programme includes the following key activities:

- Making public transport an attractive and viable alternative to the private car through improvements to service provision, and the introduction of bus priority, park and ride and a Mass Rapid Transit corridor between Queenstown and Frankton.
- Altering cost, provision and management of parking across the area to support the goals of reducing private vehicle usage, and encouraging greater use of public transport
- Completing key infrastructure projects for vehicular and active modes, including a new town centre arterial to facilitate economic growth, better provision for public transport and access for pedestrians, and removing unnecessary vehicle movements in the most congested areas of the town centre.

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Economic Development Strategy 2015: A follow-up document to the Economic Futures Taskforce report which builds on on the methods and analysis of this work and supplements it with detailed and evidence-based assessment. The aim of this strategy is to address key economic development priorities which have been identified.

The strategy notes that the road network is reliant on a few main road routes which present connectivity risks for the district. These routes (such as SH6) experience peak hour congestion and at present traffic is predicted to slow to 20 km/h in 20 years. There are plans in place to address this, however it is a significant cost to the Council and NZTA.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities. To meet this vision and new business model QLDC through this Business Case Approach Activity Management Plan (BCA AMP) must:

- Monitor, address and embed growth in all transport activities
- Focus on customer journeys, from origin to destination, that span across network boundaries and modes. To this end, it will be the catalyst to more collaborative working arrangements across the Otago/Southland region, and with other transport providers such as NZ Transport Agency (NZTA) State Highways, Queenstown Airport Corporation (QAC) and Otago Regional Council (ORC)
- Enable customers to better assess service delivery options and their costs against the nationally consistent customer outcomes of the ONRC in an appropriate way for the QLDC network
- Demonstrate where QLDC's network performance and cost of delivery sits on a comparative basis to similar networks i.e. self-benchmarking analysis
- Use the Business Case Approach (BCA) and the ONRC framework to provide Councillors and co-investors a more consistent and coherent platform for decision making
- Further develop robust evidence-based cases for investment, ensuring understanding of the asset lifecycle, the costs and options
- Enhance its capability to deliver greater value for money from its existing infrastructure assets, and give greater consideration to customer focussed transport solutions for future customers
- Demonstrate best practice activity management that addresses the principles of the business case approach supported by good practice asset management.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Ensuring that roads are able to be the primary corridor for all other infrastructure needs. For example water, sewerage, telecommunications and energy.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten year Plan 2015-2025.

Freight

Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities.

Key Strategic Priorities:

- Safety
- Access

Supporting Strategic Priorities:

- Value for Money
- Environment

Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

Environment in the GPS 2018 supports a mode shift to lower emission forms of transport, including walking, cycling, public transport and lower emission vehicles (such as electric vehicles). It also recognises the public health benefits of reducing harmful transport emissions and increasing uptake of walking and cycling.

Access in the GPS 2018 and the increased focus on urban centres is to ensure that transport and land use planning reduces the need to travel by private motor vehicle by supporting a mode shift for trips in urban centres from single occupant private vehicles to more efficient, low cost modes like walking, cycling and public transport.

The Ministry of Transport released the Draft Government Policy Statement on Land Transport 2021 in March 2020 for public feedback. The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work

Provide safe, reliable, resilient and efficient connections for freight for intra and inter-regional movements.

Primary Freight Routes: Connections between inter-regional centres.

Secondary Freight Routes: Local industry goods and services connections.

The National Infrastructure Plan

- A network of priority roads that will improve journey time and reliability, and ease severe congestion, boosting the growth potential of key economic areas and improving transport efficiency, road safety and access to markets.
- A rail system that enables the efficient movement of freight and complements other modes of passenger transport and freight movement.
- Sea and air ports that are linked to the overall transport network to support efficient nationwide movement of passengers, domestic goods and exports and imports and are able to respond to technological changes and changing international safety and security standards.

Vision: By 2030 New Zealand's infrastructure is resilient and coordinated and contributes to economic growth and increased quality of life.

MoT Statement of Intent 2018-22: There are two particular areas of focus and guiding principles for the transport sector. Firstly, transport planning and investing should be mode neutral. Secondly, our urban transport systems should be modern and efficient.

Transport Outcomes Framework 2018: The purpose of the transport system is to improve people's wellbeing, and the liveability of places

Outcomes (vision): What we seek to achieve through the transport system

- Inclusive access:
- Healthy and safe people
- Economic prosperity
- Environmental sustainability
- Resilience and security

Mode neutrality (guiding principle): To meet the outcomes, all transport planning, regulating, and investing needs to be done in a mode neutral way.

Mode neutrality involves two important aspects:

7. Making sure all modes and options are considered and evaluated to find the best system solution.
8. Making users and decision-makers more aware of the benefits and costs of transport choices, to incentivise robust decision-making and smart travel choices.

NZTA Amended Statement of Intent 2018-2022:

Value Statement: Great journeys to keep New Zealand moving – *"We see transport as a complex, dynamic system of people and communities, businesses, infrastructure and services, vehicles of all types, and data and processes that connect the parts of the system. We want to improve the system and its connections to create seamless, safe and affordable access to social and economic opportunities for people, communities and business."*

Focus: Providing one integrated land transport system that helps people get the most out of life and supports business.

Strategic Responses:

- One connected transport system – Transform land transport system performance by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
- People centric approach – Simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to.
- Partnerships for prosperity – Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

Position Statements

- Transport safety – It is unacceptable for anyone to be killed or seriously injured while travelling or working on the land transport system.
- Inclusive access – Everyone should have fair and equitable access to the transport system
- Liveable communities – We will partner to efficiently combine planning and investment for transport and land use and this will result in more vibrant, interactive communities
- Transport technology – we will combine technology and organisational capabilities to enable safer, sustainable and connected journeys
- Resilience – The resilience of the land transport system is increased by managing risks and long-term resilience challenges and helping communities quickly recover from disruptions
- Environment – We will responsibly manage the land transport system's interaction with people, places and the environment
- Regulatory – The transport regulator is that our systems should be intuitive and clear to ensure people, vehicles and commercial and rail operations are safe, people make good transport choices and harmful behaviour is swiftly dealt with
- Transport agency – The Transport Agency is respected by partners, stakeholders and customers for its responsive and engaged people and its timely delivery of sustainable transport solutions.

The Thirty-Year New Zealand Infrastructure Plan 2015: – Transport is important to all New Zealanders. Strong links between road, rail, shipping and aviation are vital for moving people and freight around the country and overseas.

- Opportunities exist to optimise the freight transport network to ensure that it is efficient and to continue achieving productivity gains.

- “Forward planning to integrate land use and infrastructure is critical to deliver outcomes over the long term, focus on densification around transport hubs and protect freight routes.”

Road to Zero Strategy 2020-2030: Road to Zero places human wellbeing at the heart of our road transport planning. It outlines a road safety system that supports and expects road users to make good choices, but acknowledges that we can all make mistakes. It values every life and the liveability of our communities, and it upholds the right of all of us to feel safe and arrive safely on our journeys across Aotearoa.

The vision of the Road to Zero Strategy is:

A New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

To achieve this vision, the strategy outlines actions required across five focus areas:

16. Infrastructure improvements and speed management
17. Vehicle safety
18. Work-related road safety
19. Road user choices
20. System management

Seven guiding principles also underpin the vision:

22. We promote good choices but plan for mistakes
23. We design for human vulnerability
24. We strengthen all parts of the road transport system
25. We have a shared responsibility for improving road safety
26. Our actions are grounded in evidence and evaluated
27. Our road safety actions support health, wellbeing and liveable places
28. We make safety a critical decision-making priority.

This strategy will be supported by a series of action plans over the next 10 years that will outline priority actions to deliver on our vision.

Otago Southland Regional Land Transport Plans 2015-2021, updated 2018: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

Freight – road, rail, delivering on priorities:

- Transport services and infrastructure support economic activity and growth.
- Tourism is enabled and supported
- Exporting is supported
- The network is reliable and resilient.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Long Term Plan 2018-28: Community outcomes for Transport (public passenger transport and stock effluent disposal) are:

- Service delivery that puts the community first and ensures that operations are customer driven, efficient and fit for purpose
- A region that prioritises sustainability as an economic measure whilst being attractive to industry
- A place where people can enjoy their environment safely, productively and respectfully

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.
- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.

- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2019-20: Our long-term council outcome is to provide high performing infrastructure and services that: are efficient and effective infrastructure, and are environmentally sustainable and promote low impact living.

Queenstown Lakes District Council 10-Year Plan 2018-28: The 10-Year Plan outlines one of the big issues facing the district is maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka. In the ten-year plan there is money allocated towards public transport, Wakatipu walking and cycling improvements and pedestrian and cycle connections outside of the town centres.

Queenstown Lakes District Council Proposed District Plan: The Proposed District Plan (PDP) sets out to provide a more accessible and transparent plan that provides a clear strategic direction for the district as well as additional scope for intensification in suitable locations . The desired strategic direction of the district can be realised by achieving several strategic objectives articulated in the Plan:

- The development of a prosperous, resilient and equitable economy in the District
- Urban growth is managed in a strategic and integrated manner
- A quality built environment taking into account the character of individual communities
- The distinctive natural environments and ecosystems of the District are protected
- The retention of the District's distinctive landscapes
- The District's residents and communities are able to provide for their social, cultural and economic wellbeing and their health and safety
- The partnership between Council and Ngāi Tahu is nurtured .

