

MINISTERIAL BRIEFING NOTE

Subject	Queenstown Rapid Transit Hub and Public Transport Improvements Along State Highways 6 and 6A
Date	9 June 2020
Briefing number	BRI-1961

Contact(s) for telephone discussion (if required)				
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Action taken by Office of the Minister

- Noted
- Seen by Minister
- Agreed
- Feedback provided
- Forwarded to
- Needs change [please specify]
- Withdrawn
- Overtaken by events

9 June 2020

Minister of Transport

QUEENSTOWN RAPID TRANSIT HUB AND PUBLIC TRANSPORT IMPROVEMENTS ALONG STATE HIGHWAYS 6 AND 6A

Purpose

1. This briefing provides information on:
 - Facilitating mode shift on State Highways 6 and 6A in Queenstown; and
 - Enhancing the bus route and enabling rapid transit from the BP roundabout to the town centre; and
 - The “alternative traffic route” of street improvements to enable and future proof the Stanley Street Rapid Transit Hub.

Facilitating mode shift on State highways 6 and 6A


2. There are two key interventions that that would accelerate mode shift.
3. The first is bringing forward investment in a Rapid Transit fleet. This could be done by investing in:
 - Rapid Transit vehicles such as trackless trams and Bus Rapid Transport (BRT). This may require capital investment of approximately \$25m to \$50m (excluding Opex) and a charging depot for the electric vehicles estimated at \$15m to \$25m approximately. These are high level estimates.
 - Ensuring that there is supporting infrastructure such as stops along the route to enable trackless tram/BRT operations. It is important to note that the Stanley Street hub is future proofed for a Rapid Transit fleet such as trackless tram/BRT operations.
4. The second is implementing a programme of supporting behavioural change programmes including limiting the provision of commuter parking in the town centre and ensuring parking prices reflect the true costs of parking provision. The behaviour change programme incorporating the relevant policy changes, travel planning, behaviour initiatives and way finding is estimated to cost approximately \$5m (excluding any resulting infrastructure changes).
5. In summary, the key points to note are:
 - The overarching approach to address transport challenges facing the wider Queenstown area is to reduce reliance on the private car. To maintain a reasonable level of service a 40% non-car mode share by 2028 and a 60% mode share will be required by 2048.

- Passenger transport improvements are proposed through a central, high capacity, high priority passenger transport spine (along SH6 and SH6A) with an interchange at each end of SH6A (Frankton Hub and a Multi-modal Rapid Transit Hub at Stanley Street).
 - Dedicated passenger transport lanes are proposed across Frankton (SH6) and dedicated / virtual passenger transport priority proposed along SH6A. Intersections will be optimised and include signalised pedestrian crossing points and turn lanes as well as bus priority lanes.
 - The multi-modal Rapid Transit Hub at Stanley Street has an important role to play in being the principal gateway into the Queenstown town centre for tourists and residents. It will also be the heart and focal point for passenger transport in Queenstown.
 - The Alternative Route will support the Hub at Stanley Street by removing general traffic from the Hub. This will remove private vehicles from Stanley Street between Shotover Street and Ballarat Street. This will reduce traffic in the town centre, such that the town centre and its pedestrian connections will become more walkable and allow a calmer, safer environment for residents, shoppers, workers, and visitors.
 - The Alternative Route and the Hub will support maximising the benefits of Project Manawa, which is a proposed thriving community heart precinct on Stanley Street, incorporating Council administration buildings and chambers, a public library, community facilities, performing arts centre, gallery and commercial spaces.
 - Further interventions to accelerate mode shift are bringing forward investment in Rapid Transit vehicles such as trackless trams/BRT. This includes the charging depot supporting infrastructure, implementing a programme of supporting behavioural change programmes, and further improvements on SH6A through the removal of and traffic priority measures. This would require significant land purchase and capital expenditure.
6. The measures described above represent the most bus priority that can be achieved without extensive widening of SH6A to provide full bus priority. This would cost between \$400 - \$800m and require significant property acquisition.

Enhancing the bus route and enabling rapid transit from the BP roundabout to the town centre

7. The NZ Upgrade Programme will deliver a suite of multi-modal improvements on State Highway 6 & 6A to provide more efficient and safer journeys for public transport users, pedestrians, and cyclists. The SH6A proposal includes bus priority lanes along parts of SH 6A and improving key intersections along the route (Marina Drive, Goldfields Heights, Hensman Road and Dublin Street). These intersections will all be optimised and will include signalised pedestrian crossing points and turn lanes as well as bus priority lanes to ensure congestion free bus operation through intersections.
8. An example of Rapid Transit fleet operating on a typical cross section on SH6A and intersection improvements (one amongst seven intersections) to provide virtual priority (priority along key sections of the route) is shown below.

