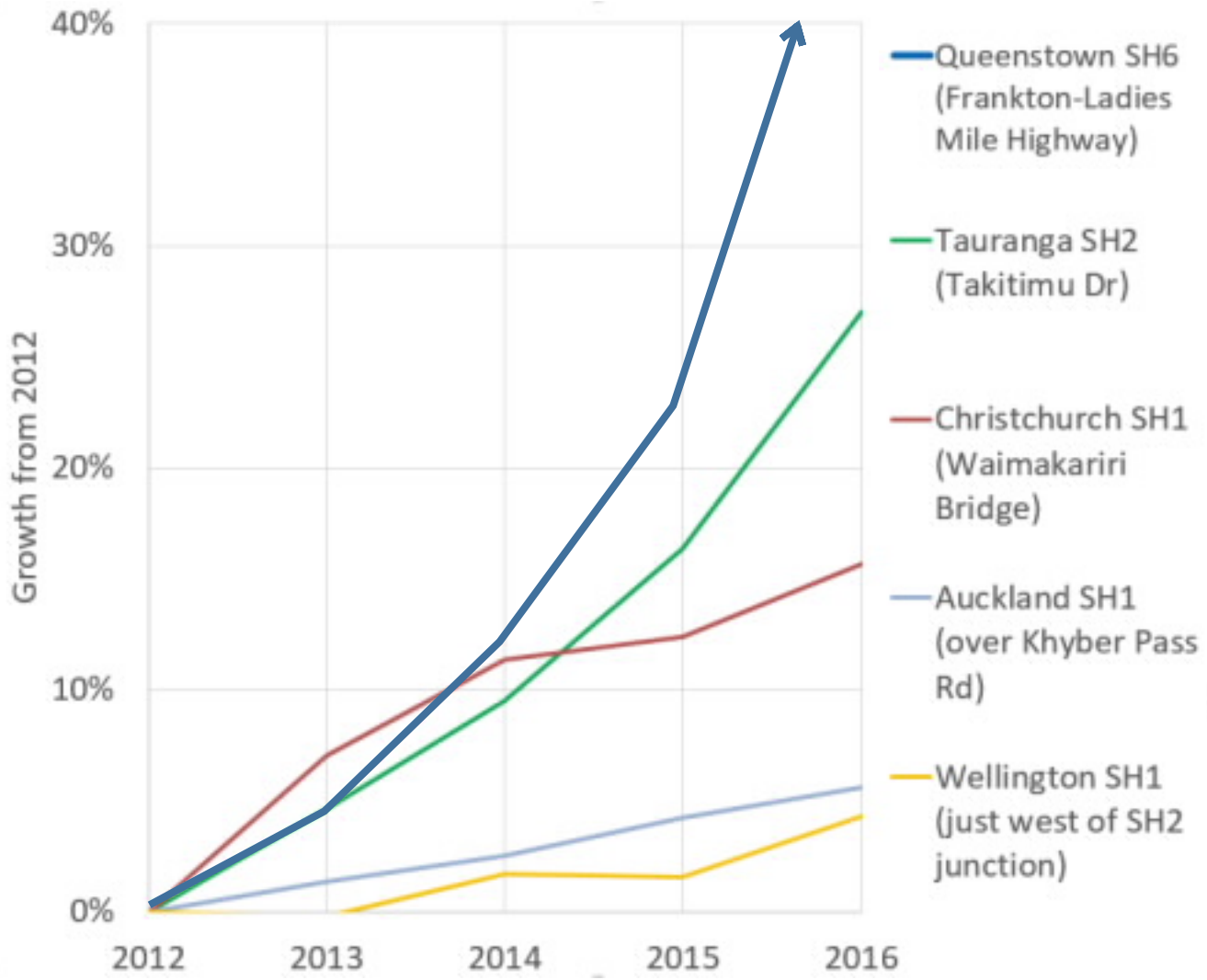
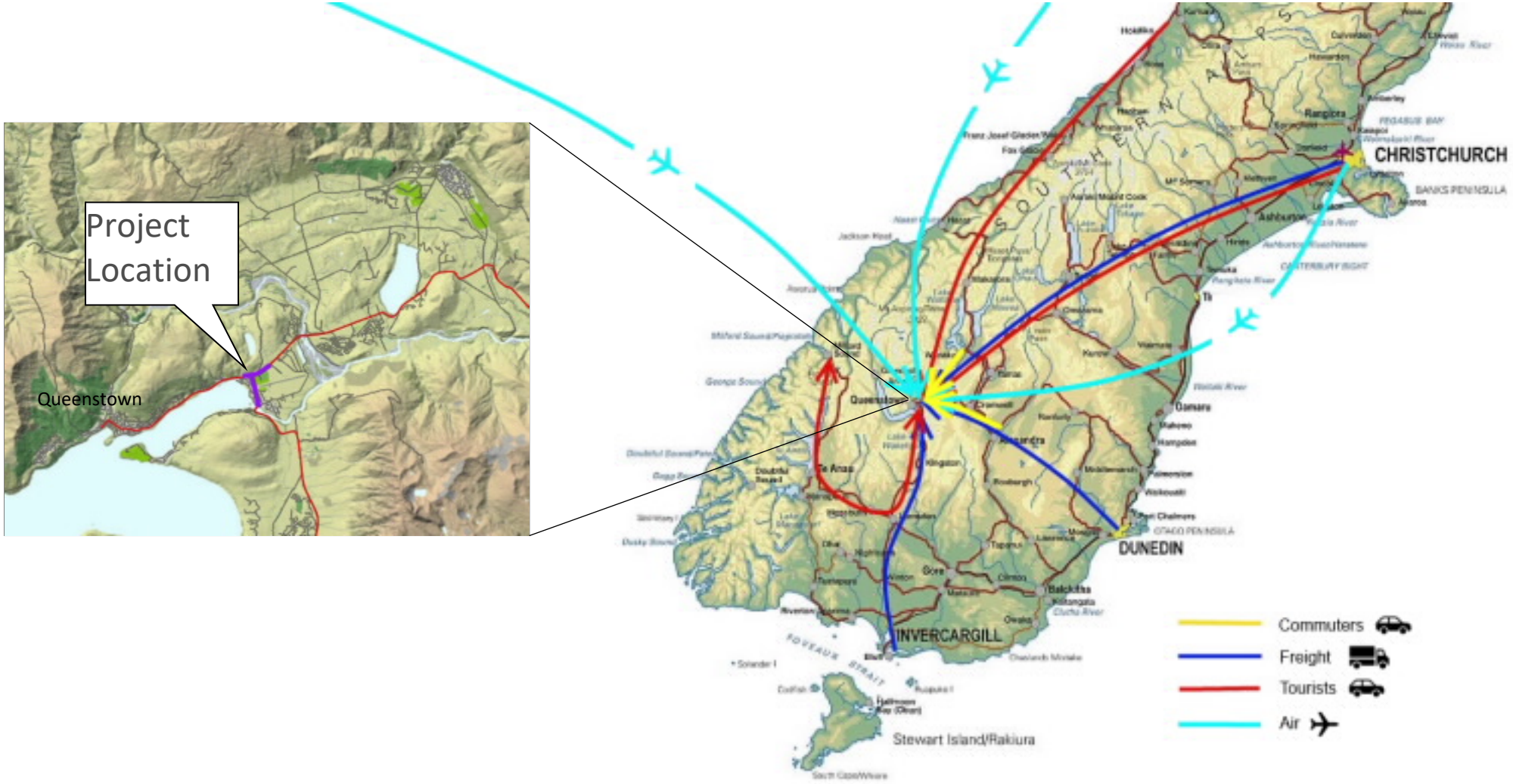
Planning the SH6 Corridor in Queenstown

