



**Kā Huanui
a Tāhuna**

Huanui pānui

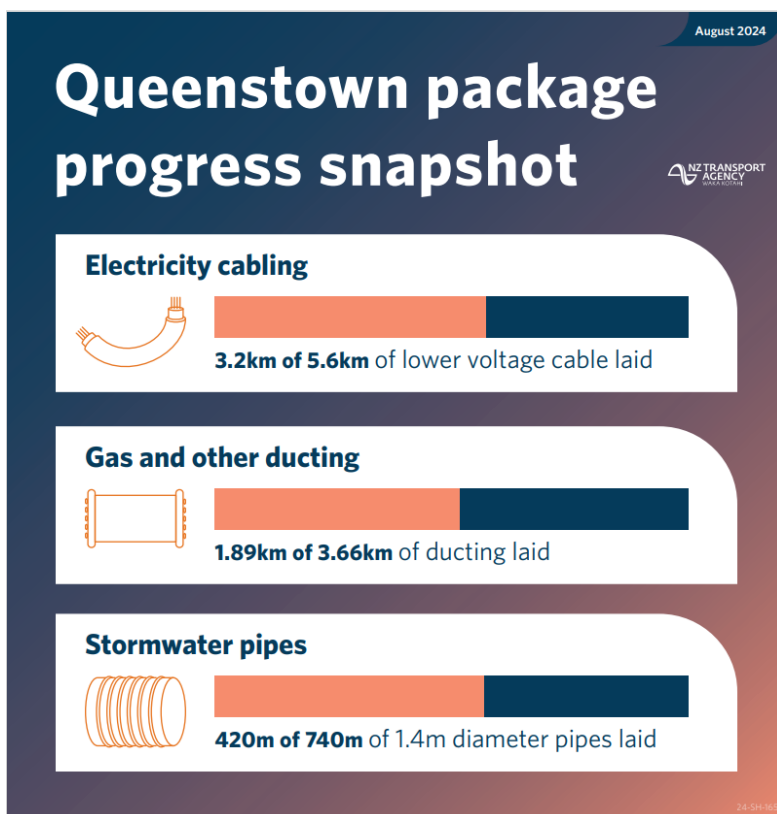
(paths and roadways newsletter)

Kā Huanui a Tāhuna is an alliance partnership between NZ Transport Agency Waka Kotahi (NZTA) and Queenstown Lakes District Council (QLDC) along with four design and construction companies, Beca, WSP, Downer and Fulton Hogan.

30 August 2024

Kia ora koutou

This month's edition gives an update on our progress laying essential underground services for the Frankton Intersection and Bus Hub Improvements project. We're pleased to report that we're past the halfway mark for this work, as you can see in the graphic below:



We've also got a design change for the Hansen Road / SH6 Frankton-Ladies Mile Highway intersection upgrade to let you know about, which will have a range of benefits for the project and people using the highway.

In Tāhuna Queenstown, we've got lots coming up on the Town Centre Arterial Road, including night work on Frankton Road and the installation of stormwater pipes on Ballarat Street. We're pleased to share that we're very close to the last piece of underground work, and with spring just around the corner, so is road surfacing season.

Thanks for reading,

Kā Huanui a Tāhuna team

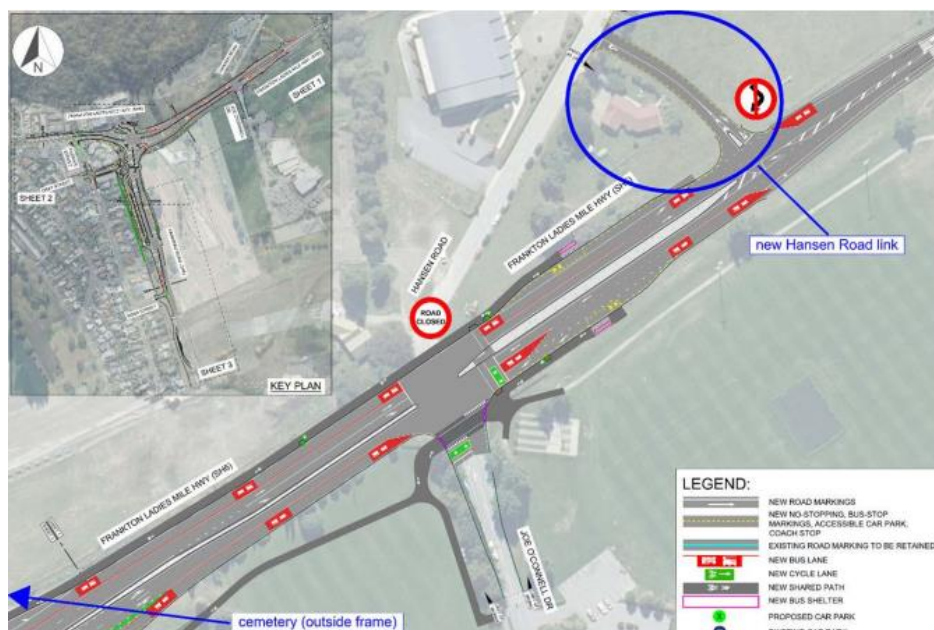
SH6/6A Frankton Intersection and Bus Hub Improvements Project

Hansen Road Link brought forward

As our designs for the Frankton Intersection and Bus Hub Improvements are refined ahead of construction, our team remains on the lookout for opportunities to improve elements of the project.

