



*Queenstown Integrated Transport  
Programme Business Case*

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# *PBC Development*

## Partners:

NZTA  
QLDC  
ORC  
QAC





## *Problems and....*

The significant growth in visitors, residents and vehicles, leads to increasing trip unreliability and worsening customer experience across the network (67%)



Car dominance and associated congestion is affecting the liveability and attractiveness of the area (33%).



## *benefits*

Improved network performance and customer experience for all modes

Improved liveability and visitor experience

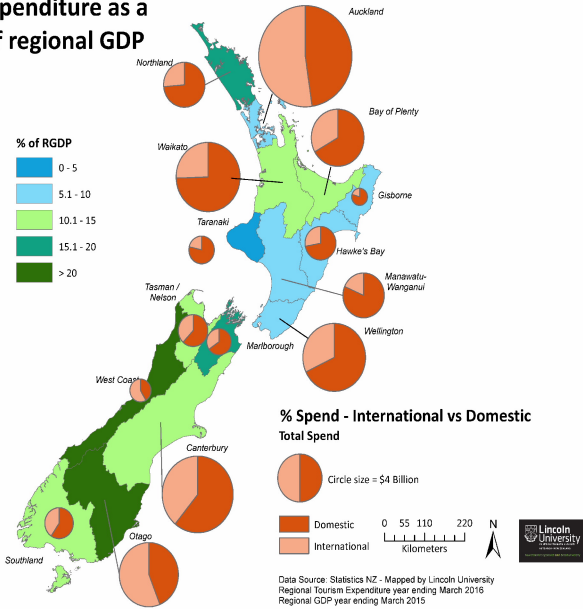
# Traffic growth



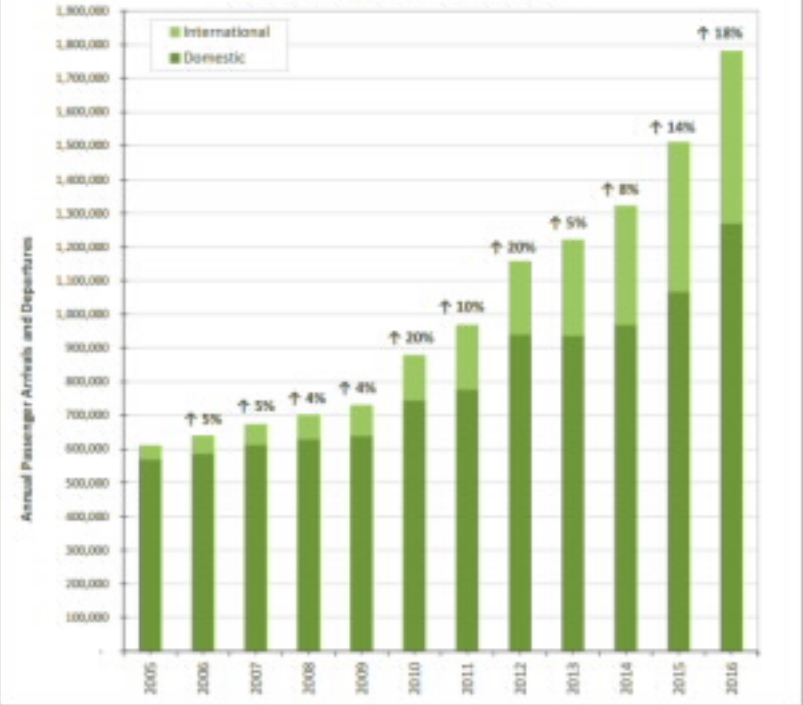
Location	Site ref	2012 AADT	2016 AADT	2012-16 pa Growth	% Heavy Vehicles
SH 6 Between SH6/6A junction and Airport	00600996	16745	19226	4%	4%
SH6 Frankton North East of junction	00600994	15969	23468	12%	7%
SH6A West of Frankton	06A00001	17863	23925	8%	5%
SH6A Stanley Street-Millennium Hotel	06A00006	14819	17863	5%	10%