March 2018

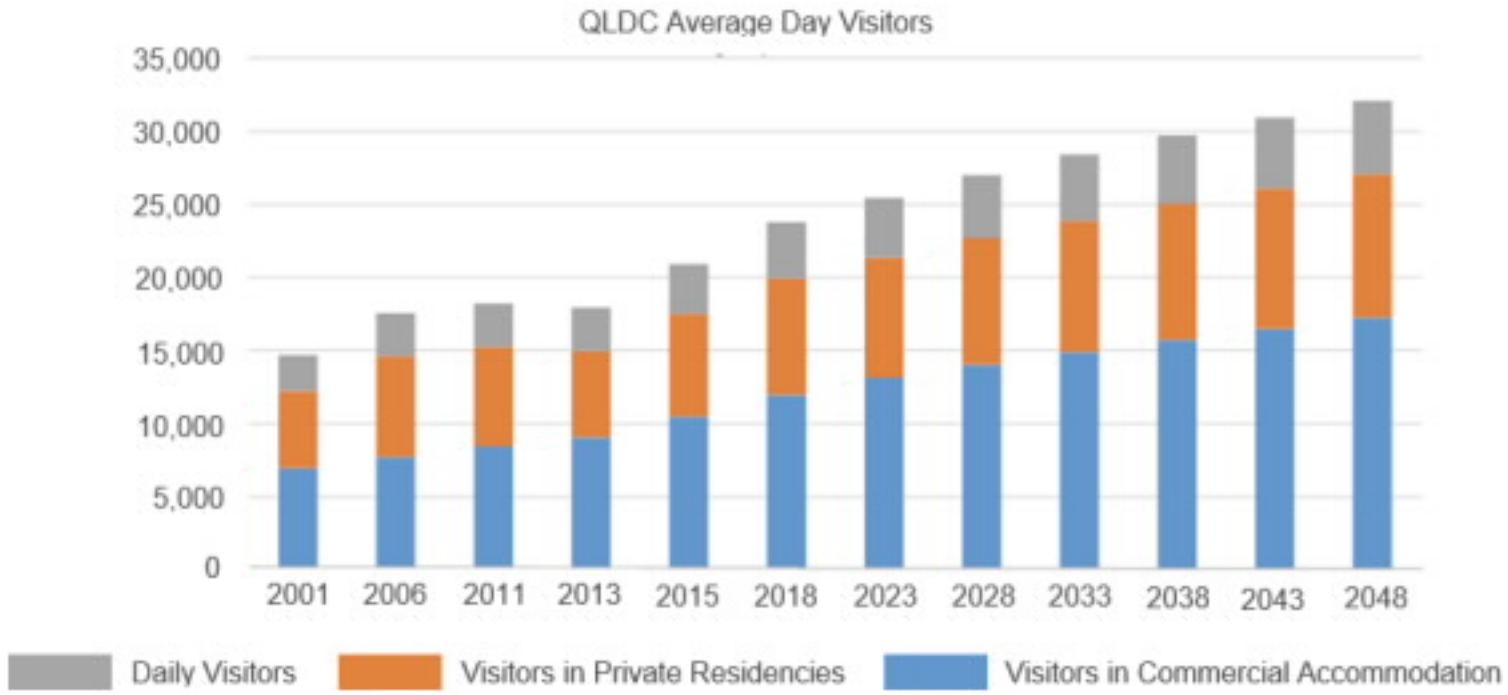
Intro – regional traffic growth



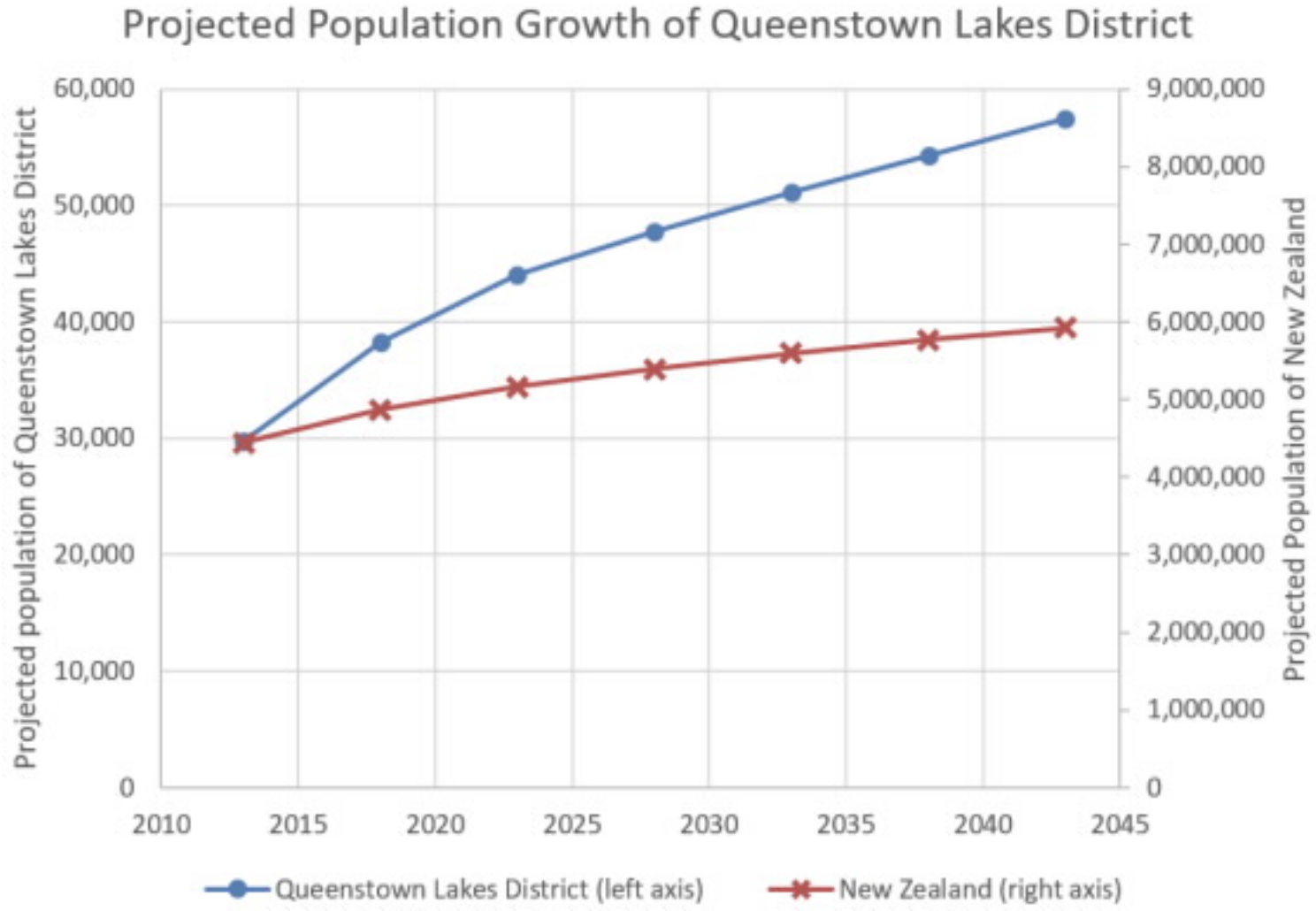
Intro – travel demand & location



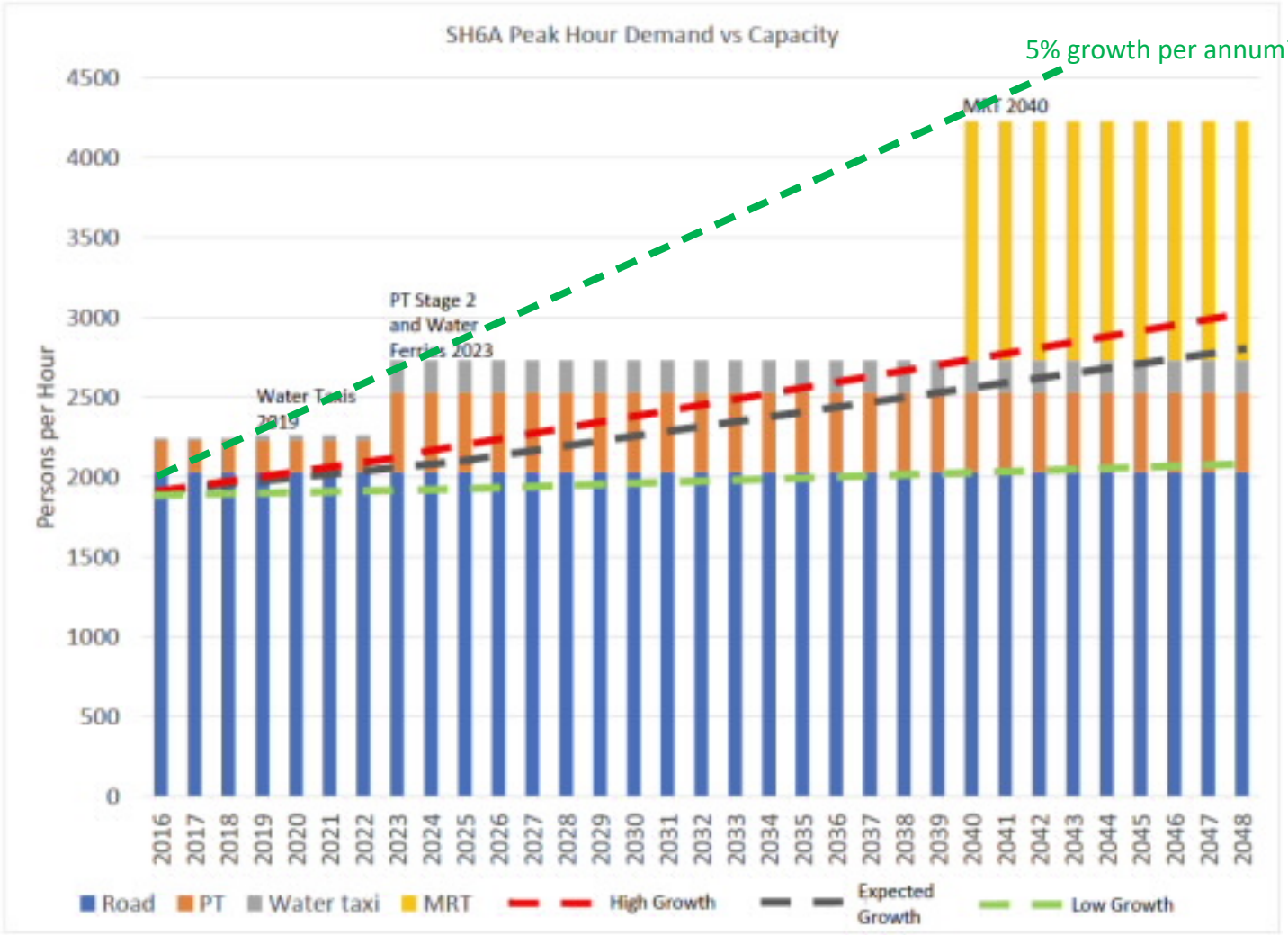