The PDP describes the purpose of the Jacks Point Zone is to provide for residential, rural living, commercial, community and visitor accommodation in a high quality sustainable environment comprising residential areas, two mixed use villages and a variety of recreation opportunities and community benefits including access to public open space and amenities.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

Queenstown Lakes District Council Transport Strategy Summary 2016: Queenstown town centre transport strategy- Preserve and improve resident and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

Queenstown Integrated Transport Programme Business Case 2017: The Queenstown area is experiencing unprecedented levels of growth, which has significant implications for the transport network. The exponential growth has led to congestion and traditional transport strategies and response to growth are no longer working in the Queenstown environment. The recommended programme includes the following key activities:

- Making public transport an attractive and viable alternative to the private car through improvements to service provision, and the introduction of bus priority, park and ride and a Mass Rapid Transit corridor between Queenstown and Frankton.
- Altering cost, provision and management of parking across the area to support the goals of reducing private vehicle usage, and encouraging greater use of public transport
- Completing key infrastructure projects for vehicular and active modes, including a new town centre arterial to facilitate economic growth, better provision for public transport and access for pedestrians, and removing unnecessary vehicle movements in the most congested areas of the town centre.

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Economic Development Strategy 2015: A follow-up document to the Economic Futures Taskforce report which builds on on the methods and analysis of this work and supplements it with detailed and evidence-based assessment. The aim of this strategy is to address key economic development priorities which have been identified.

The strategy notes that the road network is reliant on a few main road routes which present connectivity risks for the district. These routes (such as SH6) experience peak hour congestion and at present traffic is predicted to slow to 20 km/h in 20 years. There are plans in place to address this, however it is a significant cost to the Council and NZTA.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

To meet this vision and new business model QLDC through this Business Case Approach Activity Management Plan (BCA AMP) must:

- Monitor, address and embed growth in all transport activities
- Focus on customer journeys, from origin to destination, that span across network boundaries and modes. To this end, it will be the catalyst to more collaborative working arrangements across the Otago/Southland region, and with other transport providers such as NZ Transport Agency (NZTA) State Highways, Queenstown Airport Corporation (QAC) and Otago Regional Council (ORC)
- Enable customers to better assess service delivery options and their costs against the nationally consistent customer outcomes of the ONRC in an appropriate way for the QLDC network
- Demonstrate where QLDC's network performance and cost of delivery sits on a comparative basis to similar networks i.e. self-benchmarking analysis
- Use the Business Case Approach (BCA) and the ONRC framework to provide Councillors and co-investors a more consistent and coherent platform for decision making
- Further develop robust evidence-based cases for investment, ensuring understanding of the asset lifecycle, the costs and options
- Enhance its capability to deliver greater value for money from its existing infrastructure assets, and give greater consideration to customer focussed transport solutions for future customers
- Demonstrate best practice activity management that addresses the principles of the business case approach supported by good practice asset management.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Ensuring that roads are able to be the primary corridor for all other infrastructure needs. For example water, sewerage, telecommunications and energy.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten year Plan 2015-2025.



General traffic

Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities.

Key Strategic Priorities:

- Safety
- Access

Supporting Strategic Priorities:

- Value for Money
- Environment

Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

Environment in the GPS 2018 supports a mode shift to lower emission forms of transport, including walking, cycling, public transport and lower emission vehicles (such as electric vehicles). It also recognises the public health benefits of reducing harmful transport emissions and increasing uptake of walking and cycling.

Access in the GPS 2018 and the increased focus on urban centres is to ensure that transport and land use planning reduces the need to travel by private motor vehicle by supporting a mode shift for trips in urban centres from single occupant private vehicles to more efficient, low cost modes like walking, cycling and public transport.

Promote a General Traffic network that focuses on customer journeys and promotes inter-modal connectivity from origin to destination. Encourage routes that are safer and more predictable while making trade-offs in areas with high amenity and considering the community's aspirations for their neighbourhood.

Preferred Traffic Routes: Regional/ State Highway connections (i.e. State Highway 6).

Traffic Routes: N/A

Local Primary Access Routes: Connections from suburbs to State Highway 6.

Internal connections between suburbs linking to State Highway 6.

Local Secondary Access Routes: Connects local residential areas within suburbs to local recreation/schools/commercial centres.

The Ministry of Transport released the Draft Government Policy Statement on Land Transport 2021 in March 2020 for public feedback. The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work

The National Infrastructure Plan A flexible and resilient transport system that offers greater accessibility and can respond to changing patterns in demand by maintaining and developing the capacity of the network. Improved operational management practice and the use of demand management tools especially in urban areas experiencing significant growth.

A network of priority roads that will improve journey time and reliability, and ease severe congestion, boosting the growth potential of key economic areas and improving transport efficiency, road safety and access to markets.

Transport vision: A transport sector that supports economic growth by achieving efficient and safe movement of freight and people.

MoT Statement of Intent 2018-22: There are two particular areas of focus and guiding principles for the transport sector. Firstly, transport planning and investing should be mode neutral. Secondly, our urban transport systems should be modern and efficient.

Transport Outcomes Framework 2018: The purpose of the transport system is to improve people's wellbeing, and the liveability of places

Outcomes (vision): What we seek to achieve through the transport system

- Inclusive access:
- Healthy and safe people
- Economic prosperity
- Environmental sustainability
- Resilience and security

Mode neutrality (guiding principle): To meet the outcomes, all transport planning, regulating, and investing needs to be done in a mode neutral way.

Mode neutrality involves two important aspects:

9. Making sure all modes and options are considered and evaluated to find the best system solution.
10. Making users and decision-makers more aware of the benefits and costs of transport choices, to incentivise robust decision-making and smart travel choices.

NZTA Amended Statement of Intent 2018-2022:

Value Statement: Great journeys to keep New Zealand moving – *"We see transport as a complex, dynamic system of people and communities, businesses, infrastructure and services, vehicles of all types, and data and processes that connect the parts of the system. We want to improve the system and its connections to create seamless, safe and affordable access to social and economic opportunities for people, communities and business."*

Focus: Providing one integrated land transport system that helps people get the most out of life and supports business.

Strategic Responses:

- One connected transport system – Transform land transport system performance by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
- People centric approach – Simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to.
- Partnerships for prosperity – Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

Position Statements

- Transport safety – It is unacceptable for anyone to be killed or seriously injured while travelling or working on the land transport system.
- Inclusive access – Everyone should have fair and equitable access to the transport system
- Liveable communities – We will partner to efficiently combine planning and investment for transport and land use and this will result in more vibrant, interactive communities
- Transport technology – we will combine technology and organisational capabilities to enable safer, sustainable and connected journeys
- Resilience – The resilience of the land transport system is increased by managing risks and long-term resilience challenges and helping communities quickly recover from disruptions
- Environment – We will responsibly manage the land transport system's interaction with people, places and the environment
- Regulatory – The transport regulator is that our systems should be intuitive and clear to ensure people, vehicles and commercial and rail operations are safe, people make good transport choices and harmful behaviour is swiftly dealt with
- Transport agency – The Transport Agency is respected by partners, stakeholders and customers for its responsive and engaged people and its timely delivery of sustainable transport solutions.

The Thirty Year New Zealand Infrastructure Plan 2015: – Vision: *"By 2045 New Zealand's infrastructure is resilient and coordinated and contributes to a strong economy and high living standards."*

Transport is important to all New Zealanders. Strong links between road, rail, shipping and aviation are vital for moving people and freight around the country and overseas.

Road to Zero Strategy 2020-2030: Road to Zero places human wellbeing at the heart of our road transport planning. It outlines a road safety system that supports and expects road users to make good choices, but acknowledges that we can all make mistakes. It values every life and the liveability of our communities, and it upholds the right of all of us to feel safe and arrive safely on our journeys across Aotearoa.

The vision of the Road to Zero Strategy is:

A New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

To achieve this vision, the strategy outlines actions required across five focus areas:

21. Infrastructure improvements and speed management
22. Vehicle safety
23. Work-related road safety
24. Road user choices
25. System management

Seven guiding principles also underpin the vision:

29. We promote good choices but plan for mistakes
30. We design for human vulnerability
31. We strengthen all parts of the road transport system
32. We have a shared responsibility for improving road safety
33. Our actions are grounded in evidence and evaluated
34. Our road safety actions support health, wellbeing and liveable places
35. We make safety a critical decision-making priority.

This strategy will be supported by a series of action plans over the next 10 years that will outline priority actions to deliver on our vision.

Otago Southland Regional Land Transport Plans 2015-2021, updated 2018: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

General traffic, delivering on priorities:

- Transport enables and supports economic activity and growth.
- The transport system adequately meets social needs.
- Transport helps to positively shape the future of Otago and Southland.
- Major externalities are reduced (including road risk and the resultant trauma, and carbon emissions).
- Tourism is enabled and supported
- The network is reliable and resilient.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Long Term Plan 2018-28: Community outcomes for Transport (public passenger transport and stock effluent disposal) are:

- Service delivery that puts the community first and ensures that operations are customer driven, efficient and fit for purpose
- A region that prioritises sustainability as an economic measure whilst being attractive to industry
- A place where people can enjoy their environment safely, productively and respectfully

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.

- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.
- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2019-20: Our long-term council outcome is to provide high performing infrastructure and services that: are efficient and effective infrastructure, and are environmentally sustainable and promote low impact living.

Queenstown Lakes District Council 10-Year Plan 2018-28: The 10-Year Plan outlines one of the big issues facing the district is maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka.

In the ten-year plan there is money allocated towards parking improvements and arterial improvements.

Queenstown Lakes District Council Proposed District Plan: The Proposed District Plan (PDP) sets out to provide a more accessible and transparent plan that provides a clear strategic direction for the district as well as additional scope for intensification in suitable locations . The desired strategic direction of the district can be realised by achieving several strategic objectives articulated in the Plan:

- The development of a prosperous, resilient and equitable economy in the District
- Urban growth is managed in a strategic and integrated manner
- A quality built environment taking into account the character of individual communities
- The distinctive natural environments and ecosystems of the District are protected
- The retention of the District's distinctive landscapes
- The District's residents and communities are able to provide for their social, cultural and economic wellbeing and their health and safety
- The partnership between Council and Ngāi Tahu is nurtured .

The PDP describes the purpose of the Jacks Point Zone is to provide for residential, rural living, commercial, community and visitor accommodation in a high quality sustainable environment comprising residential areas, two mixed use villages and a variety of recreation opportunities and community benefits including access to public open space and amenities.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

Queenstown Lakes District Council Transport Strategy Summary 2016: Queenstown town centre transport strategy- Preserve and improve resident and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

Queenstown Integrated Transport Programme Business Case 2017: The Queenstown area is experiencing unprecedented levels of growth, which has significant implications for the transport network. The exponential growth has led to congestion and traditional transport strategies and response to growth are no longer working in the Queenstown environment. The recommended programme includes the following key activities:

- Making public transport an attractive and viable alternative to the private car through improvements to service provision, and the introduction of bus priority, park and ride and a Mass Rapid Transit corridor between Queenstown and Frankton.
- Altering cost, provision and management of parking across the area to support the goals of reducing private vehicle usage, and encouraging greater use of public transport
- Completing key infrastructure projects for vehicular and active modes, including a new town centre arterial to facilitate economic growth, better provision for public transport and access for pedestrians, and removing unnecessary vehicle movements in the most congested areas of the town centre.

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Economic Development Strategy 2015: A follow-up document to the Economic Futures Taskforce report which builds on on the methods and analysis of this work and supplements it with detailed and evidence-based assessment. The aim of this strategy is to address key economic development priorities which have been identified.

The strategy notes that the road network is reliant on a few main road routes which present connectivity risks for the district. These routes (such as SH6) experience peak hour congestion and at present traffic is predicted to slow to 20 km/h in 20 years. There are plans in place to address this, however it is a significant cost to the Council and NZTA.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

To meet this vision and new business model QLDC through this Business Case Approach Activity Management Plan (BCA AMP) must:

- Monitor, address and embed growth in all transport activities
- Focus on customer journeys, from origin to destination, that span across network boundaries and modes. To this end, it will be the catalyst to more collaborative working arrangements across the Otago/Southland region, and with other transport providers such as NZ Transport Agency (NZTA) State Highways, Queenstown Airport Corporation (QAC) and Otago Regional Council (ORC)
- Enable customers to better assess service delivery options and their costs against the nationally consistent customer outcomes of the ONRC in an appropriate way for the QLDC network
- Demonstrate where QLDC's network performance and cost of delivery sits on a comparative basis to similar networks i.e. self-benchmarking analysis
- Use the Business Case Approach (BCA) and the ONRC framework to provide Councillors and co-investors a more consistent and coherent platform for decision making
- Further develop robust evidence-based cases for investment, ensuring understanding of the asset lifecycle, the costs and options
- Enhance its capability to deliver greater value for money from its existing infrastructure assets, and give greater consideration to customer focussed transport solutions for future customers
- Demonstrate best practice activity management that addresses the principles of the business case approach supported by good practice asset management.

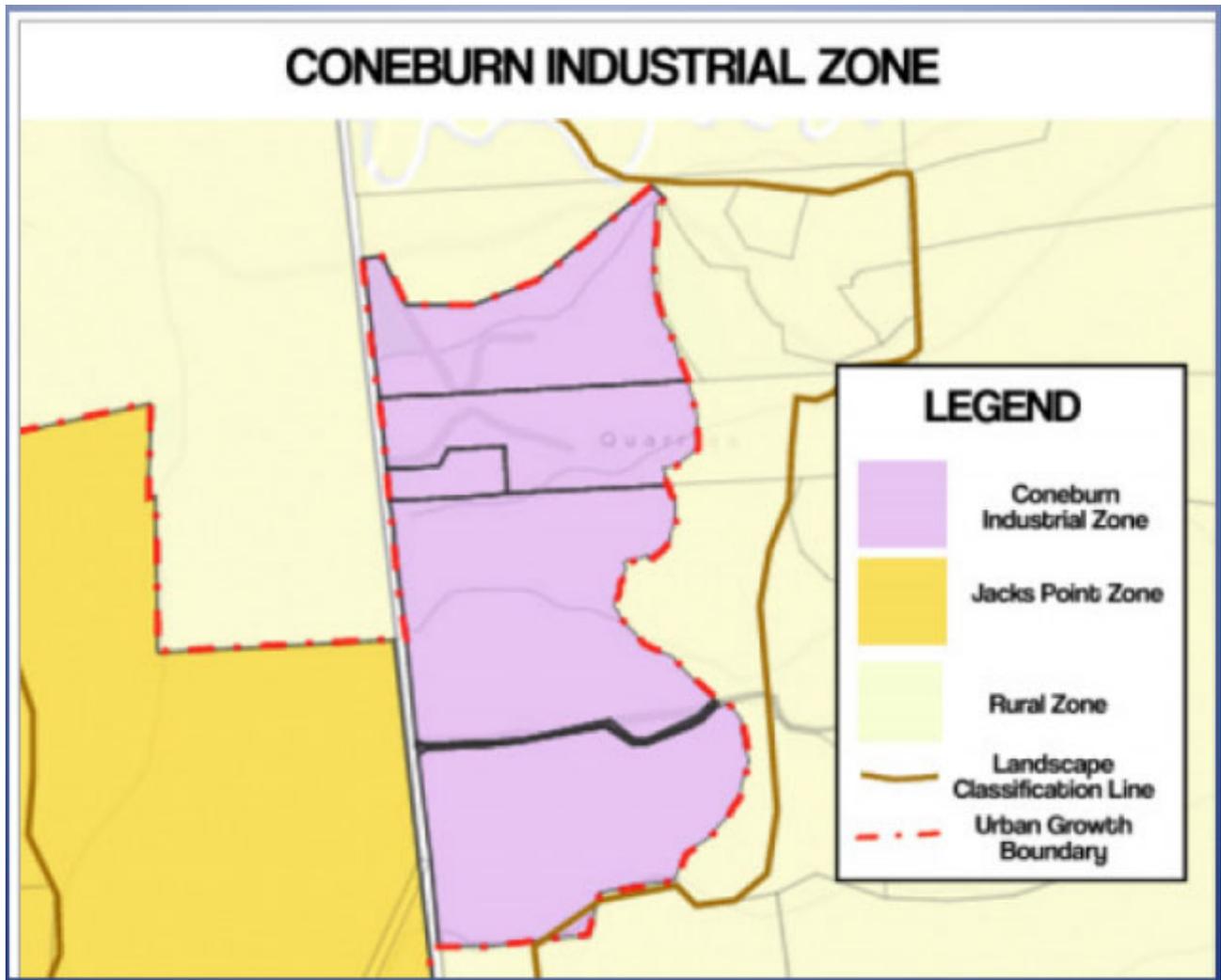
Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Ensuring that roads are able to be the primary corridor for all other infrastructure needs. For example water, sewerage, telecommunications and energy.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten year Plan 2015-2025.