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9. SH6A passenger transport improvements are illustrated in Figure 2. In addition to providing priority to PT vehicles it will also:
 - control traffic from rat running through residential areas e.g. Queenstown Hill.
 - improve walking and cycling along SH 6A.
 - improve other basic facilities such as bus shelters and facilities for the transport interchange at Frankton.


The alternative Traffic Route and Stanley Street Rapid Transit Hub

10. The proposed alternative traffic route and a traffic free Stanley Street for a multi-modal Rapid Transit Hub (The Hub) is illustrated below in figures 3-6. Removing around 1,400 vehicles in the peak hour from Stanley Street enables a much-improved look and feel of Stanley Street, encouraging:

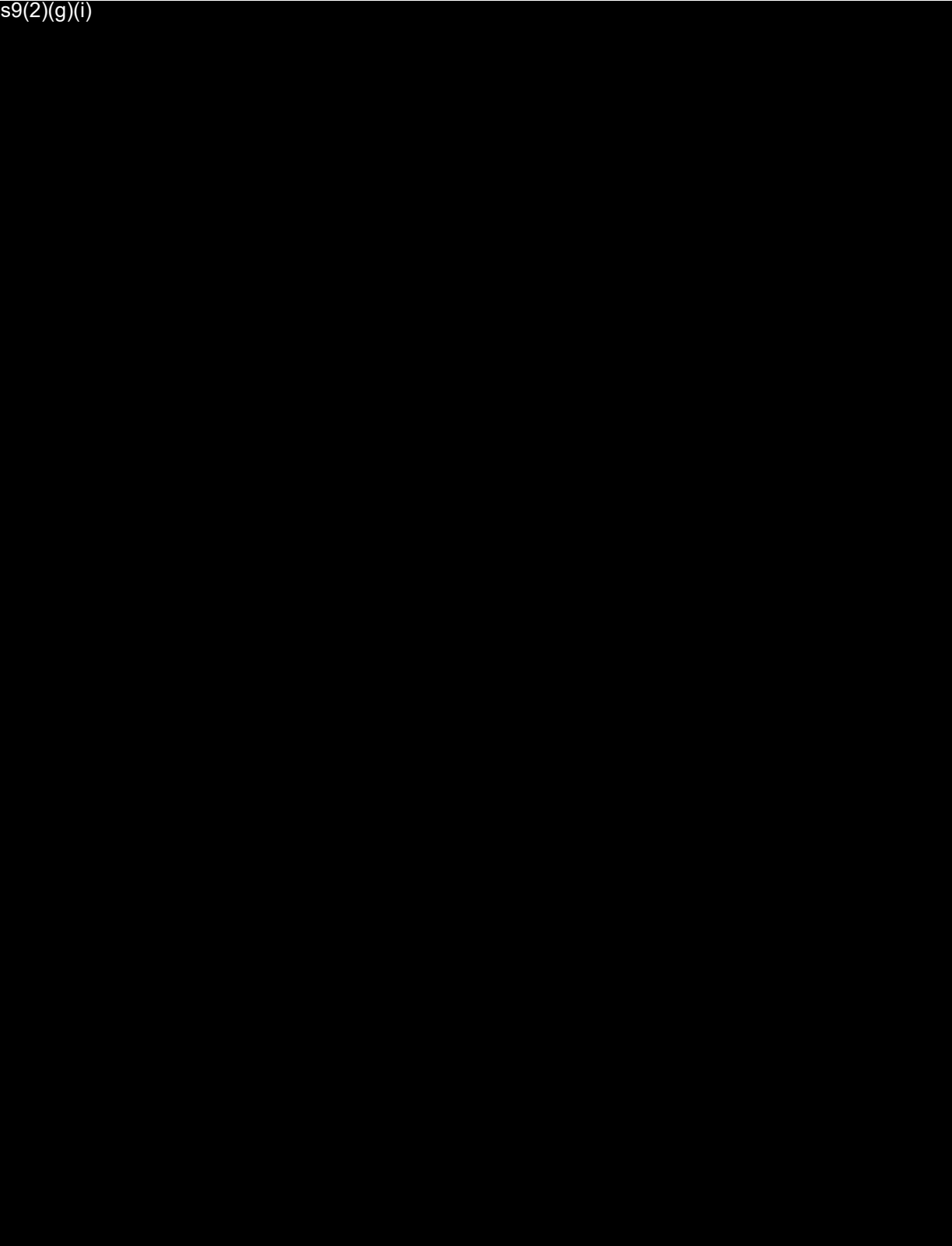
- greater levels of passenger transport uptake
- further urban development in support of the aspirations of the Spatial Planning work being undertaken by MHUD, QLDC and Waka Kotahi
- improved pedestrian connectivity between the lake, the historic core of Queenstown and Project Manawa – the civic and community heart.

11. The Hub will be the principal gateway into Queenstown town centre for tourists and residents. The concept is therefore aimed to deliver a world class arrival experience commensurate with the rest of the town centre and in keeping with the natural environment.