Challenges – visitor growth



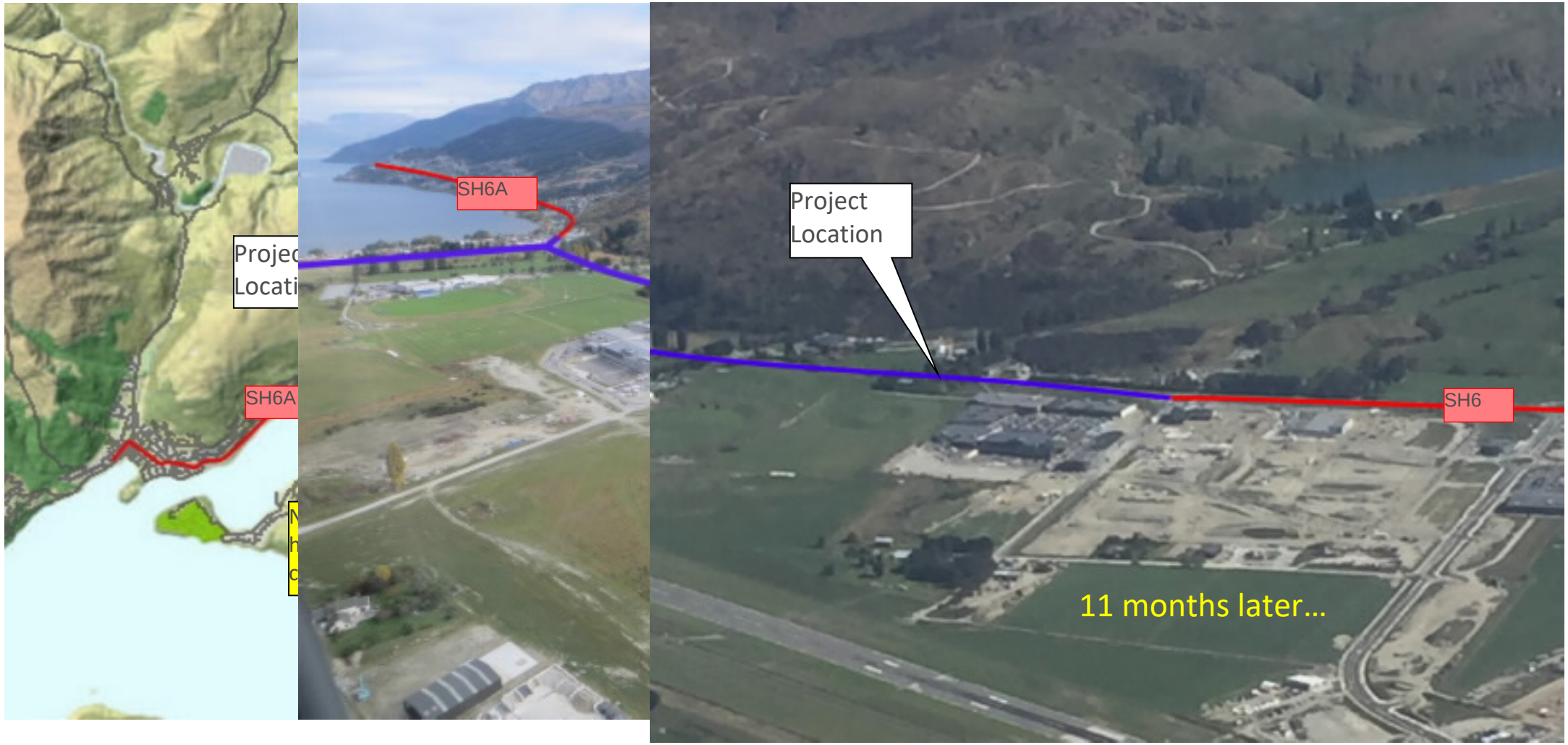
Challenges – population growth



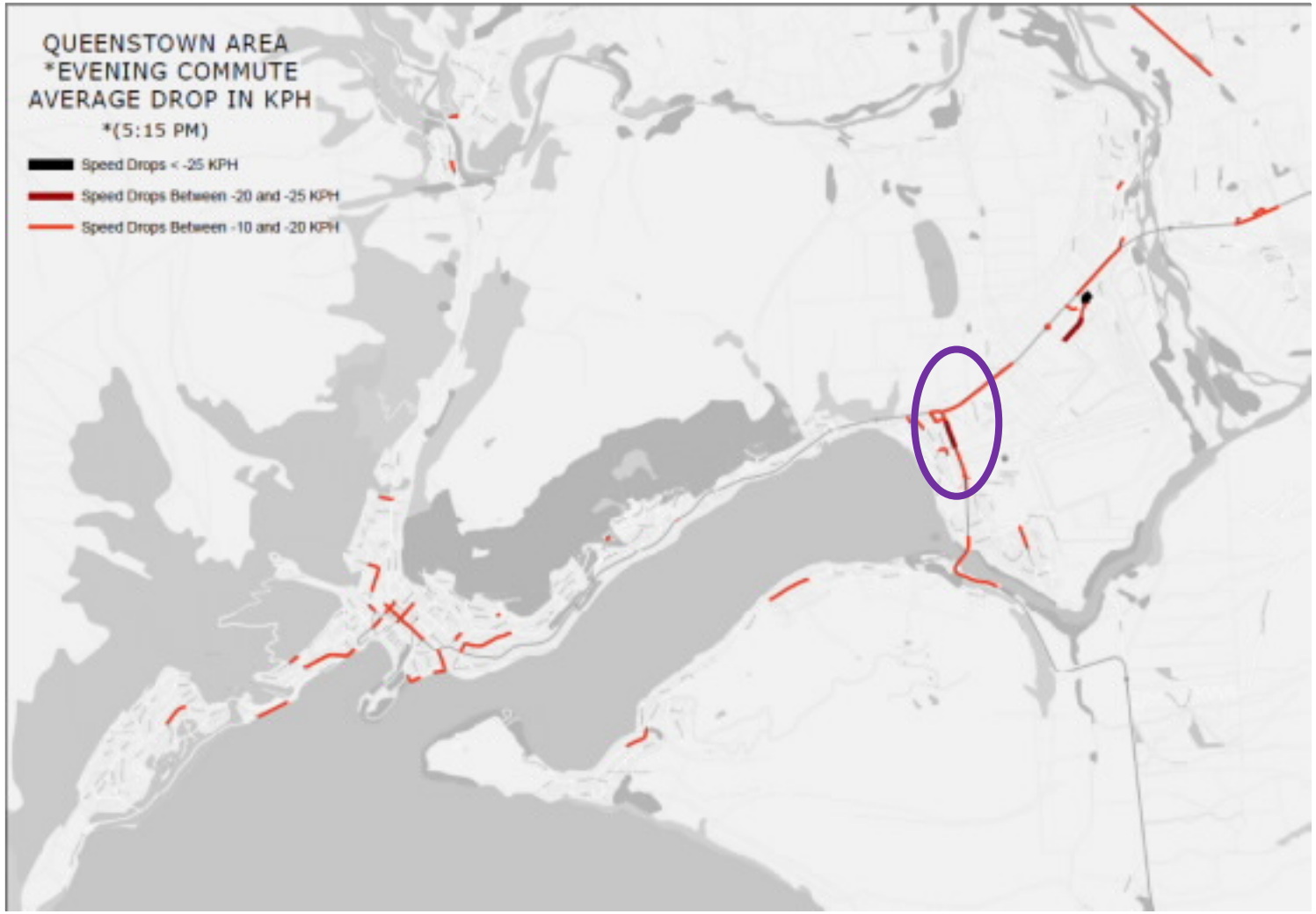
Challenges – demand



