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# New Zealand Upgrade Programme Queenstown Package

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## Frequently Asked Questions

### What is happening with the New Zealand Upgrade Programme?

The New Zealand Upgrade Programme (NZUP) will provide growing communities across the country with better travel options. This is the Government's \$8.7 billion programme of transport investment, in our main growth areas, which NZ Transport Agency Waka Kotahi and KiwiRail are delivering.

In Queenstown the project will provide the community and tourists with better travel options that help people get where they're going efficiently.

### What is being built?

We have prioritised construction of the works in Frankton which include installing traffic signals at the SH6 and SH6A Frankton intersection and adjacent SH6/Hansen Road/Joe O'Connell Drive intersection, extending the Bus Hub and adding traffic signals at the entry and exit to make that movement easier for buses. We will also be constructing new bus stops, adding cycle lanes, and creating shared use paths. While we are completing this work, we need to move some underground services and underground the power to remove overhead power poles and lines. We are also building a roundabout at the SH6 and Howards Drive intersection.

The New Zealand Upgrade Programme and its projects continue to face significant cost pressures being driven by volatile global inflation. The Queenstown Package is no different, but we all know that the SH6/6A roundabout in Frankton (BP Intersection) is at capacity at peak times, and something needs to be done to make it easier for people to drive, walk, cycle, and for buses to move around the area. The remaining works for the Queenstown Package which include bus lanes, intersection upgrades such as traffic signals, and walking and cycling enhancements along the SH6 and 6A corridors are being designed, and construction of these works will progress when funding is confirmed.

### The background:

Early designs were shared with the community in April 2022. A project update and drop-in sessions were held in October 2022 and September 2023 with business and property owners in the Frankton area. Since then, we have progressed consenting for the proposed works while continuing conversations with specific local stakeholders and affected property owners. We have used that information to finalise the designs.

### How will I know when construction is starting in my area?

We will give you plenty of notice of upcoming works. As we move into construction you will see team members door knocking, circulating information leaflets, and providing updates on social media and via our e-newsletter. We want to provide you with the most up to date information as quickly as we can, so you can be prepared and plan your travel. We appreciate the works are disruptive, particularly for residents in the area – but in some instances it is unavoidable.

We are also planning a number of drop-in sessions early in 2024, so you can come and find out more details and talk with the project team.

To receive regular updates on Kā Huanui a Tāhuna projects, which includes NZUP, please sign up to our e-newsletter, which you can do on our project website [NZ Upgrade Programme Queenstown package | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#) or follow the [NZ Transport Agency Otago & Southland Facebook page](#).

## Frankton Intersection and Bus Hub Improvements

### Where will construction works start first?

The first pieces of work will involve removing trees, installing new stormwater pipes, and relocating utility services, so that they are in the right place once road layouts start changing. It will mean power is nearby for traffic signals; we will also be undergrounding power around Gray and McBride Streets. We need to do work with utilities and services to get them across SH6 and through the golf course as well as move the golf course entrance. We expect this largely underground work to take 12-18 months.

Then we will move into the construction works to change the road layout and replace the roundabout with traffic signals. We expect the work on the actual roundabout to begin in September 2025.

### How long will it take to complete the work?

The construction work to upgrade the intersections and Bus Hub in Frankton is anticipated to take four years to complete.

### Why will the works take this long?

We know this is a long time and that road works are frustrating. Several factors have influenced this timeframe:

- The Frankton intersection is an important connection point for the whole Queenstown area. We must keep the intersection functioning and maintain one way traffic flow in each direction during construction of the new intersection layout. There is no viable detour route that can be used to complete the works faster - Arthurs Point is a long detour with a single lane bridge already subject to congestion and with icy conditions and downhill approaches in the winter, it is also the main road to Coronet Peak ski-field and gets very busy during ski season.
- There is a limited construction season, and it is not possible to surface or construct road pavements during the winter season from May to August. This surfacing constraint is standard for the winter in New Zealand, however, the restriction on pavement construction is unique to the South Island/ Queenstown area due to the local climate and freezing and thawing of the pavement. The ground temperature is at 0 degrees or less all winter – and even without this consideration, it wouldn't be dry enough to successfully surface new roads. It is important to remember that there will not be significant effects on the state highway for the first 18 months of this programme.
- Night works are limited at the Frankton roundabout and surrounding area because there are many close neighbours. There will be some work at night to get utilities across the SH.
- Moving underground utilities (power, water, fibre, and gas) as part of this project forms a large part of the first year of the construction programme. This upgrade work is being done at the same time to avoid further roadworks in the future.

