

A new transport environment for Frankton



An artist impression of the new SH6/6A intersection

The aim of the New Zealand Upgrade Programme is to provide dedicated infrastructure to support improved public transport services. It includes bus priority measures on State Highway 6/ State Highway 6A, bus lanes on SH6, improvements to the existing Frankton bus hub, improvements to the SH6A/SH6 intersection, pedestrian access improvements across SH6 and SH6A and a new roundabout at Howards Drive.

What is planned for Frankton?

Intersection improvements and extended bus hub

The Waka Kotahi proposal for the State Highway 6/6A intersection includes the replacement of the existing roundabout with traffic signals and multiple lanes to improve traffic flow. Buses will have priority at the intersection to allow for a more reliable bus services and plans for a dedicated cycle lane will be considered. There will also be a dedicated shared path which connects to existing active travel routes for pedestrians and cyclists.

The Hawthorne Drive and Grant Road roundabouts will also be replaced with traffic signals and there will be changes to the Hansen Road and Joe O'Connell Drive intersections, including signals.

Waka Kotahi is also upgrading the Frankton bus hub to accommodate increased public transport services and routes. In Queenstown buses

need to become an essential part of the fabric of the transport system. The continued rapid growth in the resident and visitor population means we must consider how to move more people within the same road space.

We cannot simply build our way out of the congestion problem, we need to make it more attractive for people to change their travel behaviour. Increasing access to public transport will help achieve this. While this will not suit every family or household, small changes by a portion of Queenstowners could have a large impact on reducing congestion.

An upgraded bus hub at Frankton, with an information kiosk and facilities for bus staff, will help achieve this with increased bus bays, dedicated tourist operator bays, dedicated taxi stands and priority lanes in and out.

We want to hear from you

Before construction can begin, both Waka Kotahi and Queenstown Lakes District Council (QLDC) need to go through a formal process set out by the Resource Management Act 1991. This involves submitting a planning application (known as a Notice of Requirement) to designate additional land for the highway and the expanded bus hub. The designation will provide for construction and ongoing maintenance once the works are complete.

We would like to discuss the plans with you before lodging the applications and you will have the opportunity to make formal submissions when it is publicly notified.

If you have any questions please contact us before October 27, 2022 or attend one of the drop-in sessions.

**Please contact us on
info@wtpa.co.nz or phone
0800 482 684.**

NZUP at a glance

Waka Kotahi is delivering the Government's \$8.7 billion New Zealand Upgrade Programme, which will provide growing communities across the country with better travel choices that help people get where they're going safely.

The Queenstown Package includes the following proposals;

- New bus lanes on SH6
- New bus priority measures on SH6A
- Improved pedestrian access to public transport
- Improved safety and access across the network with a focus on walking and cycling
- Improvements to existing Frankton bus hub
- Intersection upgrades at SH6/6A intersection, Howards Drive, Hawthorne Drive, Grant Road, Hansen Road, Joe O'Connell Drive (Events Centre), Lucas Place, Humphrey Street, Marina Drive, Goldfield Heights and Hensman Road.



The existing Frankton bus hub will be expanded

Managing the growth challenge

Prior to COVID-19, Queenstown Lakes was experiencing the fastest rate of resident and visitor growth in New Zealand. Looking ahead, the long term prospects for the area are strong and it is predicted growth will continue.

That is putting pressure on the transport system.

In 2020 the Queenstown Transport Business Case identified an opportunity to provide more options for people to travel via public transport, walking and cycling. Currently, travel is mostly by private cars, which won't be sustainable as growth continues.

Project Partners

NZUP is being delivered for Waka Kotahi and Queenstown Lakes District Council via the Kā Huanui a Tāhuna alliance.

This is a partnership between Waka Kotahi, Queenstown Lakes District Council and four design and construction companies, Beca, Downer, Fulton Hogan, and WSP. It has been gifted the name by Iwi.