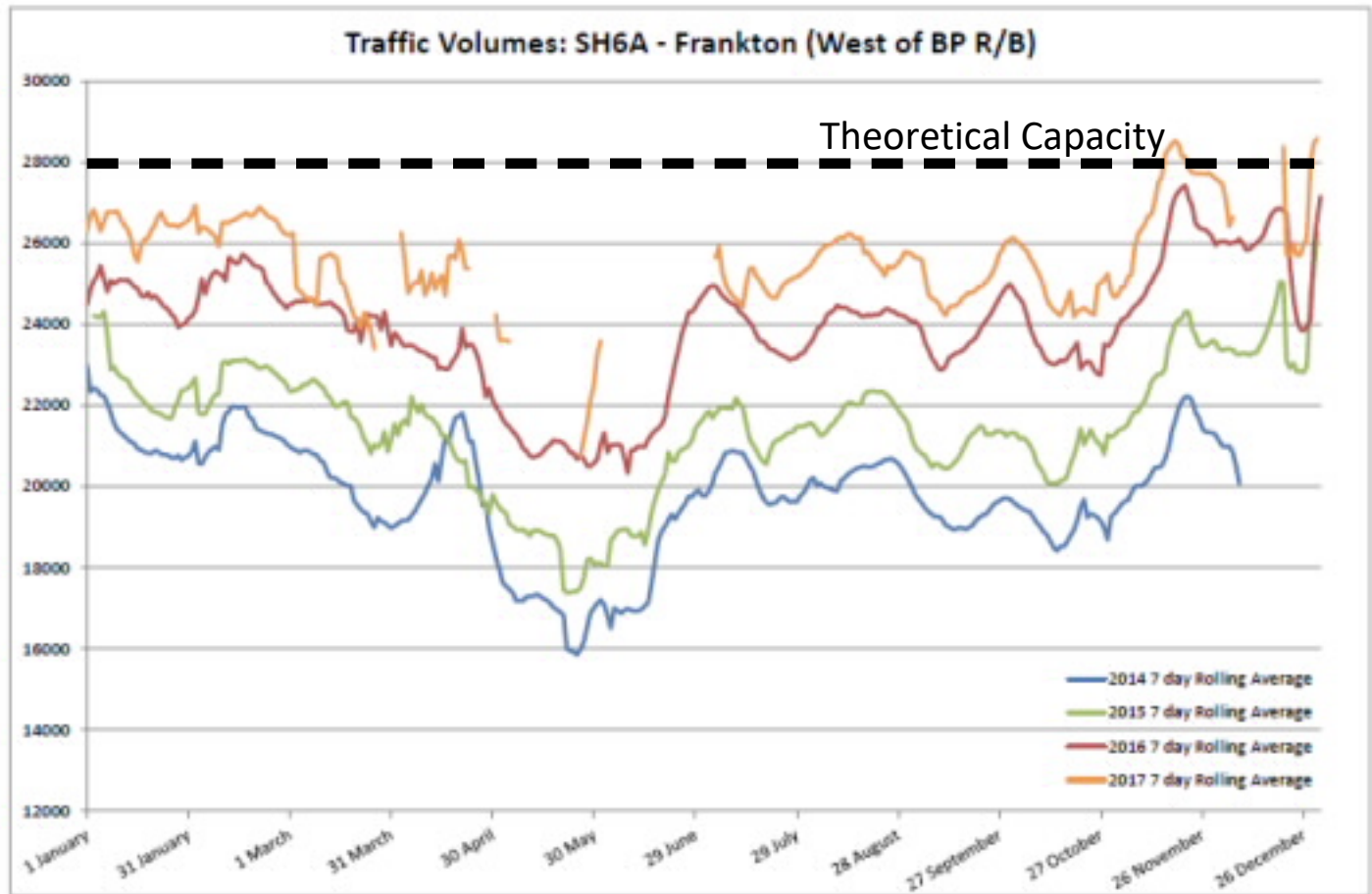
# Tourism growth

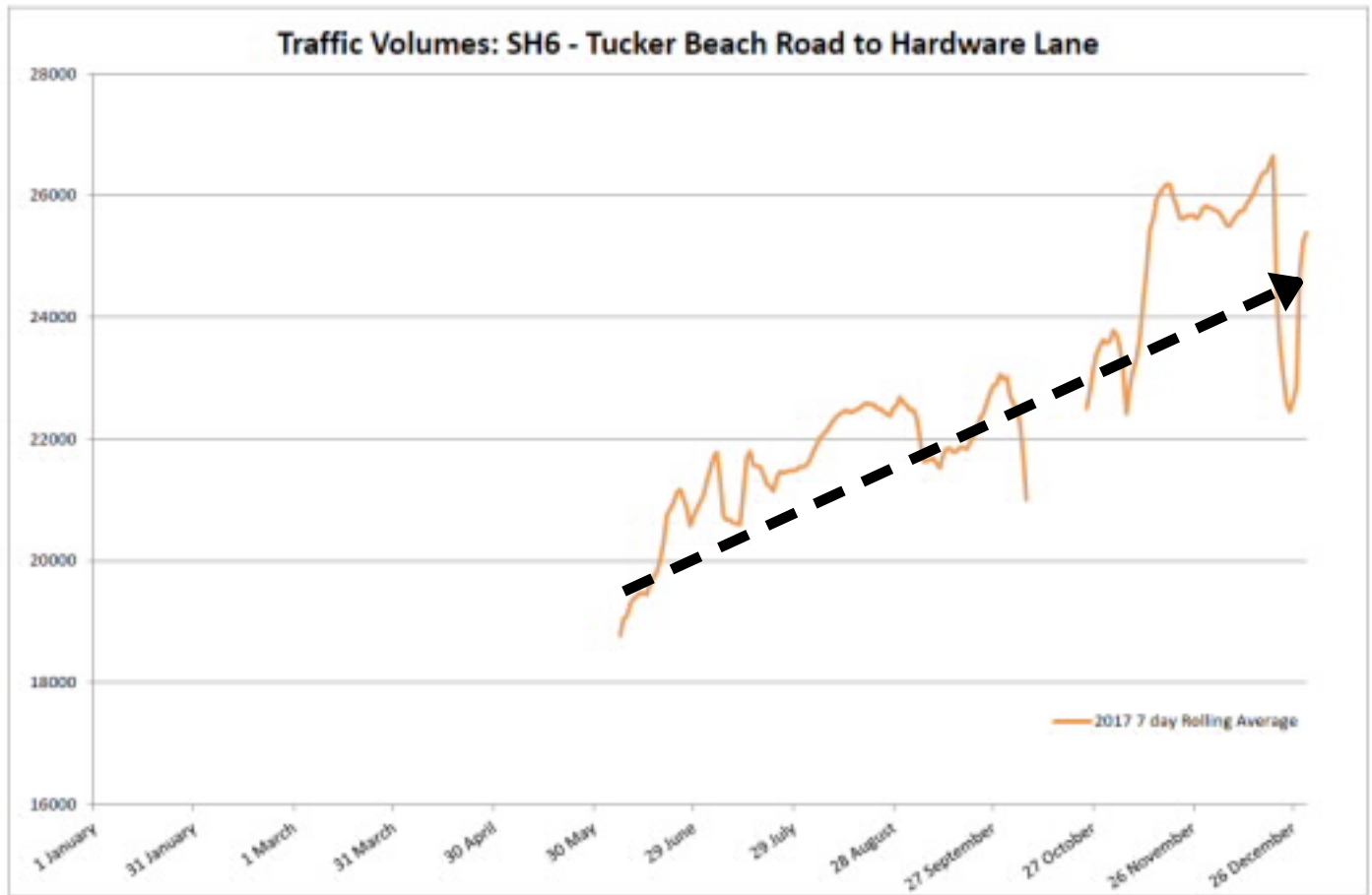
## Regional tourism expenditure as a percentage share of regional GDP



## Queenstown Airport - Annual Passengers





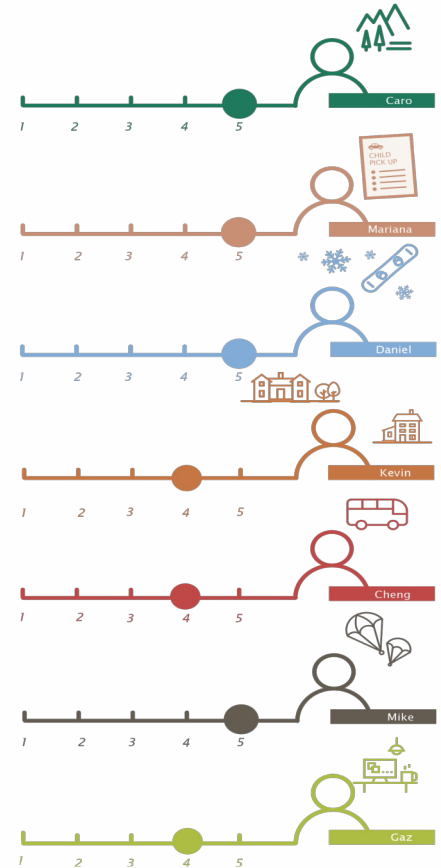






# Liveability (Thinkplace survey)

- Residents and business operators experience frustratingly unpredictable journey times
- Influx of people in Queenstown all year round
- Worsening driver and pedestrian behaviour
- A lot of talk about improving the transport network but a lack of action and forward thinking.
- People are making decisions about where they live and work based on the state of the network.
- PT is expensive, unreliable and infrequent on many routes, with limited coverage.