We recently took a closer look at the planned Hansen Road / SH6 / Joe O'Connell Drive intersection. The team found that by building a construction link to Hansen Road as a connection to SH6, there would be a range of benefits for the project, construction programme, and for people using this highway.

The design change means that Joe O'Connell Drive and the new Hansen Road Link will become T-intersections with SH6 Frankton-Ladies Mile Highway. These T-intersections have always been a part of the wider plan, but it makes sense to put them in place sooner rather than later in the construction sequence.



T-intersections tend to operate more efficiently than a four-arm intersection.

Once built, right turns out of Hansen Road Link onto SH6 will be prevented at first as right hand turns are becoming increasingly dangerous due to traffic volumes. Until traffic lights are installed as part of the second stage of work (later in our construction programme) it's safer not to allow them. People coming out of Hansen Road Link will initially need to turn left and change direction at the Five Mile roundabout, 400m away.

Read more about the benefits of this change in the Q&As, later in this newsletter.

Night work at Ross and McBride Streets

In coming days we'll start work (including nightwork) at the intersection of Ross and McBride Streets. We need to trench across these roads as part of our wider work to lay electrical and fibre-optic cable and will partially close this intersection at night while we carry out this work.

- From **Sunday 1 September to Tuesday 3 September** Ross Street will be closed from 10pm to 6am as we trench across Ross Street
- From **Wednesday 4 to Thursday 5 September** McBride Street will be closed from 10pm to 6am (close to the intersection) as we trench across McBride Street
- From **Monday 9 September through to Friday 27 September** we'll be working in the verge and the footpath of Ross and McBride Streets and adjacent to SH6 Kawarau Road.

We appreciate any road closure is disruptive, however it's most disruptive to close the road during the day, therefore these works need to be completed at night. A full closure to traffic for this night also means works can be completed more quickly – rather than multiple closures over an extended period.



While the road is closed at night, we'll maintain access for residents of the six affected properties by using steel plates across their driveways.

Update on SH6 and 6A closures



Steady progress is being made on night work despite some adverse weather to begin.

We've finished out night work trenching on SH6 Kawarau Road and are now making good progress on SH6 Frankton-Ladies Mile Highway, with closures expected until about 5 September. We'll then move onto the small piece of SH6A Frankton Road between McBride Street and the BP roundabout and will be working here from about 8-11 September, weather dependent.



During two of the SH6 closures, over-dimension loads moved through the site with the support of our team.

Stay up to date with access changes at our [website](#), or on the [NZ Transport Agency Waka Kotahi– Otago & Southland Facebook page](#).

Protecting the historic Frankton Cemetery wall

As our contractor prepares to trench close to the historic Frankton Cemetery wall, protection efforts have been put in place to help preserve this important site.

Our team has worked closely with the QLDC parks team on a plan to use shields, protectors and spotters during construction to prevent damage to the wall. Once work is finished, the area will be landscaped to ensure the wall and area is looking sharp.



Frankton Cemetery has been in use since 1863.

Update on progress at Gray and McBride Streets

We're making good progress undergrounding the power network. In September and the first part of October we'll be working on McBride Street, between the Gray Street intersection and SH6A Frankton Road. One lane of traffic will stay open for people travelling towards SH6A.



KEY

- Parking temporarily removed
- Traffic flow maintained in one direction
- Work area
- Managed access to private driveways

We'll then shift our worksite to the intersection of Gray and McBride Streets to excavate for underground stormwater services. The intersection will be closed, but the top end of McBride Street will be open that keeps access open to Otago Fish Supplies, First Choice Rental Cars, Touchdown Rental Cars and the underground carpark. The Kawarau Road end of Gray Street is also open for access to the Frankton Village shops carpark and the Gray Street car-park where 30 minute parking is available.



KEY

-  Trench location
-  Traffic flow maintained in both directions
-  Work area

Traffic Control Device consultation

The QLDC Infrastructure Committee met this week and endorsed the Frankton Intersection and Bus Hub Improvements project team commencing Traffic Control Devices (TCD) consultation in September.

Traffic Control Devices are the signs, signals, and markings that regulate, advise, and guide road users according to New Zealand's road network regulations. Some examples of TCDs are stop signs, no stopping lines and bus lanes.

The consultation is targeted, and the team will engage with directly affected residents and property owners in September to gain feedback about TCD placement. Information about the consultation will be available on our project website from 9 September 2024.

For more information

Full details about the SH6/6A Frankton Intersection and Bus Hub Improvements project can be found at our website, [Queenstown package | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](#).

Contact the project team by emailing info@wtpa.co.nz or by phoning [0800 482 684](tel:0800482684).

If you'd like to receive upcoming Work Notices for this project, please email info@wtpa.co.nz with 'Work Notice' in the subject line.