Drop-in Sessions

There will be drop-in sessions for Frankton residents at the St Margaret's Wakatipu Community Presbyterian Church, Ross Street at the following times:

Tuesday October 18 between 5pm and 7pm

Wednesday October 19 between 9am and 1pm

You can pop in during these times or you can make an appointment with the team by calling **0800 482 684** or **0800 HUANUI** or emailing **info@wtpa.co.nz**.



Get in touch

You can write to us at:

Waka Kotahi
NZUP Queenstown Package
Level 2, AA Centre
450 Moray Place
Dunedin

Or visit us online using the following QR code:

SCAN ME



Key Features

The proposed traffic signals at the SH6/SH6A intersection will make it safer for vehicles, pedestrians, and cyclists. It will also help improve the flow of traffic into and out of Queenstown's town centre. The bus lanes will connect into and have priority at the new intersection. Key features include:

- Roundabout replaced with traffic signals
- Shared paths for cyclists and pedestrians
- Improved access to Frankton Golf Centre
- Bus lanes to support public transport efficiency
- Safer access on to SH6/Kawarau Road from Gray Street

The proposed extension to the bus hub will allow space and efficiency for better public transport options as the population grows and as services and routes increase. Key features include:

- Increased number of bus bays
- Dedicated tourist operator bays
- Dedicated taxi stands
- Dedicated entry and exit points to SH6
- Additional space for bus users
- New and upgraded bus shelters
- New information and ticket booth
- Facilities for drivers



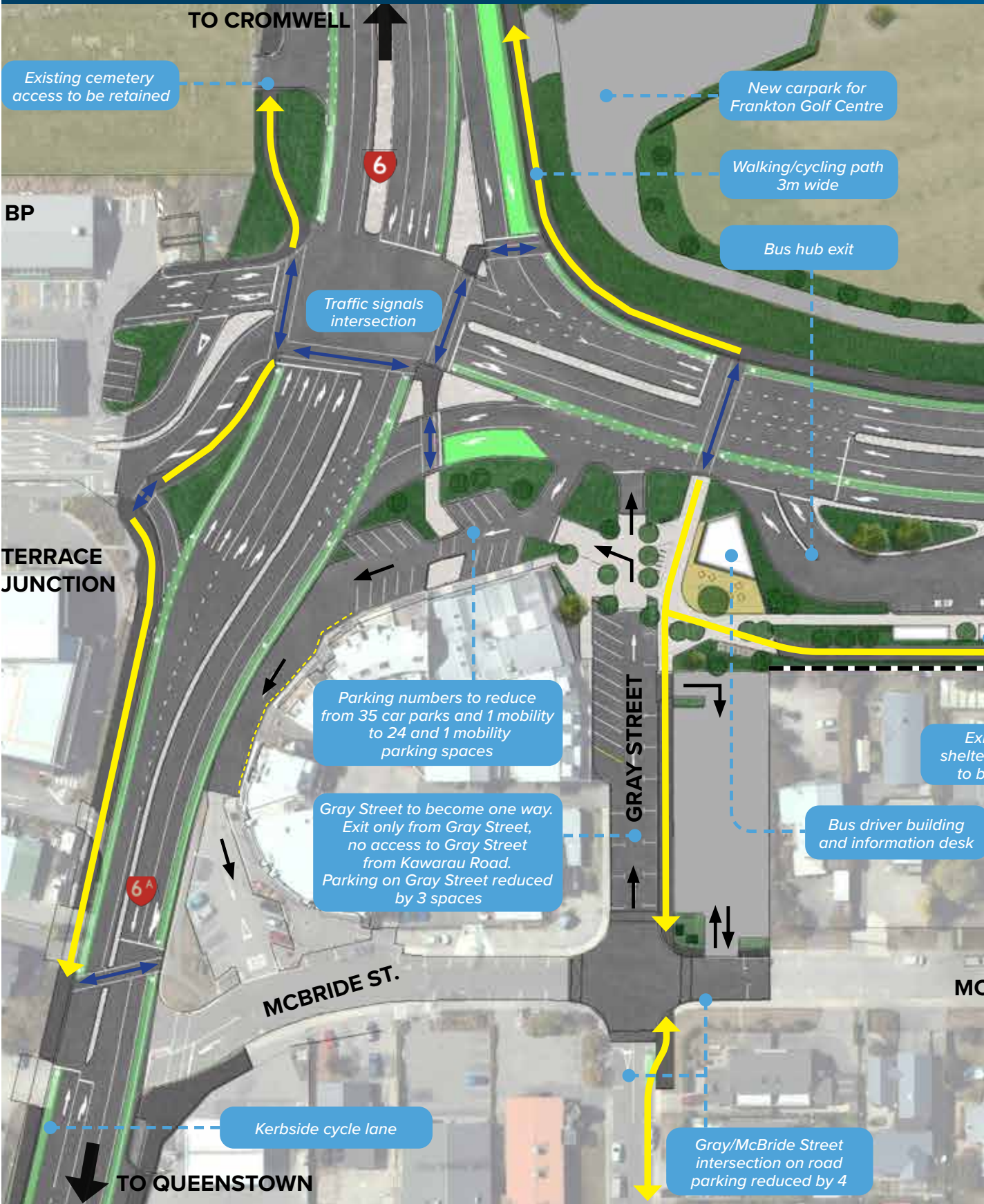
The proposed extended bus hub, artist impression