#### Mode share for 7am-11am travel to town centre

Mode	Gorge Rd	Lake Esplanade	Frankton Rd	All travel
Car occupants	88%	67%	82%	77%
Public transport (include coaches)	9%	15%	13%	13%
Pedestrians	2%	17%	3%	9%
Cyclists	1%	1%	1%	1%

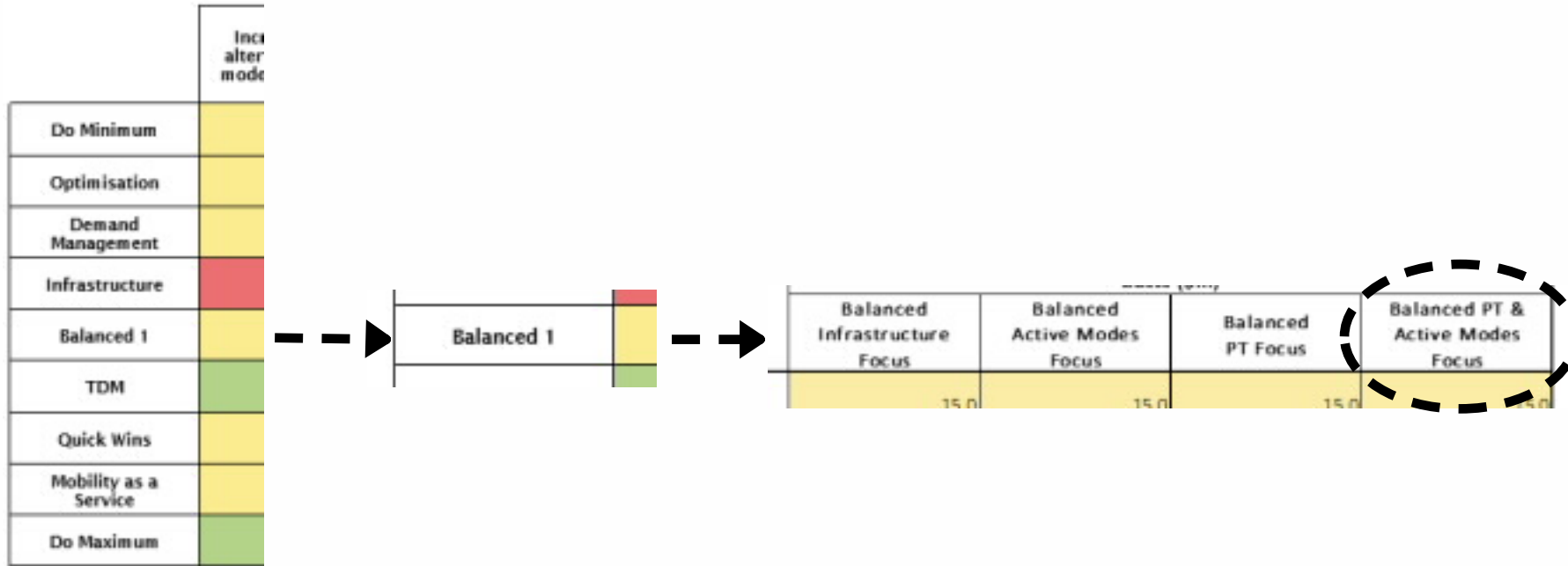
#### Queenstown parking occupancy survey results

2016 Parking Occupancies	Maximum Capacity	Percentage occupied (Time of day)		
		10:00am	1:00pm	4:00pm
On Street parking	594	89%	87%	77%
Off Street parking	624	91%	92%	81%