### What does the construction programme look like?

- **Phase 1 - April 2024 - spring 2025:** The first pieces of work will involve site establishment, removing trees, installing a new 1.4m diameter stormwater pipe and relocating utility services, so that they are in the right place once road layouts start changing. Pedestrians and cyclists will be able to continue to use the area with access to the Events Centre and playing fields available, and a long-term temporary path will start being built around the

side of the golf course. The golf course entrance will be moved, and work on moving utilities under Gray and McBride Streets will begin.

This phase involves no active works on the state highway during daytime hours. Phase 1 is expected to run from April 2024 until September 2025. Parts of phase one overlap with phase two.

- **Phase 2 - from spring 2025:** This is when the project will move into construction on the state highway. Excavation of the new road at the golf course corner starts. The existing roundabout will remain and continue to manage traffic. SH6 traffic will be shifted closer to the Frankton Cemetery using the road reserve, so that two lanes of traffic can continue during construction. Utility pipe replacement will continue across the state highway and on the northern side of SH6A.

Construction of pavement, signals and the updated road intersection at Joe O'Connell Drive will start.

Parking inside Frankton Village will remain, and Bus Hub operations and bus routes will continue as usual. Gray and McBride Street intersection roads and footpaths will be rebuilt.

- **Phase 3 - winter 2026 – summer 2027:** The new state highway at the golf course corner will be complete, and traffic will shift onto this. The existing roundabout will continue to manage all intersection traffic. On SH6 the northern (Frankton cemetery) side of the road will be excavated and rebuilt. On SH6A the northern side of the road is excavated and rebuilt.

Construction starts on the new Bus Hub. This will happen in stages so that bus and shuttle operations can continue.

- **Phase 4 - summer 2027 – spring 2028:** Traffic will shift onto the northern side of the road on both SH6 and SH6A. The existing roundabout will be deconstructed and replaced with a temporary roundabout located near the Frankton Cemetery so that traffic flow is maintained. The southern side of SH6A is excavated and rebuilt.

Bus Hub buildings continue, and Bus Hub operations will temporarily shift down the road towards Ross Street. More information will be provided as this phase approaches.

- **Phase 5 - spring 2028 – winter 2028:** Most parts of the new roads are operational with traffic using them, however the temporary roundabout continues. The new Bus Hub is complete and operational.

Terrace Junction and BP roads and footpaths are excavated and rebuilt.

Some finishing work is ongoing around Frankton Village.

- **Phase 6 - early 2029:** The whole intersection, roads and Bus Hub are operational. New traffic islands and finishing works will occur overnight with traffic lights one of the last elements of the project to turn on. The programme will be completed in early 2029.

### Why can't you work throughout the night to speed up works?

The SH6/SH6A Frankton roundabout and surrounding parts of SH6 and SH6A are built up and the impacts of continuous night works would adversely affect residents and businesses. There are also other constraints such as restricted hours of work and cost that make nightworks impractical. Some short nightwork will be required for specific activities which cannot be completed during the day to keep the traffic moving at the intersection. Adjacent residents will be notified and kept up to date with planned night works in advance of these occurring.

### Why can't you close the road and just get it done?

There is no viable detour route to enable a full or partial closure of the SH6/6A intersection or state highway approaches for any reasonable length of time. Arthurs Point is a long detour with a single lane bridge already subject to some congestion and with icy conditions and downhill approaches in the winter, as well as being the main road to Coronet Peak ski-field which gets busy during ski season. While locals may feel comfortable using this route, it is not suitable for tourists or those unfamiliar with the roads.

### Did you consider using Hawthorne Drive/Lucas Place/McBride Street (or Ross/McBride) as a detour route so you can get in and do the roundabout more quickly?

Yes, we have considered these alternatives as detour routes to make the construction timeframe shorter.

The Hawthorne Drive/Lucas Place detour route has been considered and tested in March last year, when the SH6/SH6A intersection was shut down for three consecutive nights. While this was successful and remains an option for limited night work situations, it would add a further 20,000 to 25,000 vehicles per day onto what is an already busy route and would be very disruptive to the Remarkables Park commercial centre and other businesses on that route.

The Ross Street/McBride Street detour route was also considered; however, these are relatively narrow residential streets. Frankton Road carries between 25,000 to 30,000 vehicles a day, so even a partial daytime detour of traffic via this route would be un-manageable.

We will continue to review the impact of all construction stages before they occur, and to monitor the traffic congestion and travel time impact during each stage of work.