Coneburn Industrial

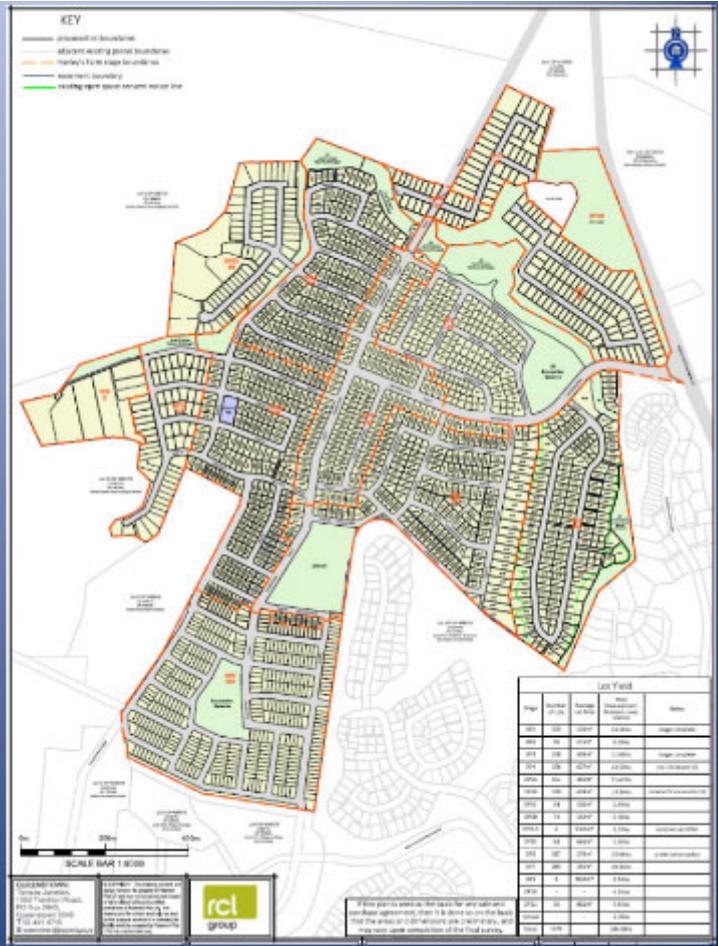


Hanley Downs

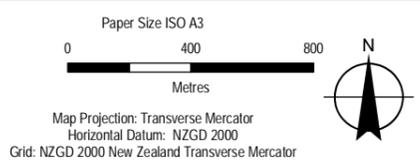
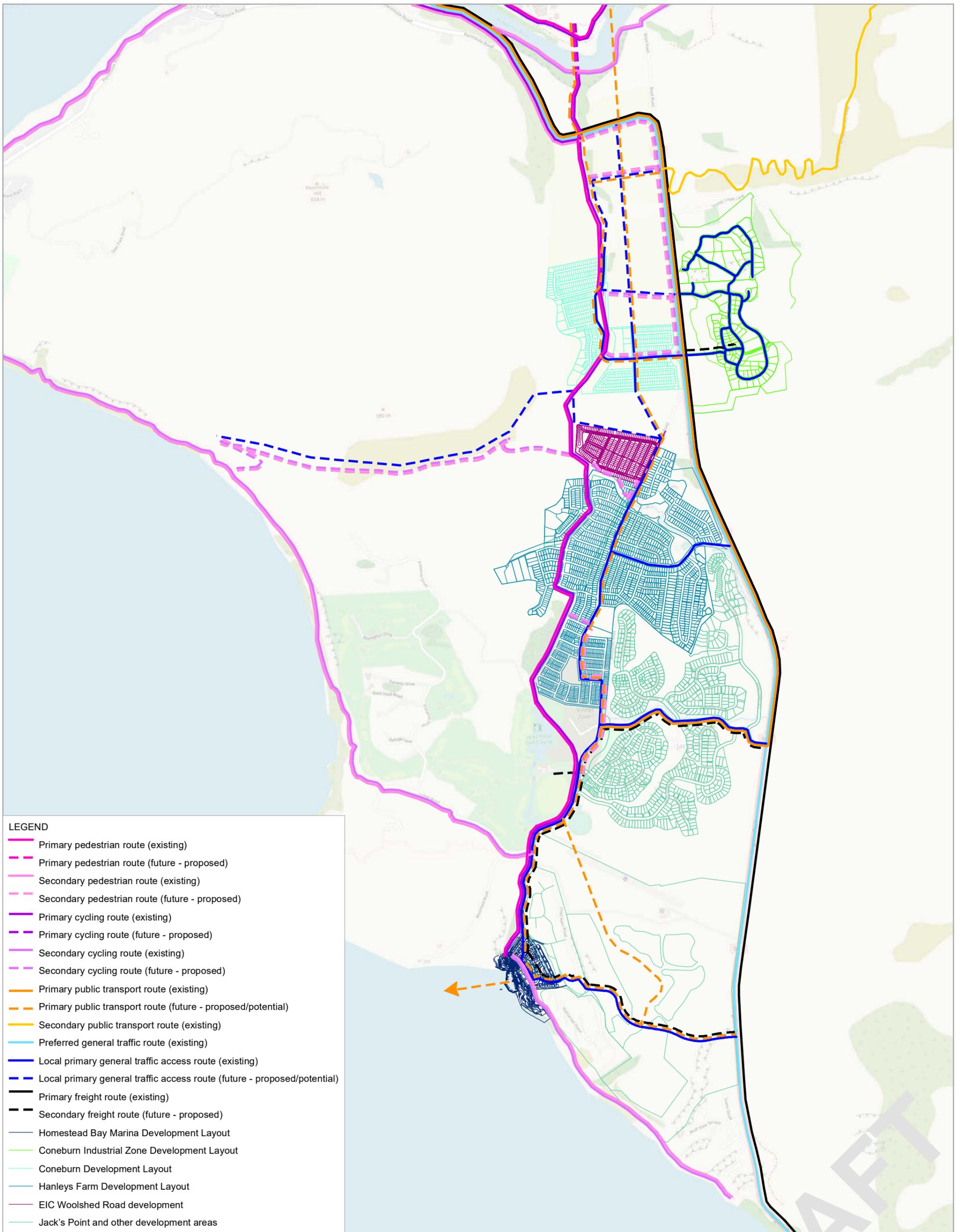
Hanley Downs

Lot Yield

Stage	Number of Lots	Average Lot Area	Total Development Area (incl. roads reserved)	Notes
DP1	109	516m ²	14.54ha	stage complete
DP2	95	571m ²	9.03ha	
DP3	158	456m ²	11.06ha	stage complete
DP4	156	627m ²	13.53ha	incl. Childcare (5)
DP5A	154	481m ²	11.67ha	
DP5B	218	428m ²	13.35ha	includes future res site (2)
DP5C	24	500m ²	1.93ha	
DP5D	74	542m ²	6.00ha	
DP5D-R	6	5109m ²	3.07ha	rural lots at DP5D
DP5E	63	646m ²	5.92ha	
DP6	187	579m ²	15.04ha	under construction
DP7	385	291m ²	19.42ha	
DP9	8	4838m ²	4.44ha	
DP10	-	-	4.24ha	
DP11	35	881m ²	3.81ha	
School	-	-	3.03ha	
Total:	1672		140.08ha	



Appendix C Strategic Network Modal Maps

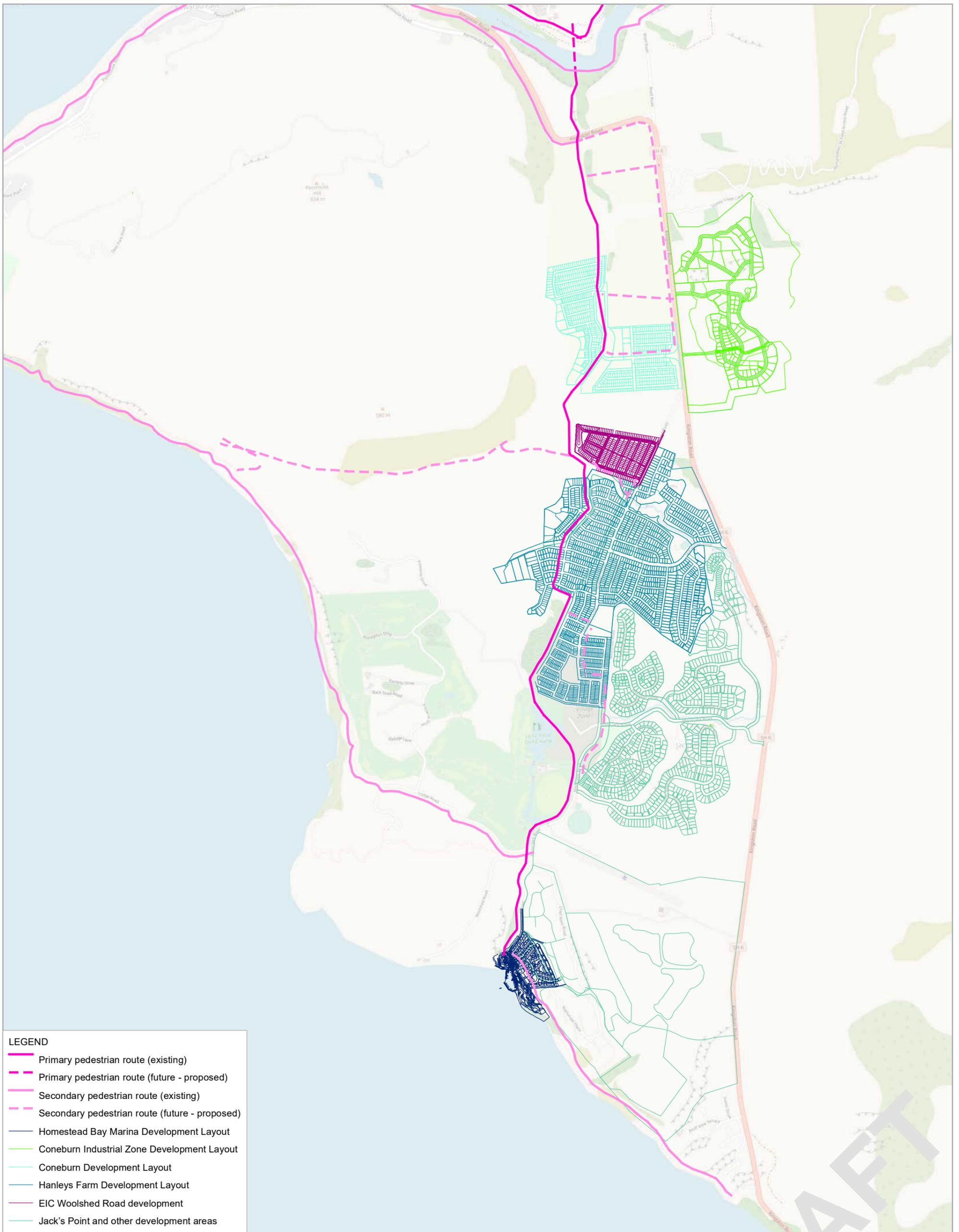


Queenstown Lakes District Council
Jacks Point and Hanley Farm NOF

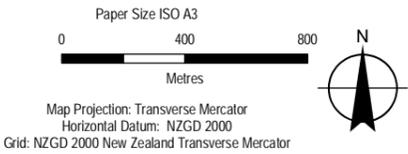
Project No. 12526698.0
Revision No. A
Date 26 Jun 2020