# *Programme development*

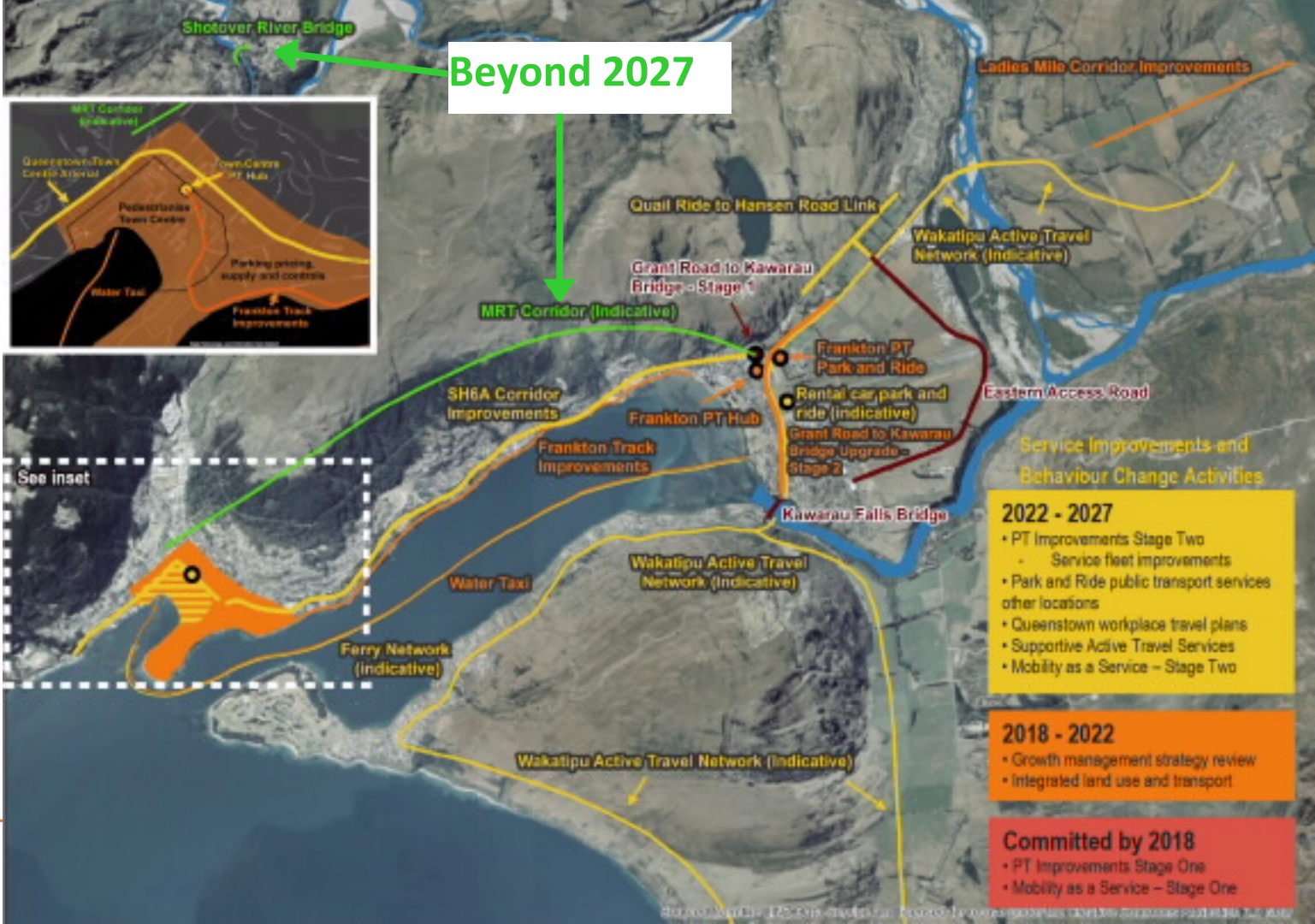
- Do Minimum
- Optimisation
- Demand Management
- Infrastructure
- Balanced
- Travel Demand Management
- Quick Wins
- Mobility as a Service
- Do Maximum