### How do you intend to manage traffic during construction?

There are a number of things we will do to manage traffic through the area, this includes:

- Providing information around journey times to allow people to defer travel or consider alternative ways to travel.
- Keeping one lane of traffic open each way at all times on SH6 and SH6A.
- Keeping a roundabout or temporary traffic signals in operation at the SH6/SH6A intersection during construction of the new intersection (the temporary roundabout/traffic signals will move around with the staging of the works) until the new intersection is ready for use.
- We will not be closing the state highway or diverting traffic off the state highway onto local roads during the day when the roads are already busy. Some night work will be needed to move utilities across the state highway.
- Providing alternative cycling and pedestrian paths if the usual paths are not available.
- Continuing to monitor traffic flows so that these can be understood and managed throughout the project.
- Undertaking night works for specific activities which can't be completed during the day due to impact on traffic flows.

The team recognise that the SH6/SH6A intersection is a key part of the transport network with limited alternative routes that can be used to get into Queenstown. We will be doing our best to keep traffic disruption to a minimum but given the nature of the works there will be periods of delay that cannot be avoided.

### What hours will you be working?

Our crews will be working 7am to 7pm Monday to Saturday inclusive. Work outside these hours, including nighttime works, will also be required for specific activities that cannot be completed during the day due to traffic impacts.

### How will you support businesses during construction?

We have been engaging with local businesses and we will continue to do this as we get closer to construction works starting so that we can best manage temporary access/parking impacts and

keep businesses updated around temporary construction staging and traffic management changes. We will use signage to help customers navigate through the area so they can continue to visit businesses. As we move into construction there will be team members door knocking, circulating information leaflets and providing updates on social media and via our e-newsletter.

### **Who can I talk to if I have concerns about the construction works?**

You can contact the team via email on [info@wtpa.co.nz](mailto:info@wtpa.co.nz) or phone 0800482 684. If you would like to meet with the team in person, we are happy to also come and do this. For emergencies or urgent attention out of hours please call 0800 482 684 which will redirect you to a person who can help.

### **What is happening at the SH6/SH6A Frankton roundabout?**

The roundabout will become an intersection controlled by traffic signals. The new intersection layout has been designed to manage the needs of everyone who uses this intersection.

Traffic signals are better at managing demand compared to roundabouts because they allow vehicles coming from any direction to get a fair amount of time to move through the intersection rather than traffic coming from one particular direction getting priority. Signals will adjust in real time to manage the flow. This means a smoother flow through the intersection from all directions. Additional lanes will also create some increased capacity.

Signalised pedestrian crossings will be included to make it easier to cross the state highway to get to shops and businesses and there will be on-road cycle lanes and smoother transitions for cyclists from on road to off road shared paths. New traffic signals will mean better entry and exit for buses to the upgraded Bus Hub on SH6 Kawarau Road.

During construction, (which comes after the first 12-18 months of underground work) a temporary intersection will be constructed. The current roundabout will be used for the first stage of the construction works and this will be changed to a temporary roundabout and then temporary traffic lights. This will allow the new intersection to be constructed in stages while maintaining traffic flow through the intersection. Pedestrians and cyclists will be able to continue to use the area with access to the Events Centre and playing fields available and the long term temporary path will start being built in late April.