Transport network

Figure 1



- LEGEND**
- Primary pedestrian route (existing)
 - - - Primary pedestrian route (future - proposed)
 - Secondary pedestrian route (existing)
 - - - Secondary pedestrian route (future - proposed)
 - Homestead Bay Marina Development Layout
 - Coneburn Industrial Zone Development Layout
 - Coneburn Development Layout
 - Hanleys Farm Development Layout
 - EIC Woolshed Road development
 - Jack's Point and other development areas

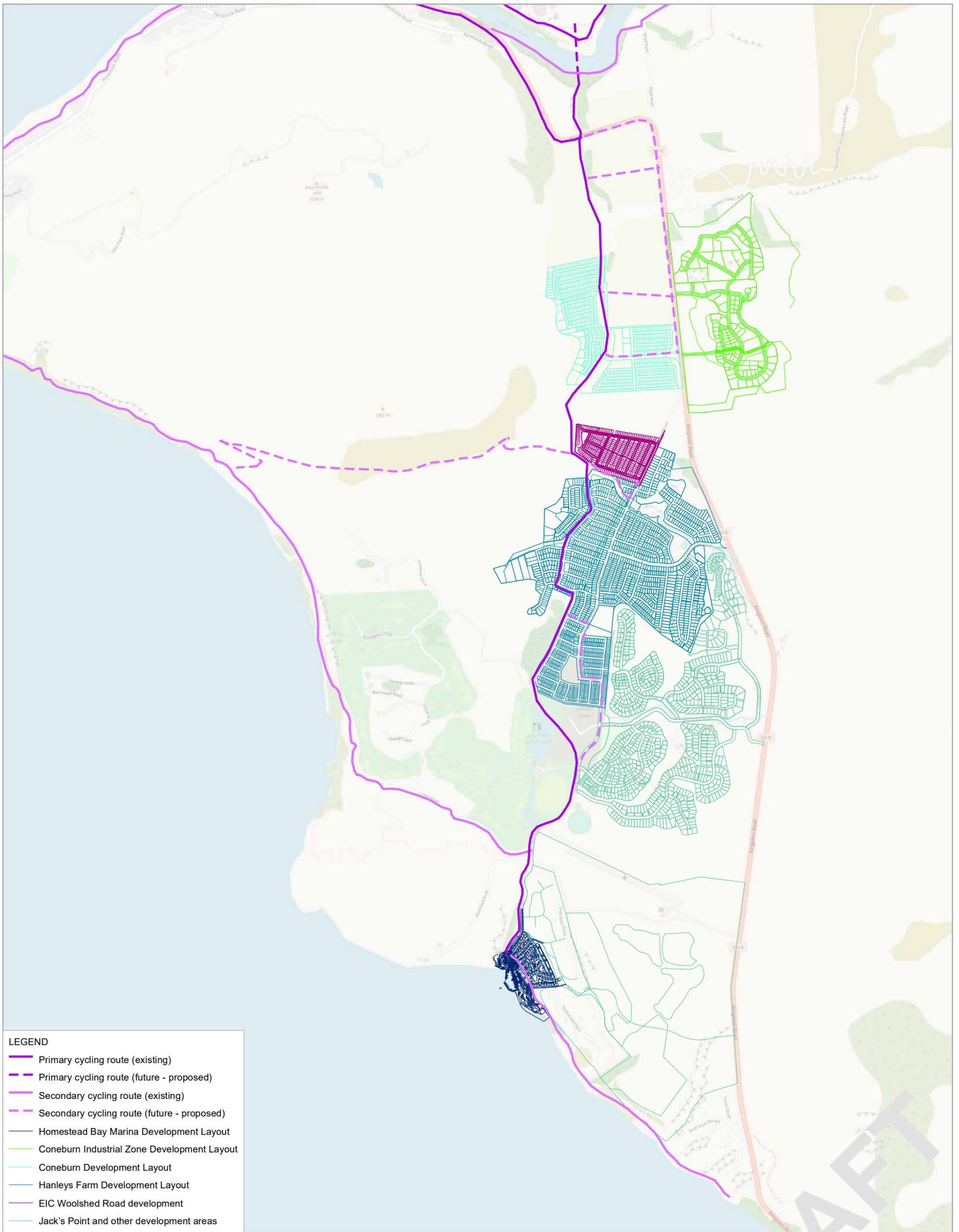


Queenstown Lakes District Council
Jacks Point and Hanley Farm NOF

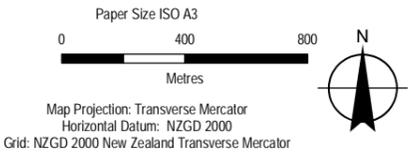
Project No. 12526698.0
Revision No. A
Date 26 Jun 2020

Pedestrian network

Figure 2



- LEGEND**
- Primary cycling route (existing)
 - - - Primary cycling route (future - proposed)
 - Secondary cycling route (existing)
 - - - Secondary cycling route (future - proposed)
 - Homestead Bay Marina Development Layout
 - Coneburn Industrial Zone Development Layout
 - Coneburn Development Layout
 - Hanleys Farm Development Layout
 - EIC Woolshed Road development
 - Jack's Point and other development areas

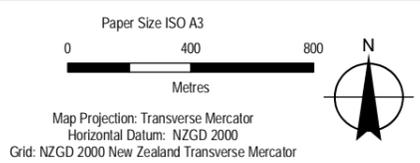
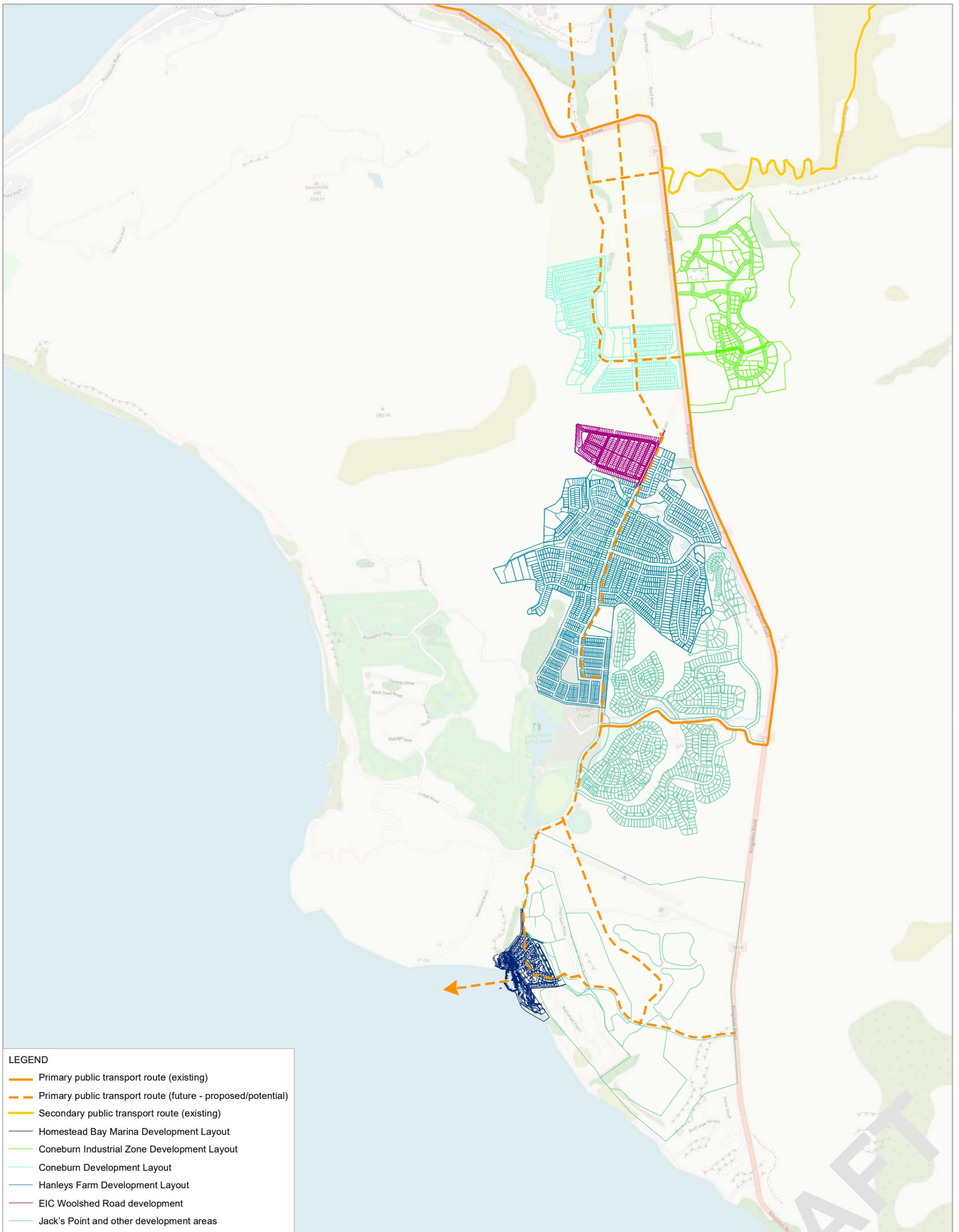