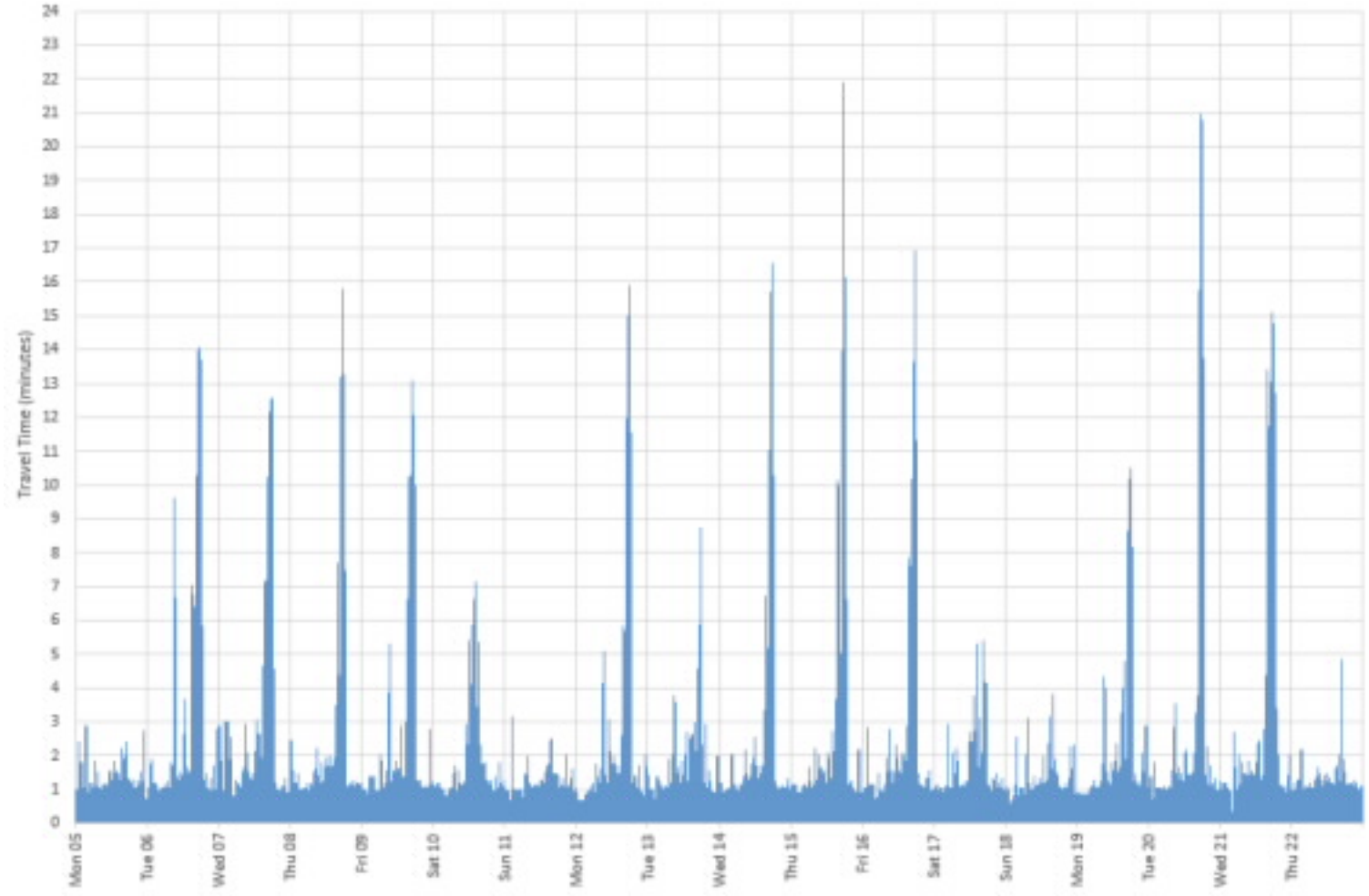
Challenges - development



Problems - congestion



Problems – travel time



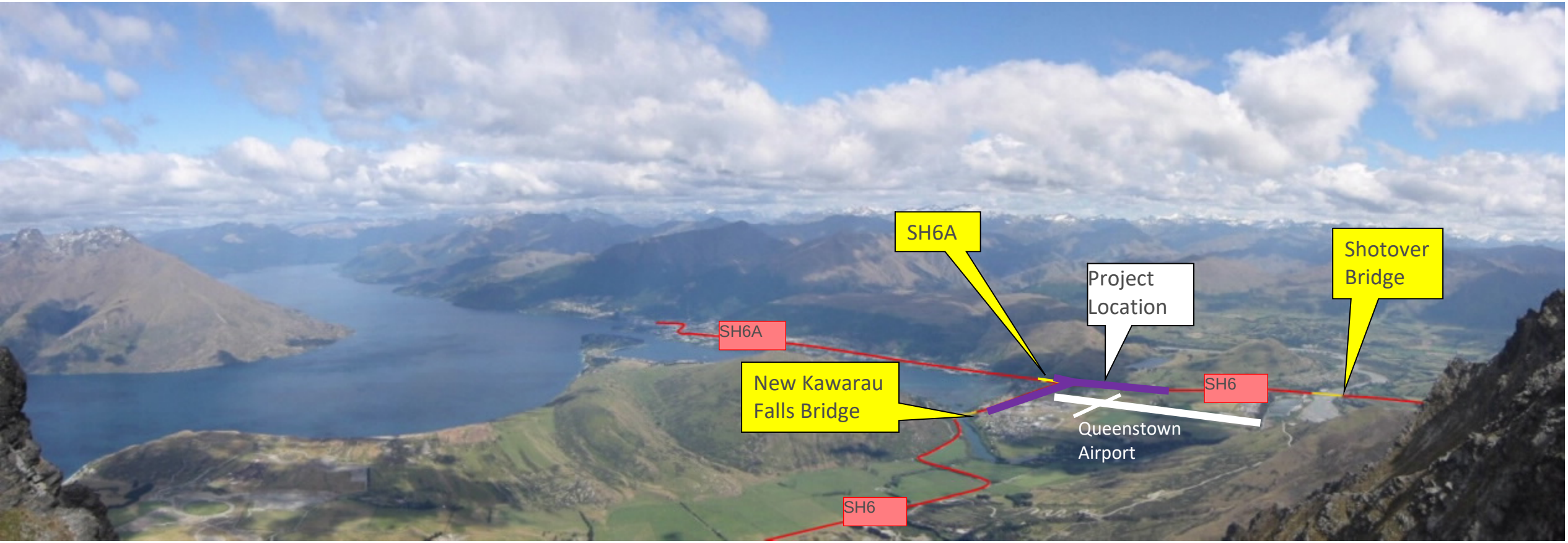
Just build more traffic capacity?