### **Will trees be removed to make way for the works?**

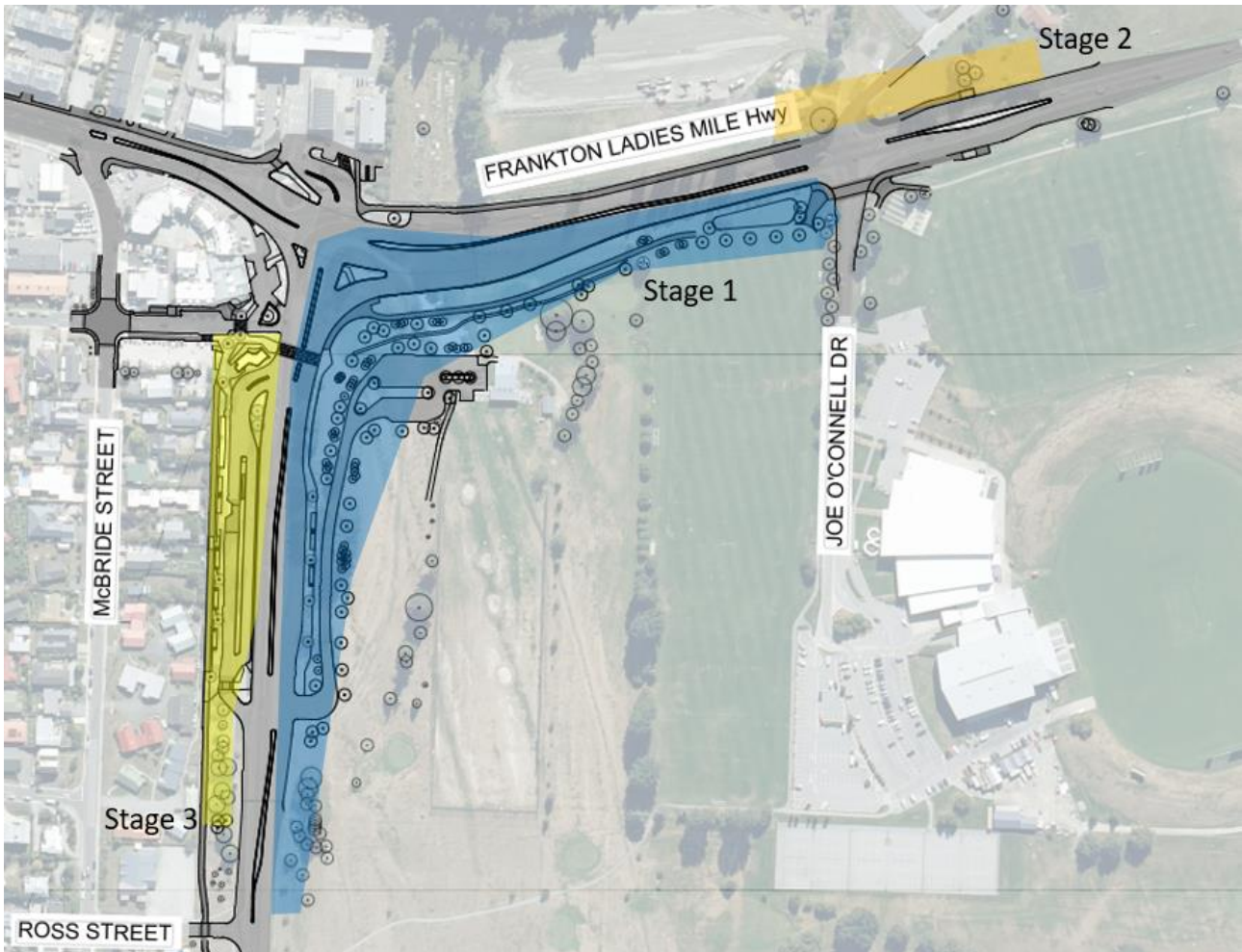
Yes, to create the new entrance and carpark for the golf course and on the other side of the road, to extend the Bus Hub, a number of trees will be removed. Some trees will also need to be removed as part of the proposed roundabout at Howards Drive. These trees will only be removed when it is absolutely necessary and at the most appropriate time.

While we know trees are important to people, we need to:

- Undertake deep trenching for power and fibre to be moved from under the road and across to the golf course side of SH6 and a large trench to put in a 1.4m diameter stormwater pipe that will run from close to the airport runway up to the SH6/6A corner.
- Make room for additional bus stops.
- Make the golf course entrance safer.
- Make room for a shared use path that is off the road for less confident cyclists and linked to the Bus Hub and the local shops and businesses.

The works include landscaping and replacement tree planting at the new intersections and a new landscaped bund (mound) beside the golf course along the Frankton-Ladies-Mile Highway. For any trees removed on council property, NZTA will plant two replacements. This is in line with the Queenstown Lakes District Tree Policy 2022. NZTA is working with QLDC and Lake Hayes Community Association to consider and identify locations for further replacement trees to be planted where these cannot be provided for as part of the proposed landscaping for the new intersection and Bus Hub.

The first stage of tree removal involving trees on the golf course side of SH6 will start in early April 2024, and is expected to take 1-2 weeks. Please see below map of staged tree removals:



### *Arborist Report*

#### **What is happening at Howards Drive?**

The Howards Drive roundabout will make this intersection safer. Safety concerns have seen this T-intersection prioritised because the speed through this area is higher and is currently only controlled by a give way sign. The roundabout will be similar to those at Stalker Road, Hawthorne Drive and Grant Road. Better access to the Ladies Mile Pet Lodge will be provided from the north side of the roundabout.

The roundabout supports the development of the Ladies Mile Masterplan by the QLDC - read more about it [here](#).

#### **What is happening at Joe O'Connell Drive?**

Joe O'Connell Drive will become a signalised intersection which will be co-ordinated with the new traffic signals replacing the Frankton roundabout. This will make the traffic move smoothly through the area and a right turn lane on SH6 into Joe O'Connell Drive will make that manoeuvre easier.

The footpath on the Terrace Junction side of the road will be formalised and widened to a three-metre shared use path, pedestrians and cyclists will be able to cross at the Joe O'Connell Drive traffic signals.

Access to the cemetery will always be available, but the informal parking in that area will change.