Queenstown Lakes District Council
Jacks Point and Hanley Farm NOF

Project No. 12526698
Revision No. A
Date 29 Jun 2020

Cycling network

FIGURE 3

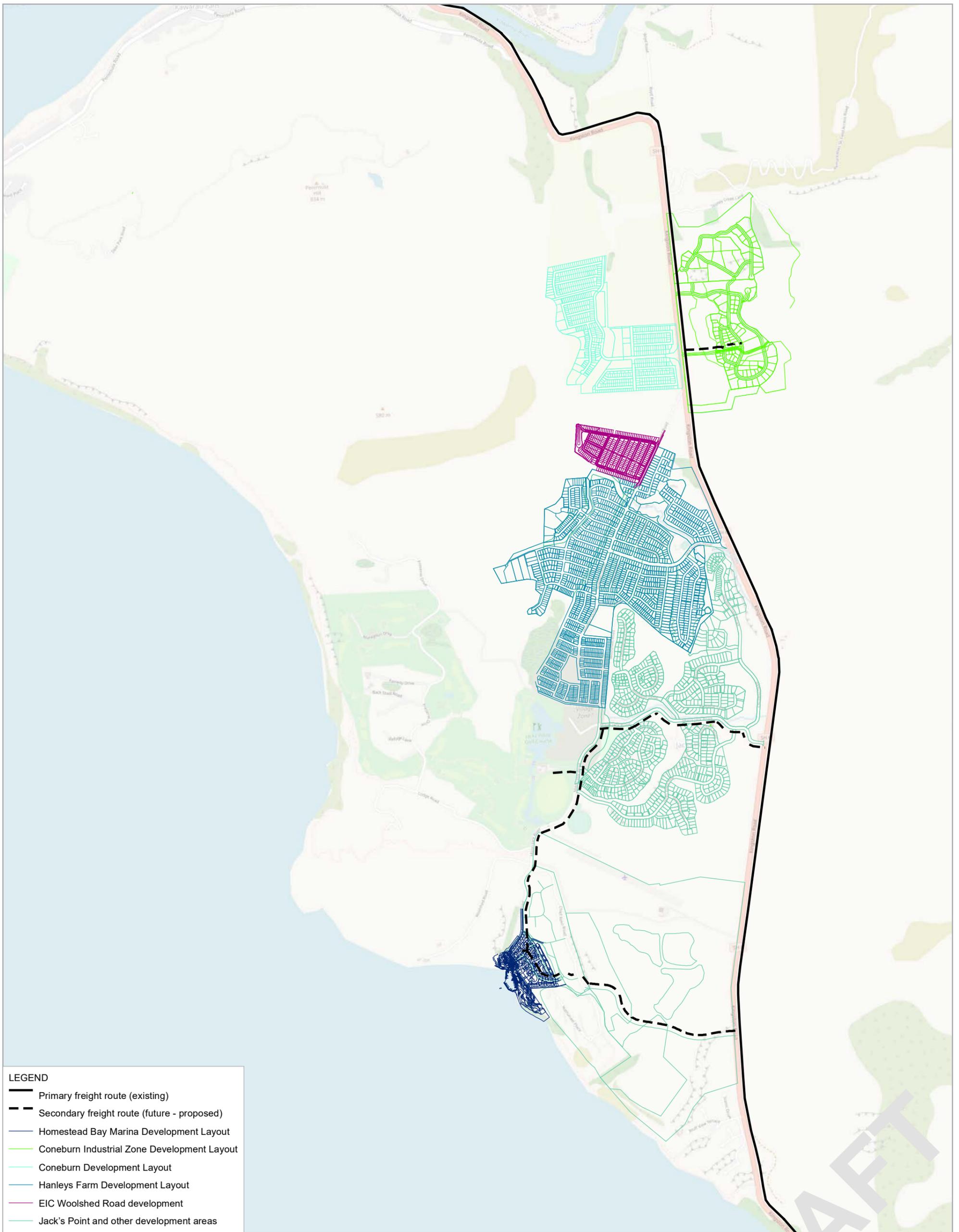


Queenstown Lakes District Council
Jacks Point and Hanley Farm NOF

Project No. 12526698.0
Revision No. A
Date 26 Jun 2020

Public transport network

Figure 4



LEGEND

- Primary freight route (existing)
- Secondary freight route (future - proposed)
- Homestead Bay Marina Development Layout
- Coneburn Industrial Zone Development Layout
- Coneburn Development Layout
- Hanleys Farm Development Layout
- EIC Woolshed Road development
- Jack's Point and other development areas

Paper Size ISO A3

0 400 800

Metres

Map Projection: Transverse Mercator
Horizontal Datum: NZGD 2000
Grid: NZGD 2000 New Zealand Transverse Mercator

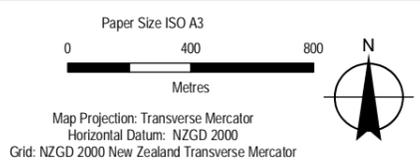
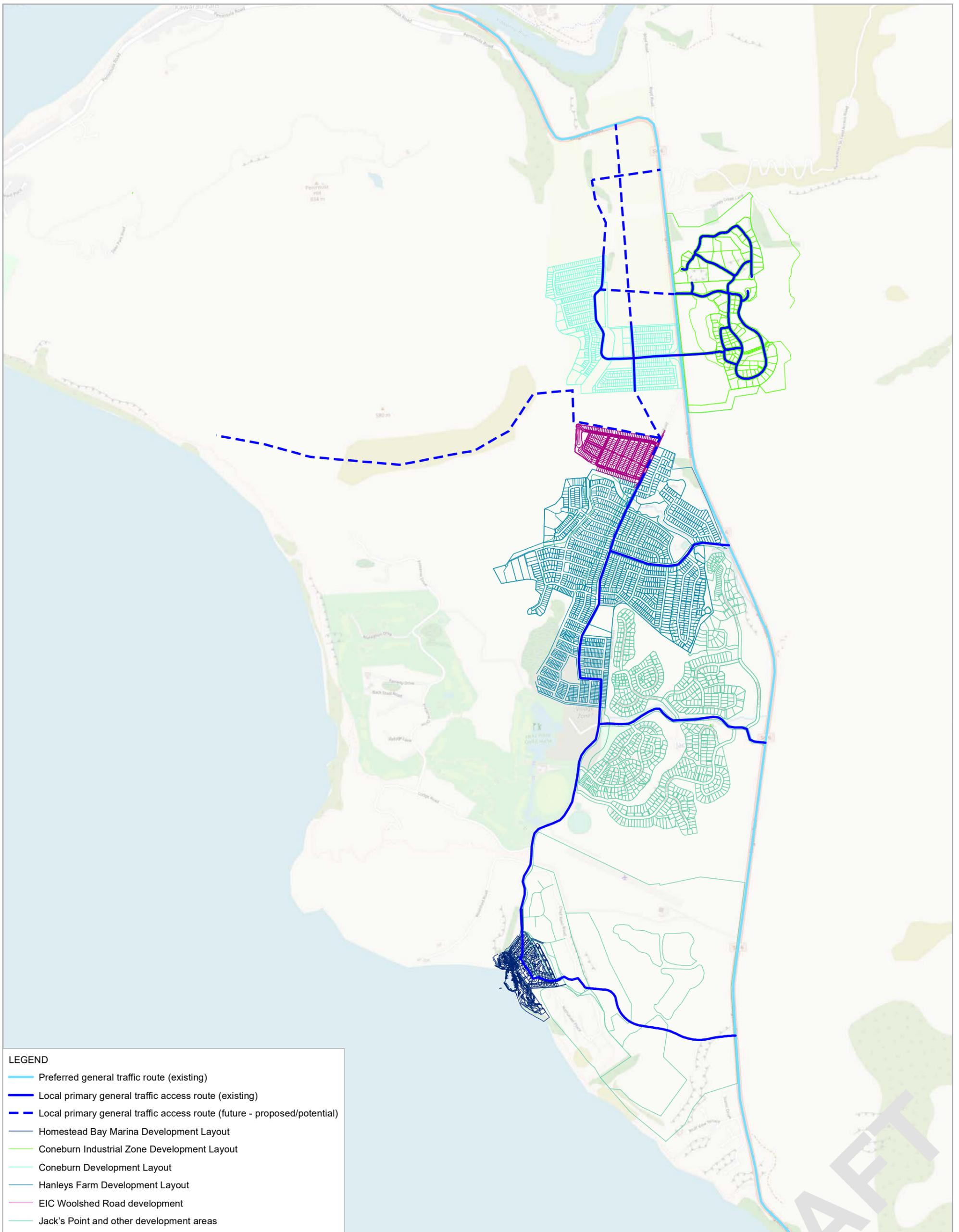


