

# Smarter journeys, together. Frankton to Queenstown Town Centre.

COMMUNITY ENGAGEMENT SUMMARY  
DECEMBER 2020



[www.qldc.govt.nz/way-to-go](http://www.qldc.govt.nz/way-to-go)

# What you told us

In August we asked about your views on how we should travel around Wakatipu in the future. We presented you with a plan and you gave us your thoughts via comments on our digital Social Pinpoint platform, and also

via emails. This summary is mostly about what you told us in August but on the next page we also give you a snapshot of the history of this project and how you engaged with us along the way.



# You engaged with us throughout our planning journey

**IN FEBRUARY 2019**, we wanted to understand the community's transport experiences, issues and suggestions.

## On Frankton to Queenstown you said:

Improve intersections and side road-access

Upgrade pedestrian facilities

Improve transport hub facilities

Alleviate the congestion

## And for Queenstown Town Centre you wanted:

More parking

Road control changes to improve traffic flow

Improved pedestrian facilities

Greater policing of road user behaviour

More parking outside of the town centre

**IN APRIL 2019**, we asked you more questions to help the project team refine potential options for the Frankton to Queenstown corridor and the Queenstown Town Centre. **We learnt that:**

Subsidised or free transport services would incentivise you to change the way you travel

Many of you also thought high frequency services were important to increase public transport usage

That you would accept paying for parking if it meant it was easier to find a spot to park and fewer cars in the town centre

More people preferred the existing route along Frankton Road for a future high capacity public transport link

# What did we talk about in August and how did we reach you?



Over the four week engagement period we presented our plans for travelling into and around Frankton and Queenstown via a map on our digital Social Pinpoint platform. You can still see this map and the comments we received [here](#).



We also published a brochure, which was distributed to households via the "Mountain Scene" newspaper. These brochures were also distributed to libraries and were made available at the council offices.



To alert people to the feedback opportunity, we also advertised widely, including on social media platforms, pointing people to our information and survey.

# Over the 4-week period we had:



2838  
UNIQUE ONLINE USERS



596  
SOCIAL PINPOINT COMMENTS



34  
EMAIL FEEDBACK

# What was important to you



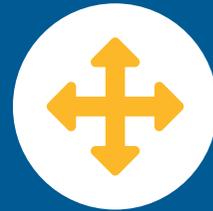
## PUBLIC TRANSPORT

Public transport was a positive theme and people were glad that public transport and, to a slightly lesser extent walking and cycling, were being promoted. There was support for the priority lanes and the idea of getting people out of cars. Some people also backed up previously received feedback that services would need to be frequent, reliable and affordable.



## TRAFFIC SIGNALS/ INTERSECTIONS AND CONGESTION

People did not like the idea of so many traffic lights down Frankton Road (SH6A). There was concern that this would increase congestion and some suggested roundabouts as an alternative.



## ACCESS AND CONNECTIVITY

There were mixed views about access and connectivity. Some people felt the proposals would reduce the delays at peak times and others felt aspects of the proposal, such as traffic lights, would delay their journey further. People were very positive about enhanced pedestrian areas and greenery around the town centre.



## PARKING

There was concern that a reduction in parking would have a negative effect on the town centre. There were more people who disagreed with prioritising on street parking for freight/loading and taxi purposes than people who agreed with it. There was a question on what people would prioritise for the town centre and 29% of people prioritised walking and cycling, with the same number of people prioritising a better supply and management of parking. The next most highly ranked item was the alternative route proposal (arterials) around town. The feedback also showed mixed opinions about park and ride facilities.

# A snapshot of comments received

"If they clear traffic quicker in areas, then fantastic. I will consider taking public transport (or active transport) more and more of it is more efficient."

"The bus lanes need to be dedicated the length of the journey otherwise they simply serve to permit a bit of leap frogging of traffic, and do not create (much of) a time advantage..."

"Happy with the bus priority push. Not happy with proposed traffic lights."

"If you put buses, cyclists and pedestrians ahead of private cars in every design you will create the balance you want. Cyclists are treated secondary in the current roundabout designs. No need for new bridge, it acts as a good throttle. Bus priority measures are key."

"Please keep this area [Ladies Mile] a green space for recreation - do not add hundreds of car parks."

"It will take longer for me to get to meetings with clients in Queenstown and Frankton as people will still be driving to park and rides or into town but will get delayed further with the extra traffic lights."

"I'm not so happy with private access being cut off. We need more parking, not less."

"If you're going to take over the golf course, why not provide an alternative exit from the Events Centre parking lot this way as well? Traffic returning to southern parts of Frankton, Kelvin Heights, Hanley's Farm, Jack's Point, or Kingston would then not have to put pressure on the intersection opposite Hansen's Road."

"Better public transport, walking and cycling facilities would increase my desire to stay in Queenstown."

"I really like the idea of the town centre becoming more for pedestrians."

"Harder to find a park on days I need to drive to town. Increased vehicles on the road looking for parking spots."

"This [Ladies Mile underpass] has been talked about for 10 years. With the increase in traffic on the state highway just get on and do it..."

"Cycling should be treated as a third network and ideally use fast-rolling tarmac trails. Future demand for ebike access has the potential to be considerable."

"We live well outside the bus network. We would need to park somewhere before catching a bus, walking, or cycling."

"Business will boom with more people, staying longer, spending more time (and money) in an enjoyable environment with no conflict."

# Next Steps

This phase of our transport investigation is nearing completion.

Next year QLDC and Waka Kotahi NZ Transport Agency will embark on the next phase of this journey, which is the detailed design and construction phase.

To do this QLDC and Waka Kotahi have announced they will enter into an alliance to deliver the improvements proposed as part of this project (public transport focused projects on SH6 and SH6A and

Stage 1 of the Town Centre Arterial Road) as well as the Queenstown Town Centre Street Upgrades and implementation phases of Stage One of the Wakatipu Active Travel Network.

The new alliance will continue to work very closely with iwi, government, and the community. It will regularly engage with residents, business owners, schools and all those who wish to be a part of this exciting next chapter.



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