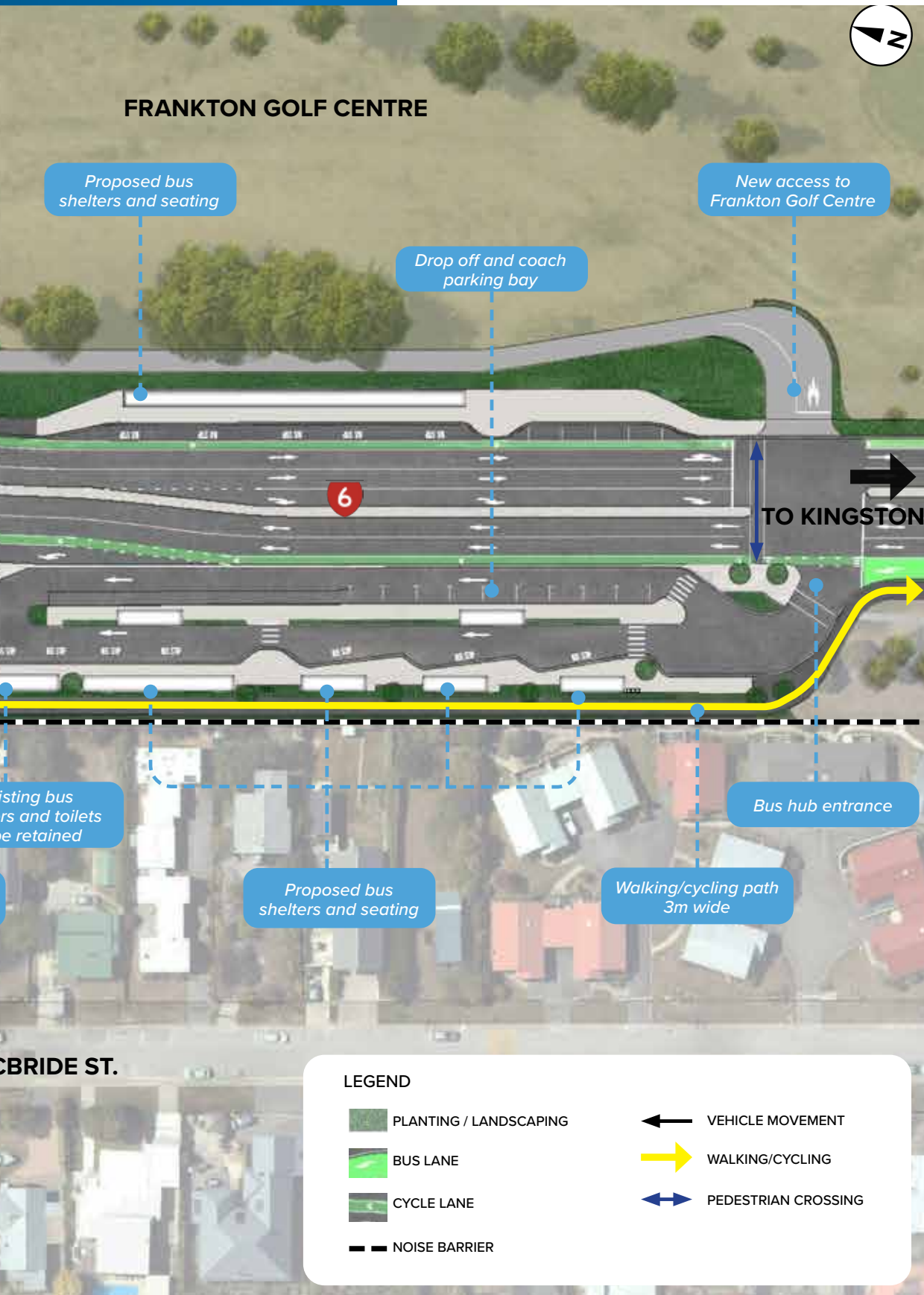
The bigger picture

In addition to Waka Kotahi providing infrastructure for public transport the Way to Go Group (led by Otago Regional Council) is working on the Queenstown Public Transport Detailed Business Case. It will cover detailed analysis of how bus routes and the fleet will evolve over the next 15 years. Its scope includes the likely demand for services, quality of service, additional public transport infrastructure, asset ownership, system management and labour supply and future funding.

NZUP - State Highway 6/6A intersection proposed improvements and bus



Bus hub extension



PRELIMINARY DESIGN ONLY

**plans as of October 2022*



Frequently Asked Questions

How long will construction take for the SH6/SH6A intersection and the bus hub extension?

It is likely construction will take approximately 18-24 months however this is dependent on several factors such as consenting, utilities provision and labour or materials availability.

Why are you making Gray Street one way, and why are you removing the right turn?

A right turn won't be possible as it would impact the operation of the SH6/6A intersection. For vehicles wanting to head south they can use Ross Street or McBride Street.

What will the building at the bus hub look like?

It will be a single storey building used for bus drivers as a staff area with a ticket and information kiosk. We are currently working with our partners at Otago Regional Council on the finer details of the building.

There are multiple lanes at the intersection which reduce to one in some directions, why?

More lanes are needed at the intersection(s) to allow enough vehicles to get through during the green light for each leg. The traffic lights will only allow enough vehicles through so that they can merge together again where the lanes reduce.