# Programme Assessment





# Beyond 2027

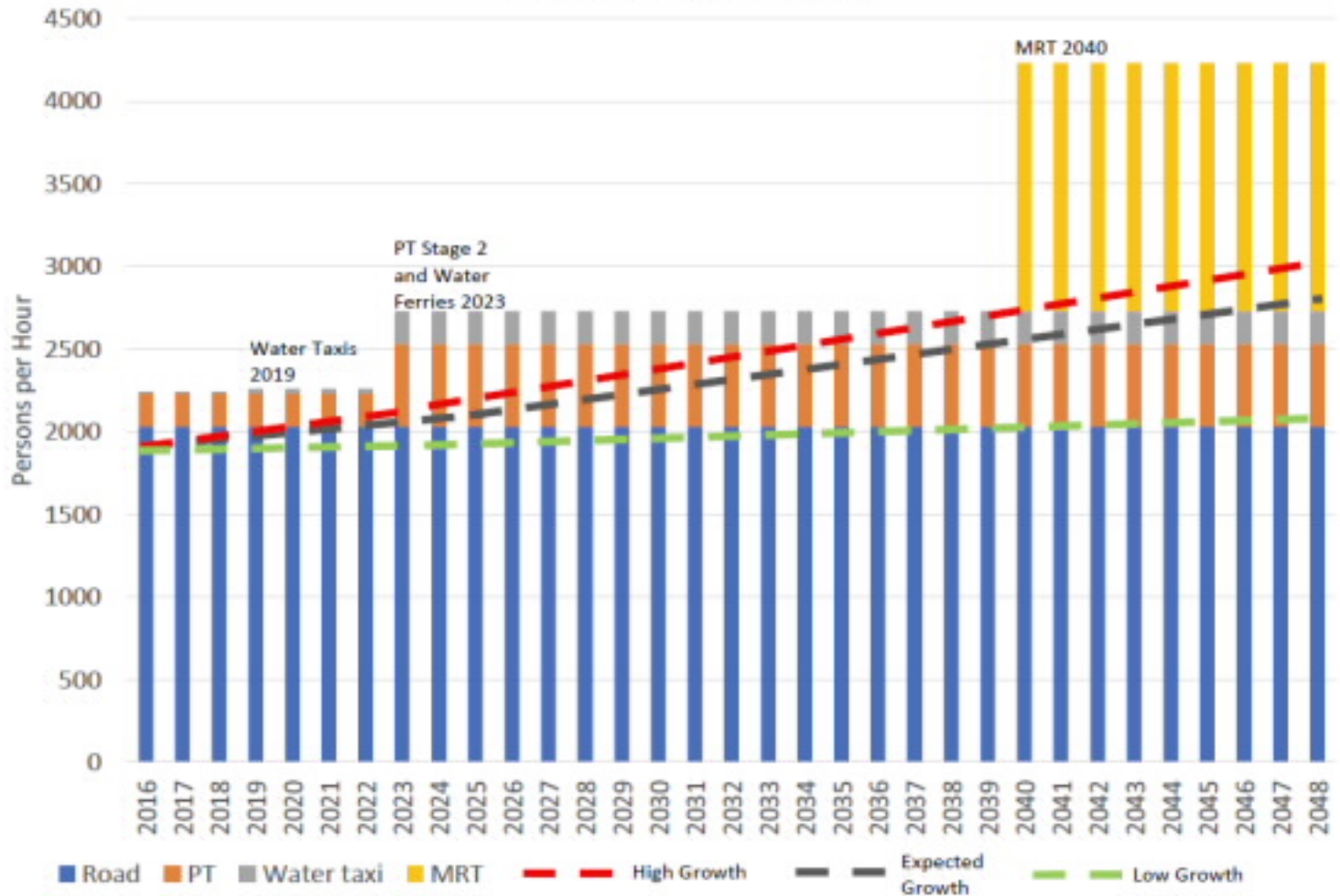


- 2022 - 2027**
- PT Improvements Stage Two
    - Service fleet improvements
  - Park and Ride public transport services other locations
  - Queenstown workplace travel plans
  - Supportive Active Travel Services
  - Mobility as a Service - Stage Two