### What is happening at Gray/McBride intersection?

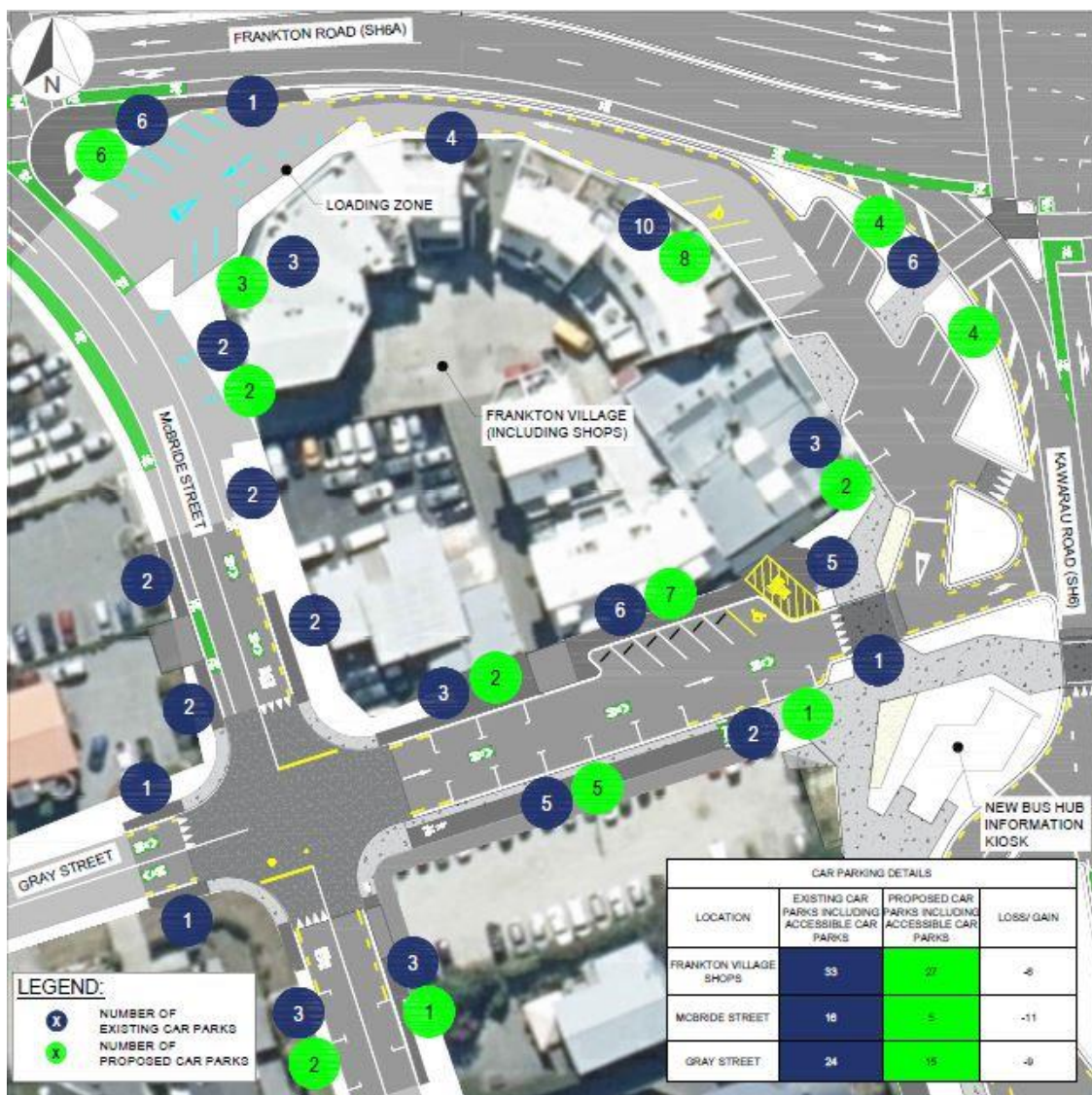
We are undergrounding overhead power lines in this area. We will also be moving gas and fibre. The services sit under the intersection of McBride and Gray Streets, therefore the intersection will be affected for approximately eight months while the team works on this part of the project. The road will always have one traffic lane open, but this will move and change as the project progresses.

Gray Street will become one way from McBride Street to the state highway. This takes out the right turn movements both into and out of Gray Street that can cause a pinch point and create added congestion. Drivers will be asked to reverse park in the five angle parks on Gray Street.

All local residents will be kept well informed about the traffic by letterbox drop and our team will be visiting and talking to the residents and businesses on McBride Street and at Frankton Village. Parking and pedestrian access for all the businesses in Frankton Village will always be available, there will be signs and directions to make sure people can see that the businesses are open and where to park during construction.

### Will parking around the Frankton Village change?

Yes, parking around the Frankton Village will change, see below map.



### **Is the reverse parking in Gray Street safe?**

Reverse parking is a simple way to reduce your risk of collision. Backing out of a parking space into the road makes it difficult to see pedestrians, objects, and vehicles.