Queenstown Lakes District Council
Jacks Point and Hanley Farm NOF

Project No. 12526698.0
Revision No. A
Date 26 Jun 2020

Freight network

Figure 6

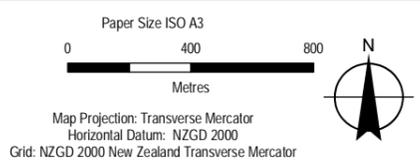
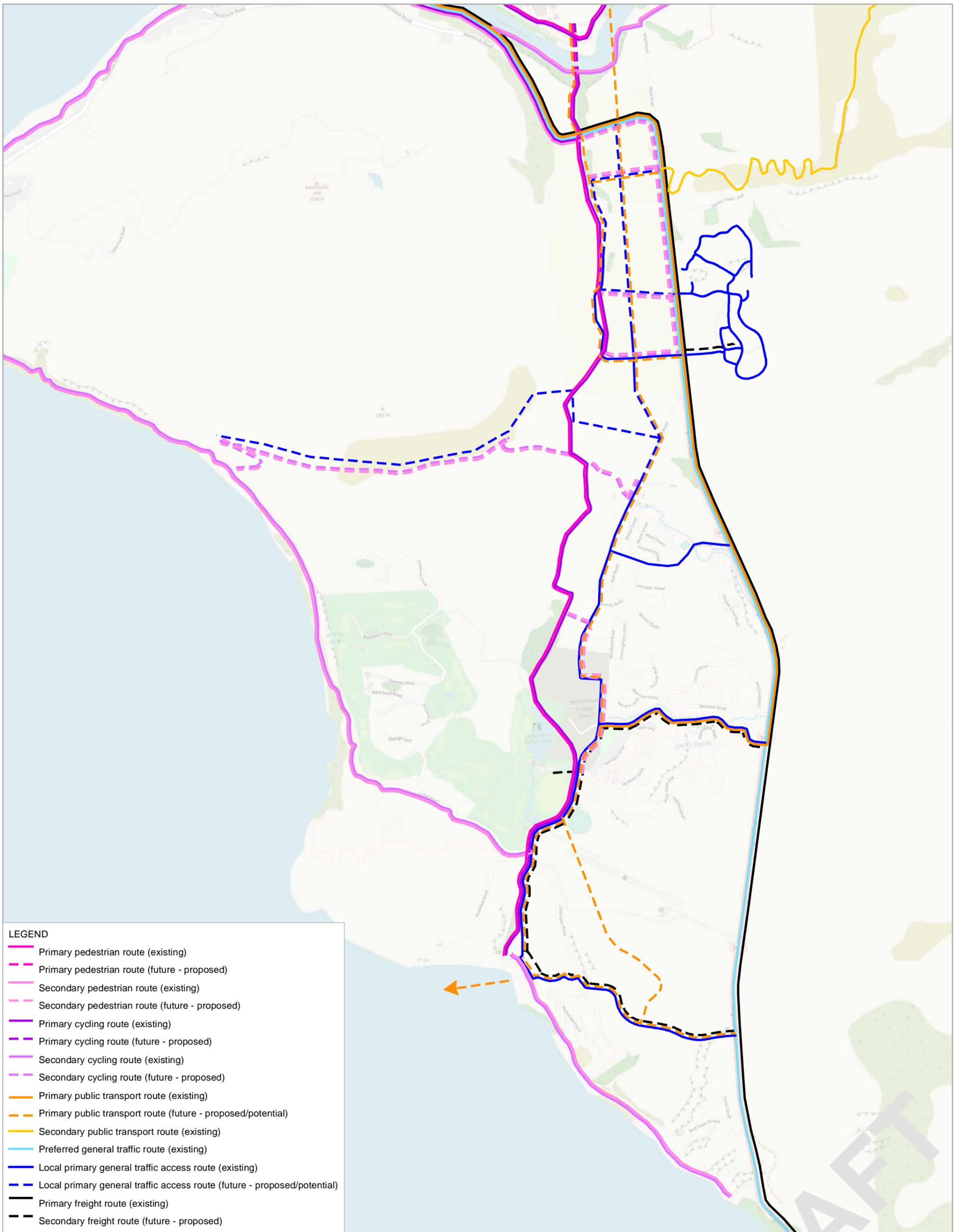


Queenstown Lakes District Council
Jacks Point and Hanley Farm NOF

Project No. 12526698.0
Revision No. A
Date 26 Jun 2020

General traffic network

Figure 5

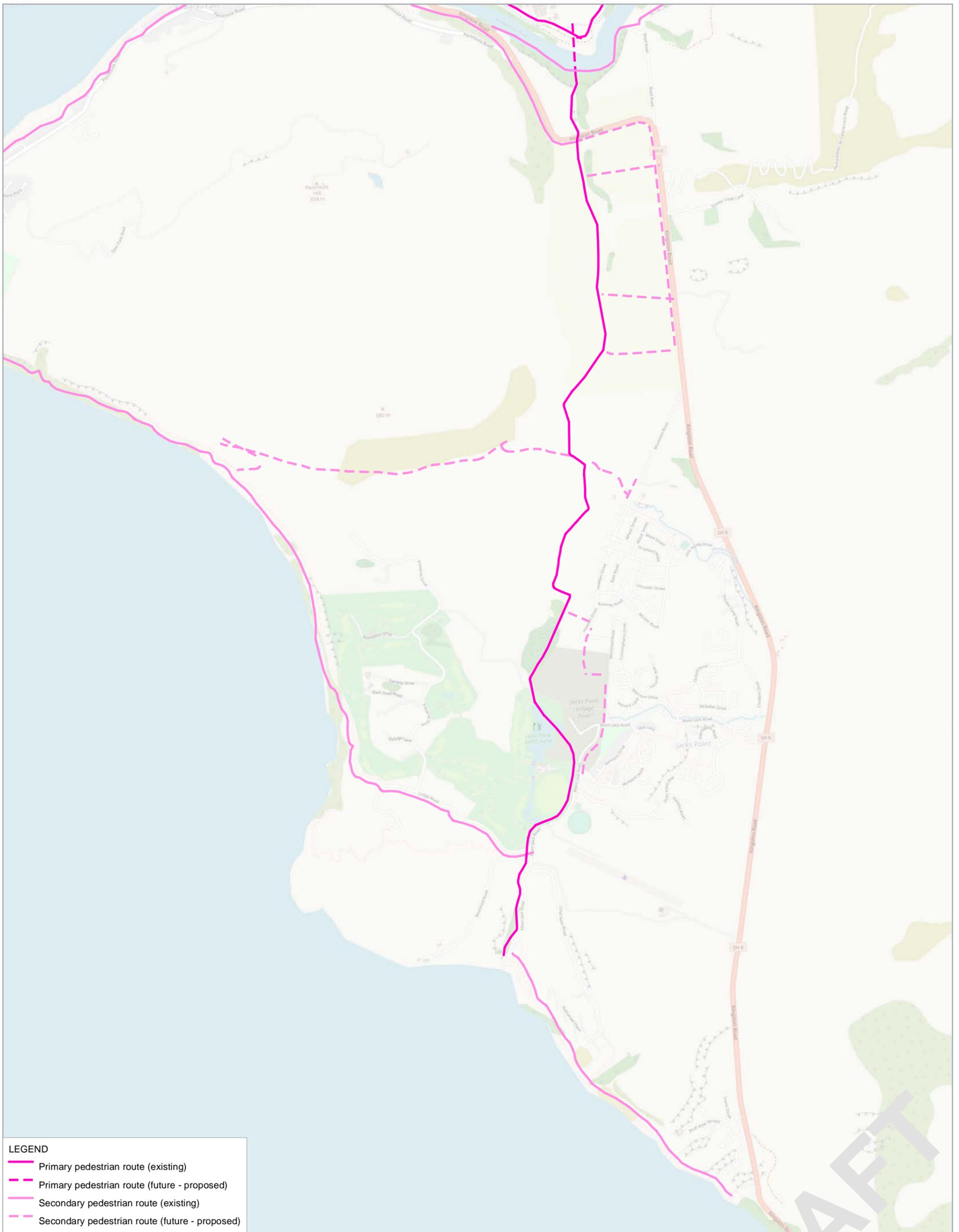


Queenstown Lakes District Council
Jacks Point and Hanley Farm NOF

Project No. 12526698.0
Revision No. A
Date 26 Jun 2020

Transport network

Figure 1



LEGEND

- Primary pedestrian route (existing)
- - - Primary pedestrian route (future - proposed)
- Secondary pedestrian route (existing)
- - - Secondary pedestrian route (future - proposed)

Paper Size ISO A3

0 400 800
Metres

Map Projection: Transverse Mercator
Horizontal Datum: NZGD 2000
Grid: NZGD 2000 New Zealand Transverse Mercator