What's the Latest: Town Centre Arterial (Stage 1)

The new Arterial Road is taking shape and every day we're getting closer to opening it to traffic.

For those engineering-minded readers, our structures team have reached a successful milestone - installing all the anchors for the walls along the new road. The anchors are crucial for the structural stability of the retaining walls and means we can move from working on the foundations to next steps such as backfilling, installing drainage and building the road itself.

Check out the progress in our latest flyover video:



Key steps achieved on Frankton Road

We've poured the final kerb and begun the next stage to upgrade the footpath along the lake front side of Frankton Road. All utility ducting has been completed, we've started working on the foundations for traffic signals and light poles, and are preparing for asphaltting the road in spring.

We have started night work for quality testing and to connect three remaining wastewater pipelines. Once these night works are finished, the underground work here will be complete.

This will be a big milestone for the project, marking the end of complex and significant underground service upgrades. Not only will they provide much-needed resilience and capacity for Queenstown's three-water network, but they'll benefit the environment by improving the quality of stormwater entering local waterways.



A bluebird day for light pole installation on Frankton Road.

Springing into action above the ground

With the change of season just days away it marks the beginning of a busy time on the project with asphaltting, paving, landscaping and planting all possible with the warmer weather. Highlights will include rebuilding the road in front of St Joseph's School and Church, building new road towards Henry Street, and installing the street furniture, lighting and final landscaping along Melbourne Street.

We've also finished putting the precast concrete panels for the Lower Beetham retaining wall in place and are connecting pedestrian routes into town, such as the staircase from Melbourne Street to Beetham Street. Together with the ramp linking Ballarat Street to Henry Street, it's getting easier to see how these connections extend the network of pathways around Queenstown helping people to move around more enjoyably, safely and easily.



Left, our team building the stairs connecting Melbourne and Beetham Streets, and right, the pedestrian ramp between Ballarat and Henry Streets.

Sydney intersection completion



A bird's eye view of last month's work on the upper half of Sydney Street intersection (now completed). We'll soon get underway on the lower half.

Towards the end of September, we'll return to the intersection of Sydney Street to complete the lower half of the road (towards Stanley Street). The remaining work involves preparing and asphaltting the new road surface to match the upper section of work, which was completed last month. This means that people will need to travel via Hallenstein Street to get to Melbourne Street.

Ballarat Street stormwater and outfall

In October we'll have several stages of work beginning along lower Ballarat Street, through the intersection of Stanley Street. These works aim to improve stormwater management in the area by installing a new stormwater pipe, relocating existing power ducting, and constructing an outfall structure beside Horn Creek.

These works will take place in several phases from mid-October 2024 to mid-April 2025:

Phase 1: mid-October until December 2024

We'll relocate existing power ducting underground between Brazz Bar and Athol Street. Then, we'll install a new stormwater pipe on lower Ballarat Street. Once the stormwater pipe is installed, we'll place a precast headwall beside Horn Creek, providing additional support and protection for the newly installed stormwater pipe.

Phase 2: mid-February 2025 for approximately eight weeks

We'll connect the newly upsized stormwater pipe along lower Ballarat Street, through the intersection of Stanley Street, and connect to upper Ballarat Street.

The improvements are designed to better manage stormwater, reduce the risk of flooding, and ensure the resilience of our community's infrastructure for years to come. More information will be shared in our September edition of Huanui Pānui.

You can read more about the Town Centre Arterial project, including FAQs at www.qldc.govt.nz/town-centre-arterial-road

Your questions answered

We appreciate your comments and feedback. If you have anything you would like to know, please email info@wtpa.co.nz. We'll continue to answer your questions in future newsletters.

This month's Q&As dive into the Hansen Road Link design for the Frankton Intersection and Bus Hub Improvements, and why we are proposing to build this earlier in our construction programme.

Why hasn't the Hansen Road Link design been shared with the community earlier?

The team explored the option of building only the necessary link road for the construction works. However, we determined that fully developing the link road was more cost-effective and had other benefits to the project and construction programme.

What are some of the other benefits of the Hansen Road Link?

- Through allowing for an additional priority bus lane on SH6 (starting by Frankton Cemetery and ending just past the Hansen Road Link), buses will be able to travel along this stretch of highway more efficiently.
- It facilitates construction by staggering the work areas, which reduces the impact of traffic management on road users.

- It enables a section of SH6 near Joe O’Connell Drive to be raised to avoid an existing watermain, rather than requiring additional trenching into the highway and traffic disruption.
- A new shared path on the north side (BP side) of SH6 will connect to the existing shared use path on the south (Events Centre) side of the state highway. This will allow for a new, safer crossing point for people on foot or cycling.
- A stormwater crossing will be added to accommodate future development on Hansen Road Link.

Are the Hansen Road Link designs finalised?

Not yet. We are continuing to discuss aspects of the design with neighbouring landowners, and we still have several approvals to obtain before the design is finalised.

[For more information on the SH6/6A Frankton Intersection and Bus Hub](#)

[Improvements project please click here](#)

[Click here to subscribe](#)



Copyright (C) 2024 Kā Huanui a Tāhuna. All rights reserved.

To [unsubscribe](#) please click here