There will be an opportunity to provide feedback on the proposed parking through an upcoming consultation process (called Traffic Control Devices – TCD consultation) which will be notified through a letter drop and in local newspapers.

### **What are Traffic Control Devices (TCD)?**

Traffic Control Devices (TCD) are the signs, markings, islands, and other devices placed on, or adjacent to, roads, footpaths and cycle paths that are used to instruct, warn, guide or advise road users.

### **What is the TCD process?**

1. Proposed TCD changes have been developed during the project design stage
2. Design plans are drawn up
3. We consult with residents about the proposed changes
4. Submissions are considered
5. Necessary design changes are made
6. QLDC and NZTA Waka Kotahi make their decisions on the TCD items
7. Submitters will be advised of the outcome and how their feedback was taken into account
8. The final decision will be shared publicly.

### **Why are you doing this TCD consultation?**

We're consulting to make sure we have heard and addressed any issues with the proposed legalisation of the planned signs and markings associated with no-stopping lines, bus stops, special vehicle lanes, shared paths, intersection control, traffic direction and parking which are part of the Queenstown Package works. Once the consultation process is complete and any changes have been made to the plans, this will conclude the process and make use of the above traffic devices legally enforceable by the relevant authority.

We are not consulting on the whole design. Only those parts of the design that are related to Traffic Control Devices are part of this consultation. Construction is already underway based on the design which has been consulted on and approved previously

### **What are you consulting on?**

We've finished, and already consulted on, the design for the project area which encompasses Frankton intersection, the bus hub extension, and the Joe O'Connell and Hansen Road intersections. Construction is now underway. The design includes various Traffic Control Devices which are no stopping lines, bus stops, special vehicle lanes, shared paths, intersection control, traffic direction and parking. Legislation requires specific consultation about TCD with directly affected residents and property owners to give them an opportunity to provide feedback.

Our safety and transport design professionals have made decisions on where to locate signs and markings for TCD within the project, based on the relevant standards. We would like to understand if there are any reasons that might require us to re-consider the location of the associated signs and markings. For example, if a proposed car park would block your access to the road.



### **Which bylaws are affected by this proposal?**

The consultation is part of a legal process to amend the following two bylaws:

- The Queenstown Lakes District Council Traffic and Parking Bylaw 2018
- The New Zealand Transport Agency (Traffic Controls on State Highways) Bylaw 2017

### **Why are the no stopping lines and car parks laid out as they are? Why are there fewer car parks?**

The no stopping lines and the new car parking layout is to enable traffic flow through the new intersection while keeping as much car parking as possible. Specifically, the changes are:

- Parking out the front of the Frankton Village is reduced to accommodate the increased footprint of the SH6/6A intersection.
- To make room for a cycleway on McBride Street, which connects the Frankton Track to shared use paths along the Ladies Mile Frankton Highway, and use the existing road space some carparks will be removed.

### **What happens next?**

Once the consultation period closes QLDC and NZTA will consider all the submissions received and work with the design team to make any changes that might be needed before the bylaws are set. Once the bylaws are amended they will be available on the QLDC and NZTA websites

### **What is happening with the Golf Course?**

The golf course entrance is being moved further south along SH6 Kawarau Road and will be signalised to provide a safer and easier access from the state highway. A new driveway and parking area will be built for the golf course.

The ninth hole of the golf course has already been reconfigured to accommodate the works at the intersection and a new landscaped bund (mound) will be constructed between the golf course and SH6 Frankton-Ladies Mile Highway.

The Frankton Golf Course land near the state highway will also act as a construction staging area, before becoming part of the new intersection. From the start of construction, the site will have portacabins for an office and toilet block and other facilities for the construction workers. Temporary fencing will be installed around the golf course corner for a significant part of the project. This is to protect and separate the construction area on the golf course corner from traffic and keep the public and golfers safe.

Pathways to the Events Centre and playing fields will be available and the long-term temporary path will start being constructed by 17 April 2024.

### **Golf course access is important for 80+ players who walk – will Kawarau Road crossing be impacted?**

The Kawarau Road crossing will remain, and an additional crossing added further up the road. Both crossings will continue to allow walking access to the golf course for players.

### **What is happening with the Frankton Bus Hub extension?**

There has been steady growth in public transport use particularly since the \$2 fare was introduced. We are now seeing significant uplift in numbers since tourism has rebounded after the end of the pandemic.

The Bus Hub capacity will be doubled (extending down SH6 Kawarau Road) to cater for this predicted growth. This will mean more room for buses, with increased space for tourism operators and local buses, room for 50 bike parks (some covered and lockable), and new shelters.

The golf course side of the Bus Hub will see changes to accommodate more buses and pickup for ski bus operators, bus stops will be made larger, and two new larger shelters will be installed.