- Queenstown resident population only 19,000 people (similar to Oamaru, Masterton, Taupo, Whakatane…).
- Up till now, the solution to congestion in Queenstown has been to add more traffic capacity.
- Media and public perception reflect this, calling it a "*4-laning project" and "traffic improvements"*

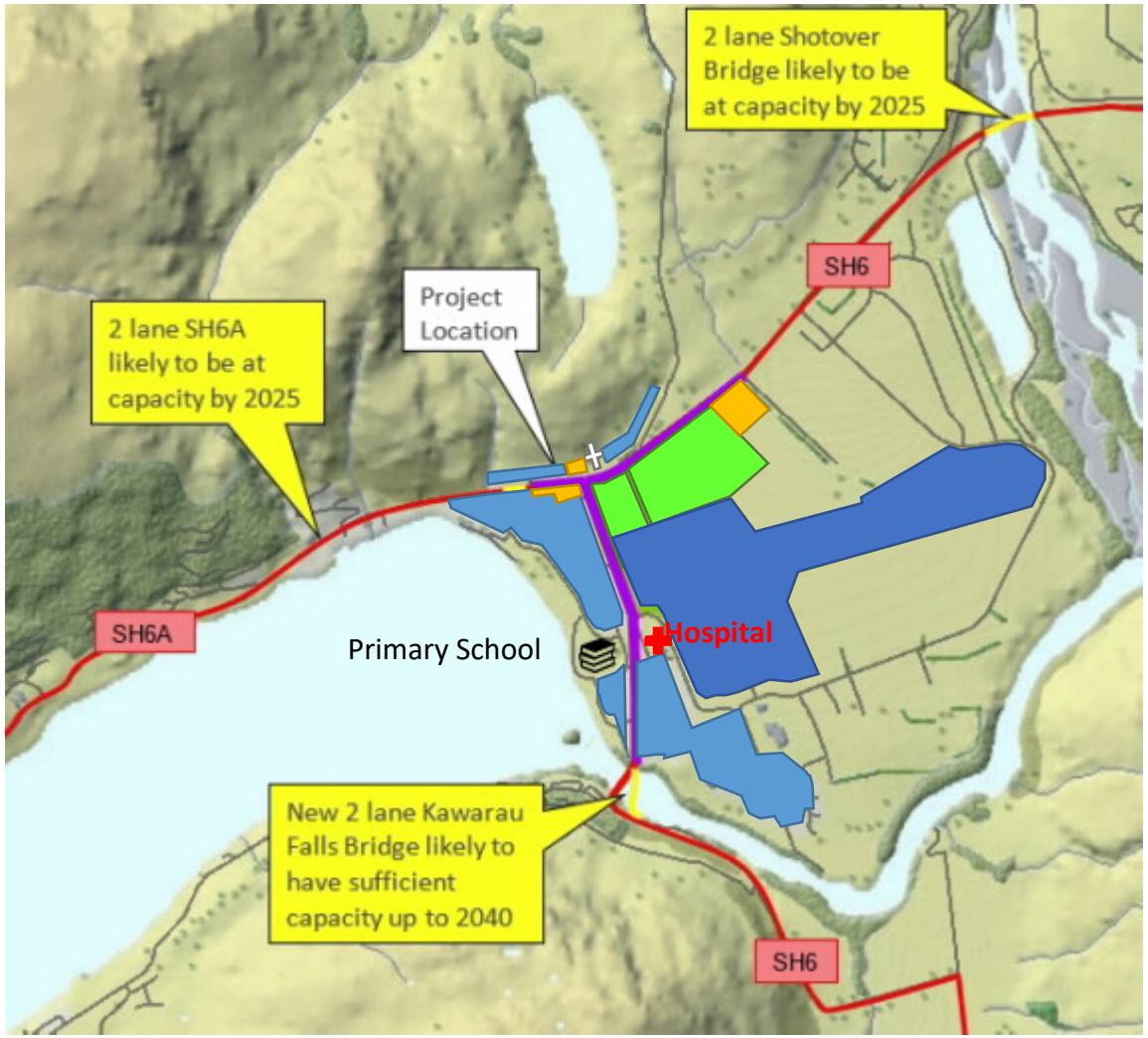
But Queenstown is different to anywhere else in New Zealand