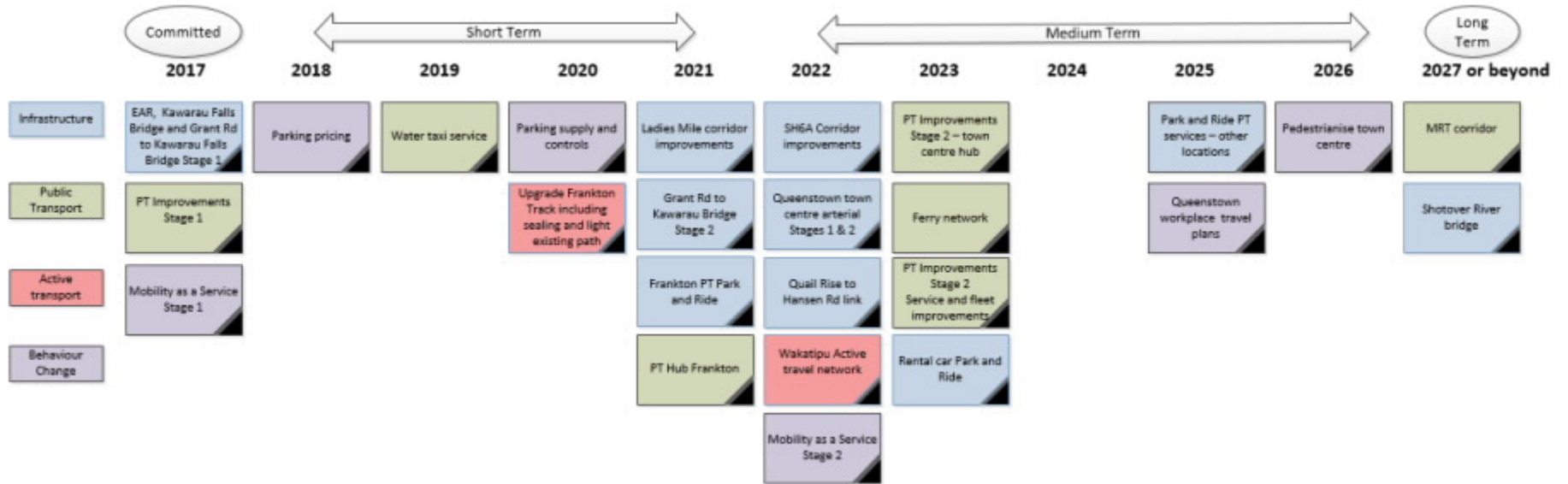
- 2018 - 2022**
- Growth management strategy review
  - Integrated land use and transport

- Committed by 2018**
- PT Improvements Stage One
  - Mobility as a Service - Stage One