Other upgrades will include:

- Traffic signals at the entry and exit to the hub to provide more efficient access for buses
- Information and bus ticketing kiosk
- Bus driver facilities building
- Provision for ORC real time information
- Shared path connecting the Bus Hub
- Car drop-off and pick-up stops

We listened to the concerns neighbours had around noise at the Bus Hub which has resulted in a change in approach for a noise barrier. The barrier has moved off the boundary of the Bus Hub and incorporated into the bus shelters as well as being transparent to allow light through.

#### **How many bus bays (local bus network) will there be?**

There are six bus bays for local public transport on the Bus Hub side, and up to three on the golf course side shared with tourist operators.

#### **How many shared tourist operator bays will there be?**

There are three tourist operator bus bays in the Bus Hub, one on the golf course side, shared with public transport.

#### **Are there pick-up and drop-off spaces?**

There are three pick-up and drop-off spaces.

#### **Will there be any bus shelters?**

There will be four new shelters on the Bus Hub side, along with the existing refurbished shelter. These are for shared use between tour and public transport buses. There will be two bus shelters on the golf course side.

#### **Will there still be a path behind the Bus Hub?**

The permanent shared use path behind the Bus Hub is due to be built in 2026.

#### **What facilities for drivers are being added?**

Drivers' facilities will be provided, so that there will be a building for bus drivers that includes lockers, showers, toilets, a lunchroom, a quiet room, and an outdoor area suitable for use on breaks or waiting to start their shifts.

The building will also include a ticketing and bus information kiosk for local and tourist customers.

#### **Will there be bus prioritisation?**

New traffic signals outside the Bus Hub mean that buses will be able to enter and exit the Bus Hub more efficiently, this will help improve the reliability of the buses. Buses turning left from SH6 Ladies Mile onto SH6 Kawarau Road will have a priority B-light. This will allow better traffic flow at the intersection.

#### **Why is there no cycle lane from the Bus hub to the intersection (northbound on Kawarau Road)?**

Cyclists who want to ride on the road will be held in a "box" in front of vehicle traffic at the new traffic signals and will be able to enter the intersection and subsequent cycle lane. There will also be an off-road alternative on the shared path behind the bus hub for those cyclists who prefer this option.

#### **Will there be shared use paths/cycle lanes?**

A new section of shared path will be built along SH6 Ladies Mile and link into the A2 Active Travel Route (Shotover River/Kimiākau Bridge to Frankton) at Joe O'Connell Drive.

On the other side of SH6 a shared use path will run from the SH6 and 6A intersection up to Joe O'Connell Drive.

On-road cycle lanes will be created as part of stage one while a shared use path that will run behind the extended Bus Hub will be constructed in 2026.

### **What if I don't want to take public transport?**

The demand for transport in Queenstown keeps growing, but Queenstown's unique geography means there aren't many options for increasing the capacity of our roads. The main way we can manage this is by providing ways for the same road space to carry more people – in this instance, by more people catching the bus instead of driving their car. For Queenstown, buses will increasingly become an essential part of the transport picture and so to achieve these goals it is critical that buses have some priority on our roads.

### **Will the final design benefit cyclists/ what are the planned provisions for cyclists?**

There will be both on road and off road (shared path) facilities for cyclists.

Cyclists who are confident riding on the road will have space, otherwise cyclists can use the off-road shared paths if they feel safer doing so.

There is a key Active Travel route crossing at the north end of the Bus Hub, as well as pedestrian and cycle crossings at all the traffic signals.

The Bus Hub will have parking for 50 bicycles, some covered and lockable.

### **Will the cycle lane on Kawarau Road (next to the golf course/ east bus stop) be moved? Or made solid green?**

No, the layout here follows standard design for cycle lanes and bus stops. Shared paths are provided, with a cut down ahead of the bus stop to access this, and with the very high traffic volumes through the intersection the shared path routes are expected to be the preferred facility for cyclists.

### **Will armadillo/benito shoulder bars be used around the Frankton Village?**

Facilities for cyclists have been considered during the design development. New shared paths (where the footpath is shared by pedestrians and cyclists) will be provided and these will link to signalised crossings across the state highway.

Cycle lanes will also be marked on the road to provide for cyclists who prefer to ride on the road. The need for "armadillos" to provide enhanced separation between traffic lanes and on-road cycle lanes was considered at the SH6/6A intersection but was discounted due to:

- Space constraints with a very limited width available to provide armadillo's without impacting traffic lane widths or adjacent shared path / stormwater swale capacity (also noting the aspiration to minimise impact on the adjacent golf course)
- High quality shared paths are provided and with the very high traffic volumes through the intersection the shared path routes are expected to be the preferred facility for cyclists.