- Extreme topographic constraints
- Extreme fluctuations in visitor population - peak day +66,000

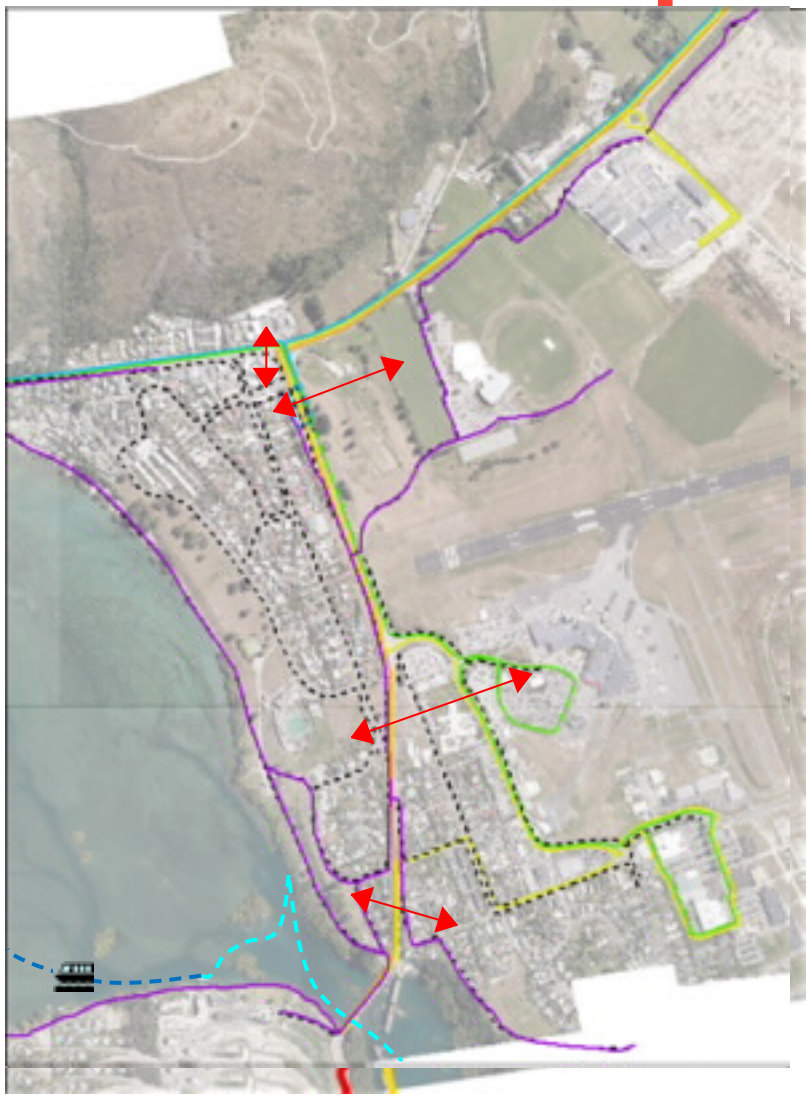
Transport Context – network constraints



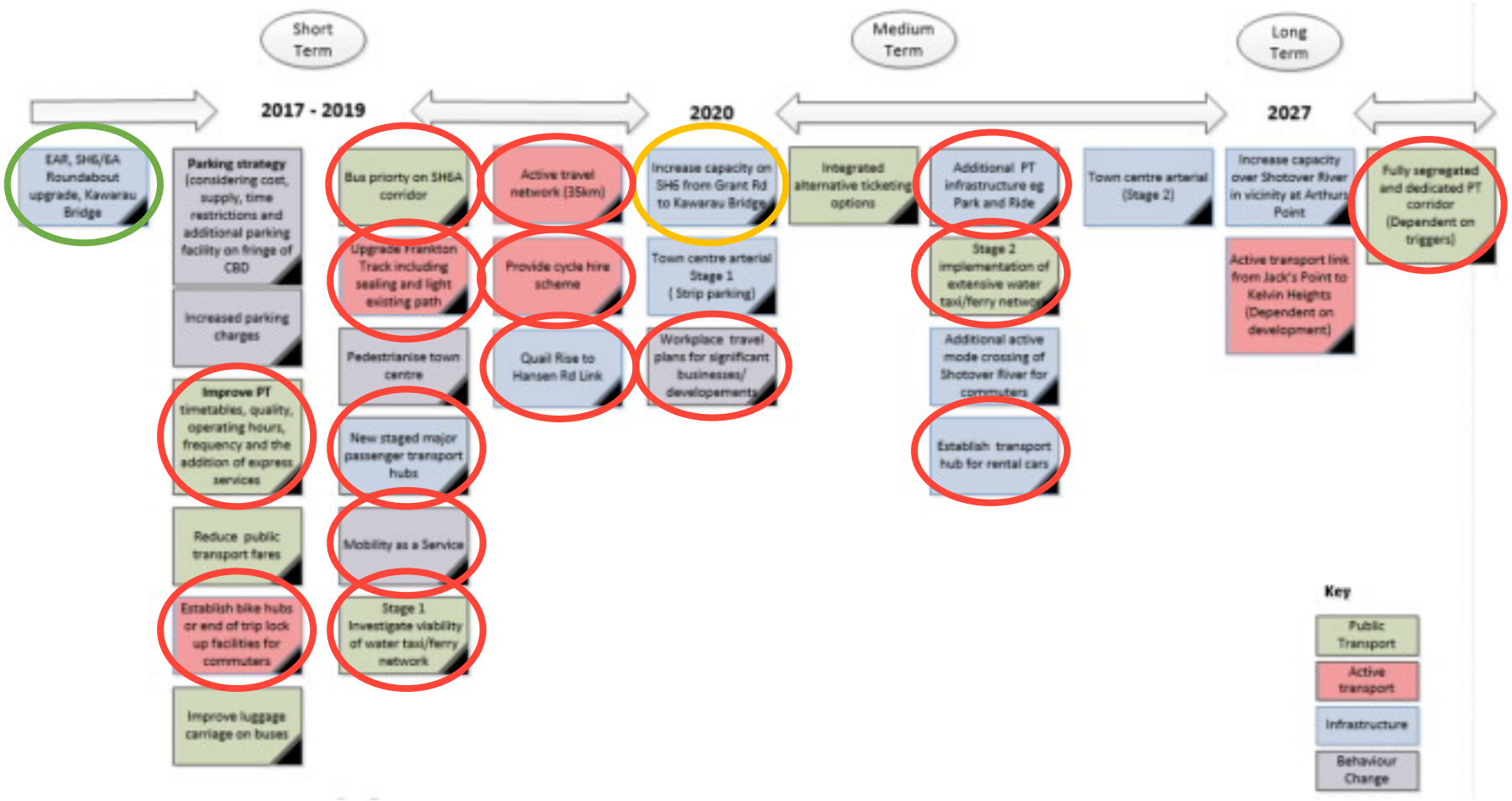
Transport Context – project constraints



Transport Context – transport networks



Integrated Transport Programme



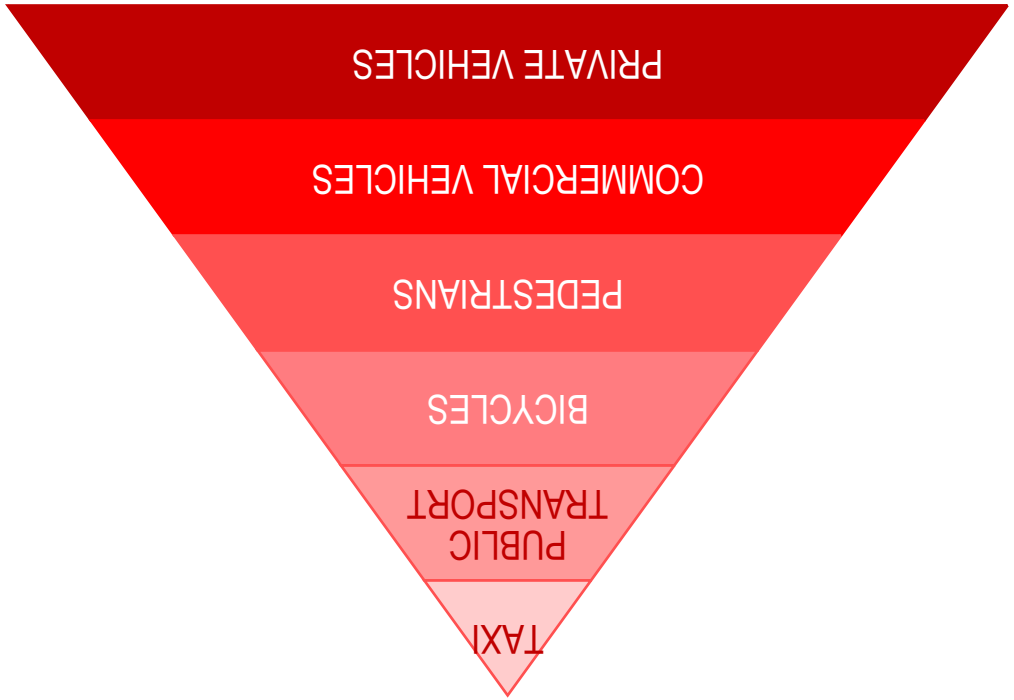
Design Philosophy

Need to move more people in less space ➡ Modal shift

