

Unlocking Queenstown's most important intersection

We are planning improvements to this intersection so that you can get where you need to go quickly and easily



The NZ Transport Agency Waka Kotahi (NZTA) is delivering improvements to SH6 and SH6A to support an efficient and reliable transport network to address growth in Queenstown.

We all know the State Highway 6/6A roundabout in Frankton (BP intersection) is at capacity at peak travel times. We are planning improvements to this intersection so that you can get where you need to go quickly and easily.

Making it easier for people to get around gives people more choice about how they travel, helping to relieve some pressure at this important connection for Queenstown. The remaining works for the Queenstown Package are being designed, and construction of these works will progress when funding is finalised.

Because of the congestion that the intersection is experiencing, improvement works in Frankton have been prioritised. This work will 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 signals at the entry and exit to make that movement easier for buses
- New bus stops and cycle lanes
- A shared use path along SH6 Ladies Mile
- A new roundabout at the SH6 and Howards Drive intersection.

It's going to be better, but it is going to take time

There is a significant amount of work to do, and construction is expected to take four years to complete. We know this is a long time and that road works are frustrating. Several factors have influenced this timeframe:

- The first 18 months is moving underground utilities (power, water, fibre, and gas), tree removal, and installation of a new, large stormwater pipe. There will

be minimal disruption to the state highways and the Frankton intersection during that time.

- The Frankton intersection is an important connection for the whole Whakatipu Basin. We must keep the intersection functioning and maintain two-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 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. While locals may feel comfortable using this route, it's not suitable for tourists or those unfamiliar with the roads. For more information on the detours considered see our website www.nzta.govt.nz/nzup-queenstown
- There is a limited construction season and it's not possible to surface or construct road pavements during the winter season from May to August. This surfacing constraint is standard for 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.
- Night work is limited at the Frankton roundabout and surrounding area because there are many close neighbours.
- 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 and disruption in the future.

It's much more than new traffic lights

Frankton intersection improvements



The roundabout will become an intersection controlled by traffic signals. The new 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 demand. 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.

Trees



To create the new entrance and carpark for the Frankton Golf Centre and on the other side of the road, to extend the Bus Hub, 124 trees will be removed and 36 trees will also be removed as part of the proposed roundabout at Howards Drive. We know that trees are an important part of every community and acknowledge that the scale of tree removal required to make these improvements is significant. While it is always a difficult decision to remove trees, it needs to be balanced with the need to provide better options for people to get around the growing area.

Removing trees will allow us to:

- Dig deep trenches for power and fibre to be moved from under the road and across to the golf course side of SH6. We also need to dig a large trench to install 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 an off-road shared use path for less confident cyclists that links to the Bus Hub and the local shops and businesses.

Once the construction is complete, new landscaping and replacement tree planting will occur at the new intersections and a new landscaped bund (mound) beside the golf course along the SH6 Frankton Ladies-Mile Highway. For any trees removed on council property, NZTA will plant two replacements in an agreed location. This is in line with the Queenstown Lakes District Council Tree Policy 2022.

Bus Hub improvements



The Bus Hub capacity will be doubled (extending down SH6 Kawarau Road). This means more room for both local buses and tour operators, room for over 50 bike parks (some covered and lockable), and new shelters.

The golf course side of the Bus Hub will extend to accommodate more buses and pick-up for ski bus operators. Two new large shelters will be installed and bus stops will be made larger.

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
- Provision for Otago Regional Council real time information
- Shared path connecting to the Bus Hub
- Drop-off and pick-up stops for cars.
- A transparent noise barrier has been incorporated into the bus shelters following feedback from neighbours concern about both noise and light.

Joe O'Connell Drive/Hansen Road intersection

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

A 3m wide shared use path will be created on the BP side of the state highway. Pedestrians and cyclists will be able to cross at the Joe O'Connell Drive signals.

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



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 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.





Keep up to date

As we move into construction you can expect to 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 are able to, so you can be prepared and plan your travel.

We appreciate the works are disruptive, particularly for residents and businesses in the area. We'll be doing our best to minimise disruption where we can.

It is important to remember that the first 18 months we are moving underground utilities (power, water, fibre, and gas), removing trees, and installing a new large stormwater pipe. There will be minimal disruption to the state highways and the Frankton intersection during that time.

Consultation on bus stops, no stopping and parking is coming up

In the next few months, we will seek feedback from specific property owners about bus stops, no stopping and parking.

We will work directly with property owners and occupiers where we need specific feedback on these items and information will be circulated to those in the immediate areas. For these changes to be legally enforceable once in place, there is a statutory process that we need to follow for some of these items and some require approval.

Information

Find out more about the stage one construction work. See plans and learn about how the work will be staged at:

St. Margarets Whakatipu Presbyterian Church Ross Street

- Wednesday 10 April 12-4pm
- Thursday 11 April 3-7pm

Outside Pak n Save Queenstown 302 Hawthorne Drive

- Thursday 11 April 11am-1pm

Remarkables Market 23 Hawthorne Drive

- Saturday 13 April 9am-2pm

For more information on trees and maps of locations of the tree removal please see www.nzta.govt.nz/nzup-queenstown



More Information

For more information and sign up to our newsletter go to www.nzta.govt.nz/nzup-queenstown or visit us online using the QR code.

SCAN ME



Get in touch

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Or write to us at:

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