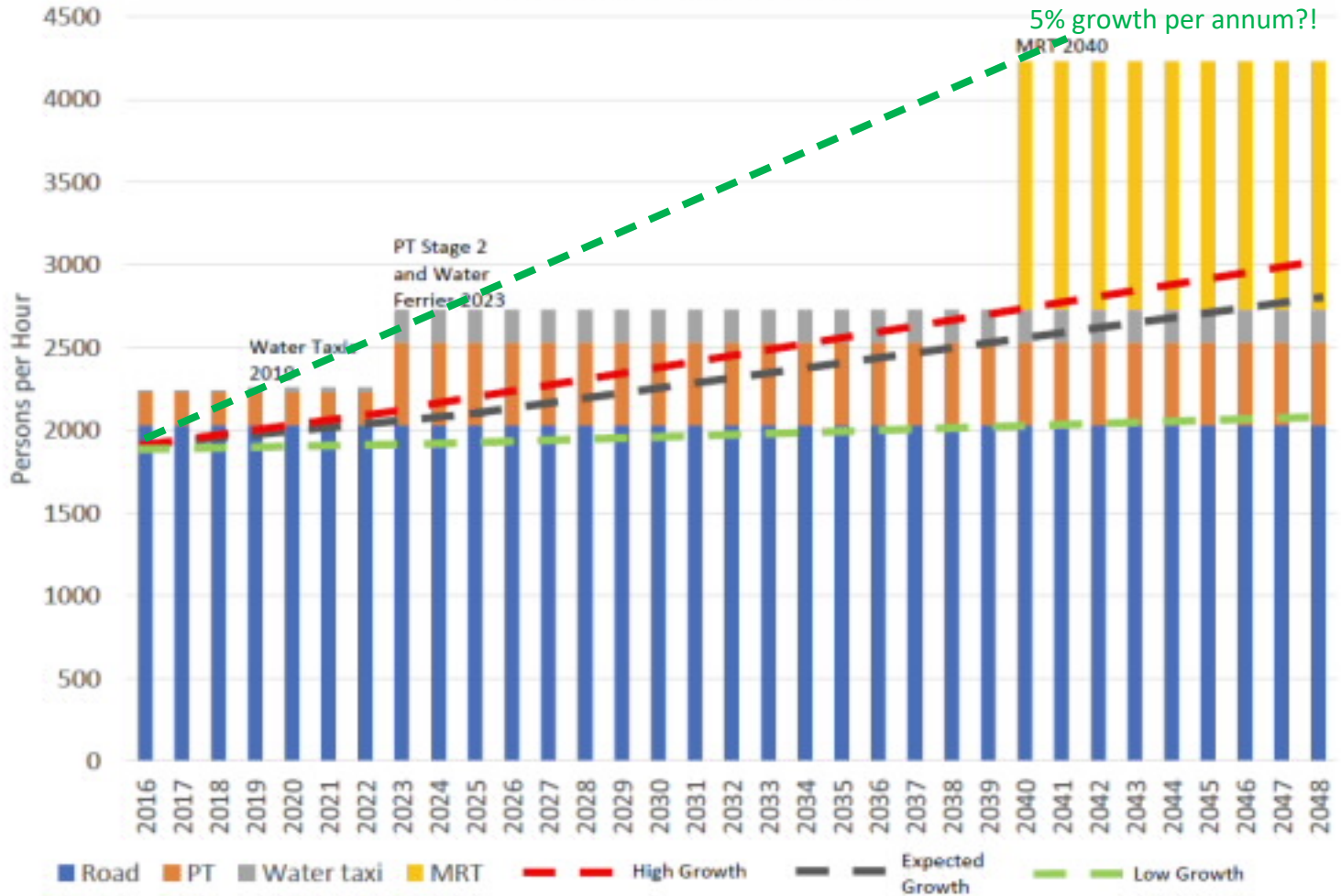
### SH6A Peak Hour Demand vs Capacity



# Recommended Programme



SH6A Peak Hour Demand vs Capacity



# Recommended Programme delivered earlier

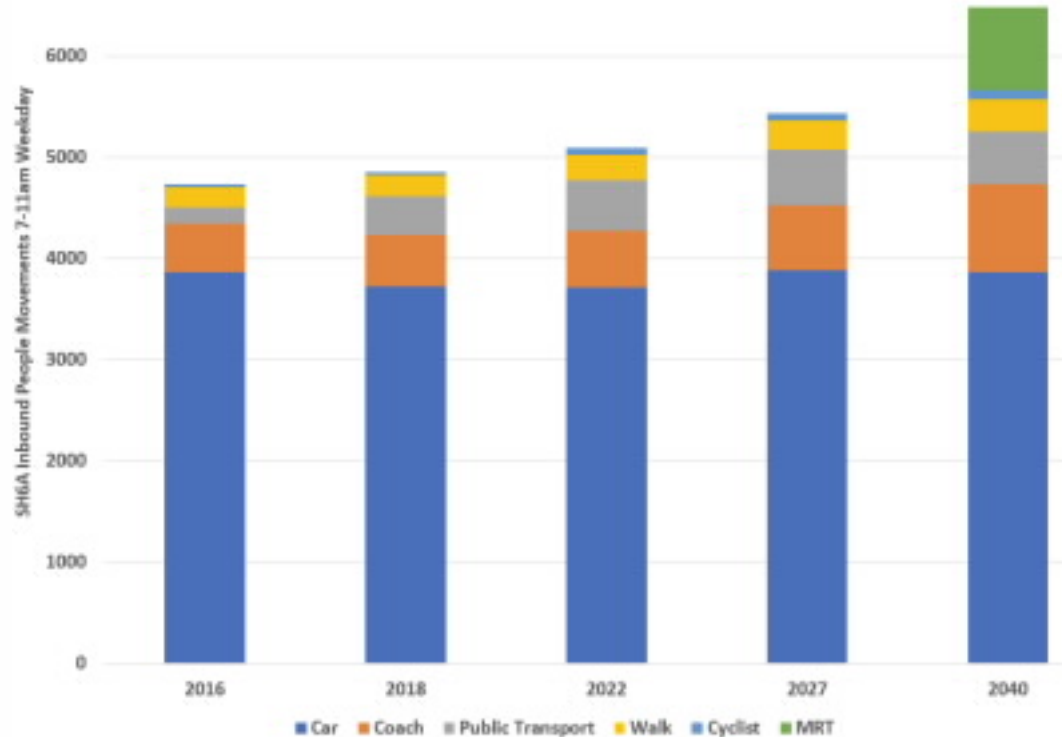




# *The Recommended Programme delivers*

## Key outcomes include:

- 30% alternative mode share (up from 15%)
- 16 minute reduction in travel time between Queenstown and Frankton
- 3 minute travel time variability in 2045 AM peak



# Conclusions

- Commitment of investment partners is critical to the success of the Business Case
- Potential role of alternative funding mechanisms (e.g. MRT)
- Key risk is that the reduction in private vehicle use is not achieved.
- Careful integration and alignment between respective agencies to deliver the programme and investment objectives.
- Provides foundation for transport planning in the District (e.g. GR2KB DBC)

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Connect**Better**