Are you including provision for walking and cycling?

Yes, it is a key objective of NZUP. A detailed design is still being developed and local cyclist groups are being approached for feedback. We are considering on road cyclists and those who prefer to cycle or walk on a shared path, next to the highway.

How many trees will need to be removed to build this?

Unfortunately the majority of existing trees on the site will need to be removed. While we are still in the early design stage an arborist report undertaken in July 2022 shows this to be approximately 90 trees; as plans develop this number could change. We would like to hear from the community on what kinds of planting you would like to see. A landscape plan will be developed and Waka Kotahi is committed to replacing every tree 2:1, as per the QLDC tree policy. We are working with QLDC to find the optimal location for replanting due to land constraints. The arborist report will be available online as part of the process.

Will you be reducing the number of car parking spaces in the area?

Yes, several spaces will need to be taken out; Frankton Village shops reduced by four, Gray Street reduced by three and Gray/McBride Street intersection parking spaces reduced by four. These figures may change slightly as design progresses. All mobility parks will be retained.

Will the expansion of the bus hub lead to a noisier environment in our community?

For those on McBride Street there may be additional noise. We will engage directly with property owners in this area to look at mitigation.

More FAQs can be found here www.nzta.govt.nz/projects/nz-upgrade-programme-queenstown-package



Queenstown
Package

New Zealand
Upgrade
Programme