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The Hub and Alternative Route

12. The Hub and Alternative Route will deliver:

- Alignment with the Vision and Objectives of the Queenstown Town Centre Master Plan, Queenstown Town Centre Detailed Business Case, the draft Queenstown

Lakes Spatial Plan, and the purpose of Project Manawa by creating a high-amenity, pedestrian focused, human-scale environment. This will protect and enhance the amenity of the Queenstown town centre; make passenger transport, walking and cycling a priority; provide for land use / transport integration and enhance economic and employment opportunities for all.

- A high-quality transport facility that is fully integrated with the town centre and the community heart facilities being developed as part of Project Manawa. Modelling indicates that more than 1,500 people per hour in 2028 and up to 3,600 people per hour by 2048 could board and alight passenger transport services in the town centre.
 - A reduction in traffic along Stanley Street and Shotover Street providing improved access to hotels and the passenger transport facilities in Athol Street and Duke Street. The Alternative Route will provide improved access to new hotel developments at Lakeview and along Man and Brecon Streets.
 - Pedestrians and cyclists benefit from the reduction in traffic in the town centre and the suite of improvements proposed for Stanley Street. The high amenity passenger transport facility will incorporate improved pedestrian crossing facilities and enhance the connections between Project Manawa, the historic core of the town centre and the lake. In addition to the passenger transport users, estimates indicate that up to 18,000 pedestrians per day could benefit from the improved environment.
13. The Hub will accommodate a range of bus and rapid transit vehicle sizes, including trackless trams or BRT type vehicles. It can be designed to allow increases in frequency and different vehicle sizes to be accommodated over time.

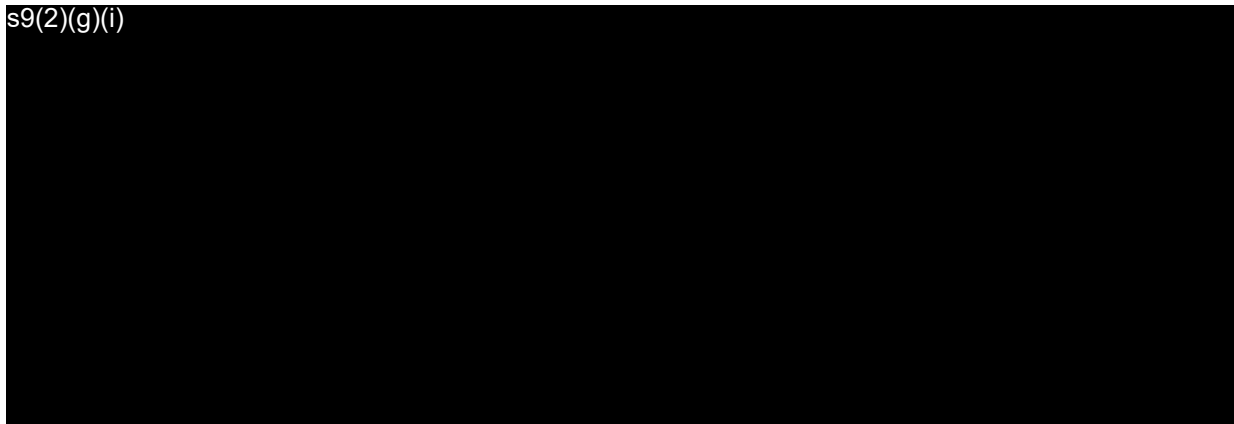
How the Hub will operate

14. The Hub is made up of two key elements – a passenger transport facility on Stanley Street and a longer distance and tourist coach facility on Athol Street. These will be connected by new areas of public space which will incorporate improved customer information and waiting facilities, bicycle parking and opportunities for local businesses (for example hospitality or tourist operators) to further activate the area.
15. The northern side of the Hub is bounded by the Project Manawa development site. Integration of passenger facilities with this development will enhance amenity outcomes for both elements.

How the Alternative Route will operate

16. Providing an Alternative Route for general traffic, enables priority for passenger transport vehicles along Stanley Street between Frankton Road and The Hub (as shown in Figure 11). It will also remove general traffic from Stanley Street (between Shotover and Ballarat Street).

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17. Passenger transport services will approach The Hub from three different directions – Frankton Road, Gorge Road and Shotover Street. The Alternative Route (Henry Street) / Gorge Road intersection will need to be upgraded to a signalised intersection. Traffic heading into the town centre from Gorge Road will reroute via Robbins Road (refer to Figure 3).
18. Careful consideration of an Alternative Route design has been considered to ensure ease of accessibility for passengers. This is achieved through the use of slow speed sections, for example, 30 km/h, with regular and/or grade-separated connections.

It is recommended that you:

1. **Note** the contents of this briefing

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Brett Gliddon

General Manager, Transport Services

9 June 2020

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Hon Phil Twyford, Minister of Transport

Date: 2020