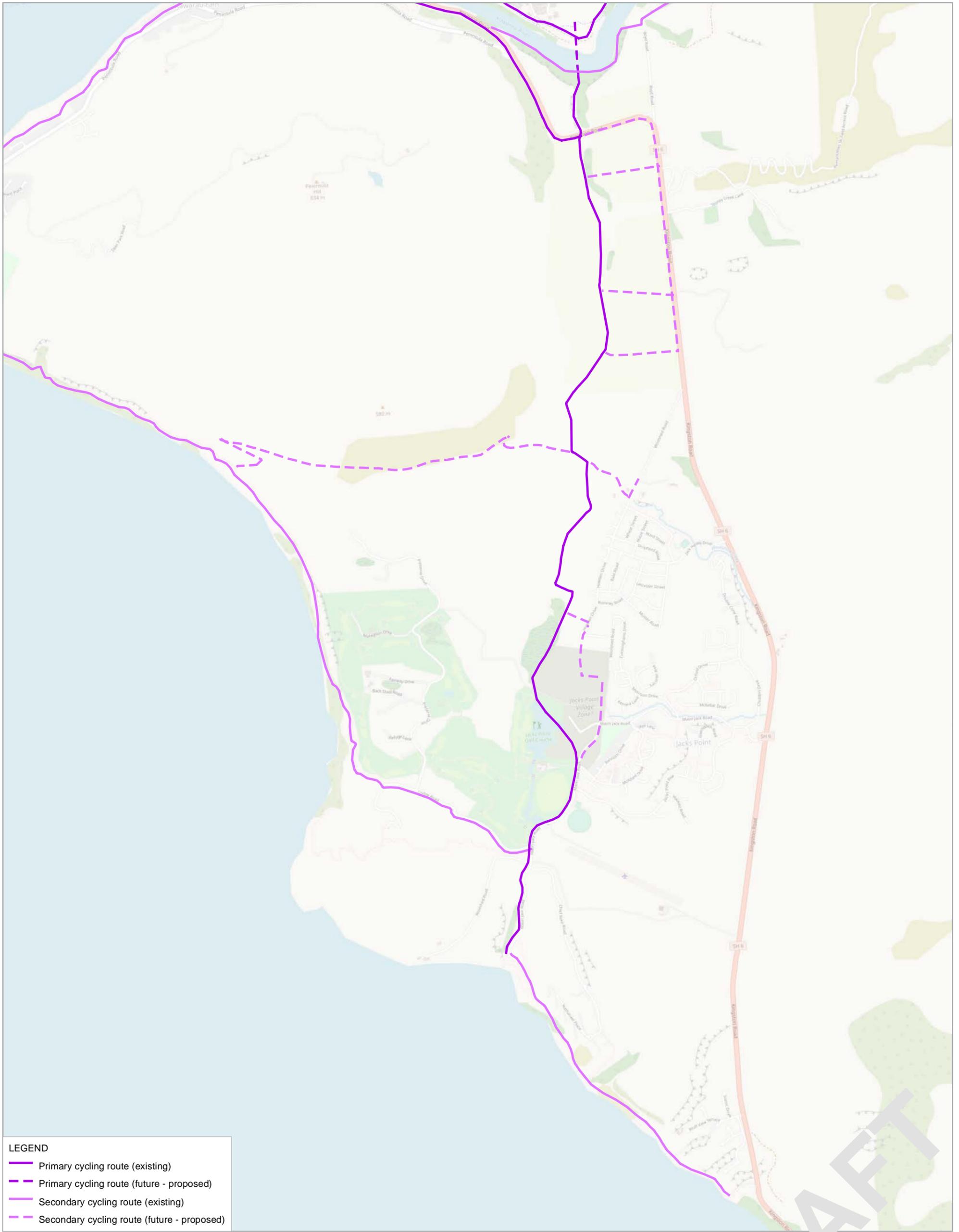


Queenstown Lakes District Council
Jacks Point and Hanley Farm NOF

Project No. 12526698.0
Revision No. A
Date 26 Jun 2020

Pedestrian network

Figure 2





LEGEND

- Primary public transport route (existing)
- - - Primary public transport route (future - proposed/potential)
- Secondary public transport route (existing)

Paper Size ISO A3

0 400 800
Metres

Map Projection: Transverse Mercator
Horizontal Datum: NZGD 2000
Grid: NZGD 2000 New Zealand Transverse Mercator

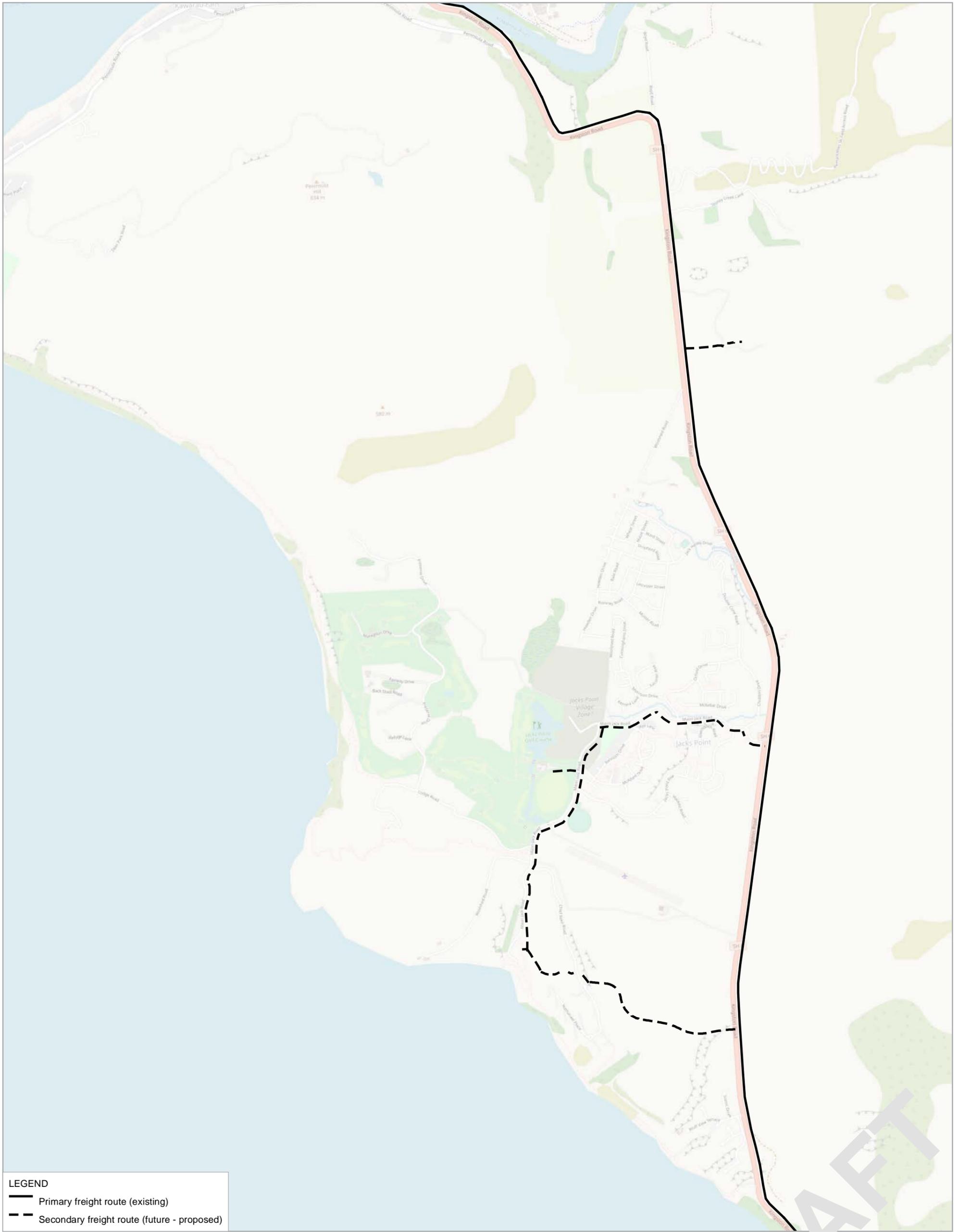


Queenstown Lakes District Council
Jacks Point and Hanley Farm NOF

Project No. 12526698.0
Revision No. A
Date 26 Jun 2020

Public transport network

Figure 4



LEGEND
 — Primary freight route (existing)
 - - Secondary freight route (future - proposed)

Paper Size ISO A3
 0 400 800
 Metres

Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
 Jacks Point and Hanley Farm NOF

Project No. 12526698.0
 Revision No. A
 Date 26 Jun 2020

Freight network

Figure 6



LEGEND

- Preferred general traffic route (existing)
- Local primary general traffic access route (existing)
- - - Local primary general traffic access route (future - proposed/potential)

Paper Size ISO A3

0 400 800
Metres

Map Projection: Transverse Mercator
Horizontal Datum: NZGD 2000
Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
Jacks Point and Hanley Farm NOF

Project No. 12526698.0
Revision No. A
Date 26 Jun 2020

General traffic network

Figure 5

Level 2 Grant Thornton House 215 Lambton Quay Wellington 6011 New Zealand PO Box 1746 Wellington
6140 New Zealand

64 4 472 0799
wgtnmail@ghd.com

© GHD 2017. This document is and shall remain the property of GHD Advisory. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

[https://projectsportal.ghd.com/sites/pp07_02/jackspointandhanleyf/ProjectDocs/Southern Corridor NOF Draft Rev B 08 June 2020.docx](https://projectsportal.ghd.com/sites/pp07_02/jackspointandhanleyf/ProjectDocs/Southern%20Corridor%20NOF%20Draft%20Rev%20B%2008%20June%202020.docx)

Rev.No.	Author	Reviewer Name	Signature	Approved for Issue Name	Signature	Date
Final Rev 1	Thomas Hankinson	T. Eldridge		T. Eldridge		26 June 2020