### **Why are so many traffic signals being put in?**

Traffic signals ensure everyone (including pedestrians and cyclists) has the opportunity to cross or turn onto the highway at a very busy and complex intersection. Better traffic flow management via the Wellington Traffic Operations Centre will:

- Reduced congestion at this intersection, which is a pinch point on the road network.
- Provide more predictable traffic wait times in all directions.
- Give some bus priority for buses entering and exiting the Bus Hub and turning left from SH6 Ladies Mile to SH6 Kawarau Road.

We need traffic signals to more efficiently manage the growing volume of traffic, cyclists and pedestrians in Queenstown.

### **What is the Wellington Traffic Operations Centre?**

The Wellington Traffic Operations Centre (WTOC) controls all of the traffic signals in Wellington and cities in the South Island including Queenstown. WTOC can manually override the signals remotely and observe what is going on through the various intersection cameras. The traffic lights also have some inbuilt smart ability to adapt to changing daily traffic patterns. This is done by a special 'loop' installed in the road, it detects the density of traffic on the approach to the intersection.

During large events WTOC can manually control the traffic signals in real time to ensure traffic flows well through the intersection.

### How will pedestrian crossings be managed?

Pedestrians will push a button to initiate pedestrian crossings, with the crossing phase set to a specific time length. At peak times the crossing time length can be adjusted to be longer or shorter. This pedestrian phasing change was used in 2023 on Shotover Street during a period of high congestion.

The pedestrian crossing phases at and near the Frankton Intersection have been designed so that they don't interfere with traffic crossings; so, buses and cars won't get a green light when pedestrians are crossing.

### Have you consulted the community on this?

Yes, we talked to the community early in the business case phase in January 2019 and June 2020. This included questions around roading, public transport, parking options and recreational facilities. This information was used to investigate options and led to the development of the NZUP Queenstown Package.

As part of the pre-implementation/detailed design phase of this project we have been talking to affected property owners for 18 months. Since June 2022 and through 2023, we have talked with stakeholders about the full extent of the design. This led to the formal QLDC Notice of Requirement hearings, decision, and appeal period. [Read more about Notices of Requirement](#) Engagement with affected property owners and businesses continues following the conclusion of appeals on design items integrating with properties such as the location of driveways and on-street carparks.

*Queenstown business case summary report [PDF, 2 MB]*

### Do you understand the impact you are having on the community with all these works?

Yes. Our teams also live and work in this community. We know any works along SH6 and 6A, or anywhere within the district, affects residents, visitors, and freight operators but this is not always something we can avoid.

Our sequencing of the construction and thought around temporary traffic management has been influenced by our understanding that the Frankton intersection is an important connection point for the whole Queenstown area. We must keep the intersection functioning and maintain one way traffic flows in each direction during construction of the intersection layout.

### Why are you starting work on NZUP when Arterials Stage 1 isn't finished?

The NZUP SH6/6A Frankton work can start at the same time as the new arterial road is constructed because the first phase of the Frankton intersections and Bus Hub Improvements work is focussed on digging outside of the state highway to move services and add stormwater piping which will not have major traffic impacts on the state highway.

We are actively managing the network impact of both projects and designing the SH6/6A work for low traffic impact at the beginning of the work at the Frankton intersection.

NZUP SH6/6A intersection work in 2024 is mostly on the golf course. Through autumn and winter 2024, there will be no general traffic disruption at the Frankton SH6/6A roundabout, other than some limited night work.

What you will see happening is a wide and deep trench excavated for a 1.4metre diameter stormwater pipe along the side of golf course and opposite the Bus Hub. This won't interfere with traffic on the road.

Roads affected by the Arterials project will progressively open to public traffic in stages through 2024. In April 2024, upper Suburb Street and Dublin Street will reopen to public traffic with full



access restored. Melbourne Street from Frankton Road will open shortly after. In May 2024 Frankton Road SH6 between the Millennium Hotel and Copthorne Hotel will be rebuilt and traffic shifted onto this new roadway while the other side (lakeside) is rebuilt, this is so that traffic can flow on Frankton Road.

In spring 2024, we will begin work at the intersection of Gray and McBride Streets. We are undergrounding overhead power lines. We will also be moving gas and fibre. The services sit under the intersection of McBride and Gray Streets, therefore the intersection will be affected for approximately eight months while the team works on this part of the project. The road will always have one traffic lane open, but this will move and change as the project progresses. There is minimal impact expected on SH6 during this work.

It's not until spring 2025 that the SH6/6A intersection work has any noticeable impact on state highway traffic, with work around the Frankton roundabout starting on SH6 in September-October 2025.

This ensures the traffic impact of Arterials is cleared away, while Frankton work can get started.