Design Philosophy

Need to reverse historic approach to priority of modes in Queenstown:

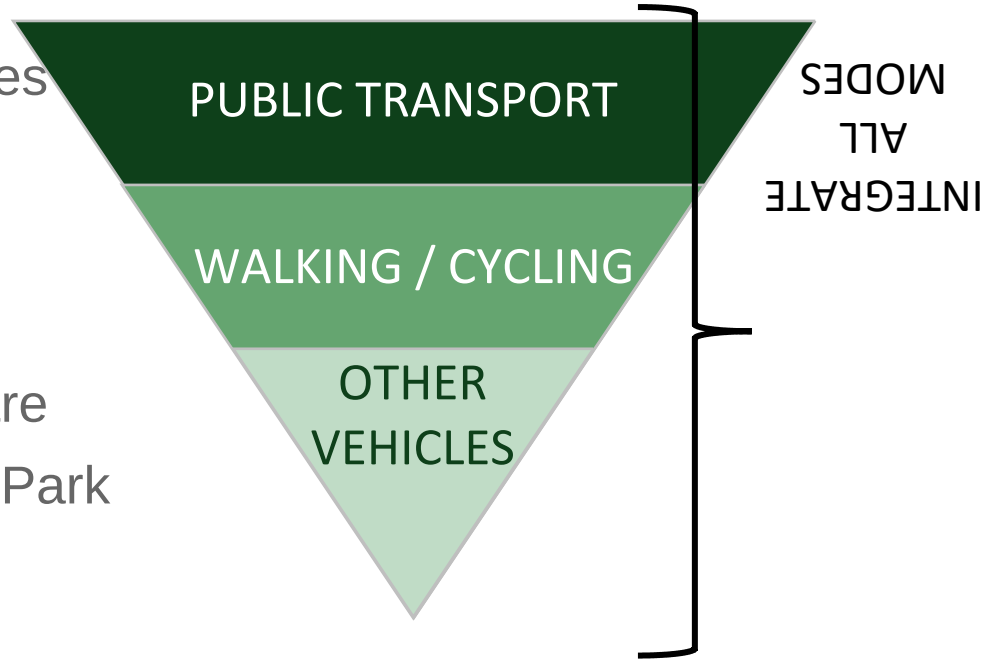
- Community engagement shows high car ownership, travel by private vehicle, and travel by work vehicles
- This reflects the historic priority given to general traffic movement



Design Philosophy

Key Stakeholders agreed that the objectives for this project need to be (in order of weighting):

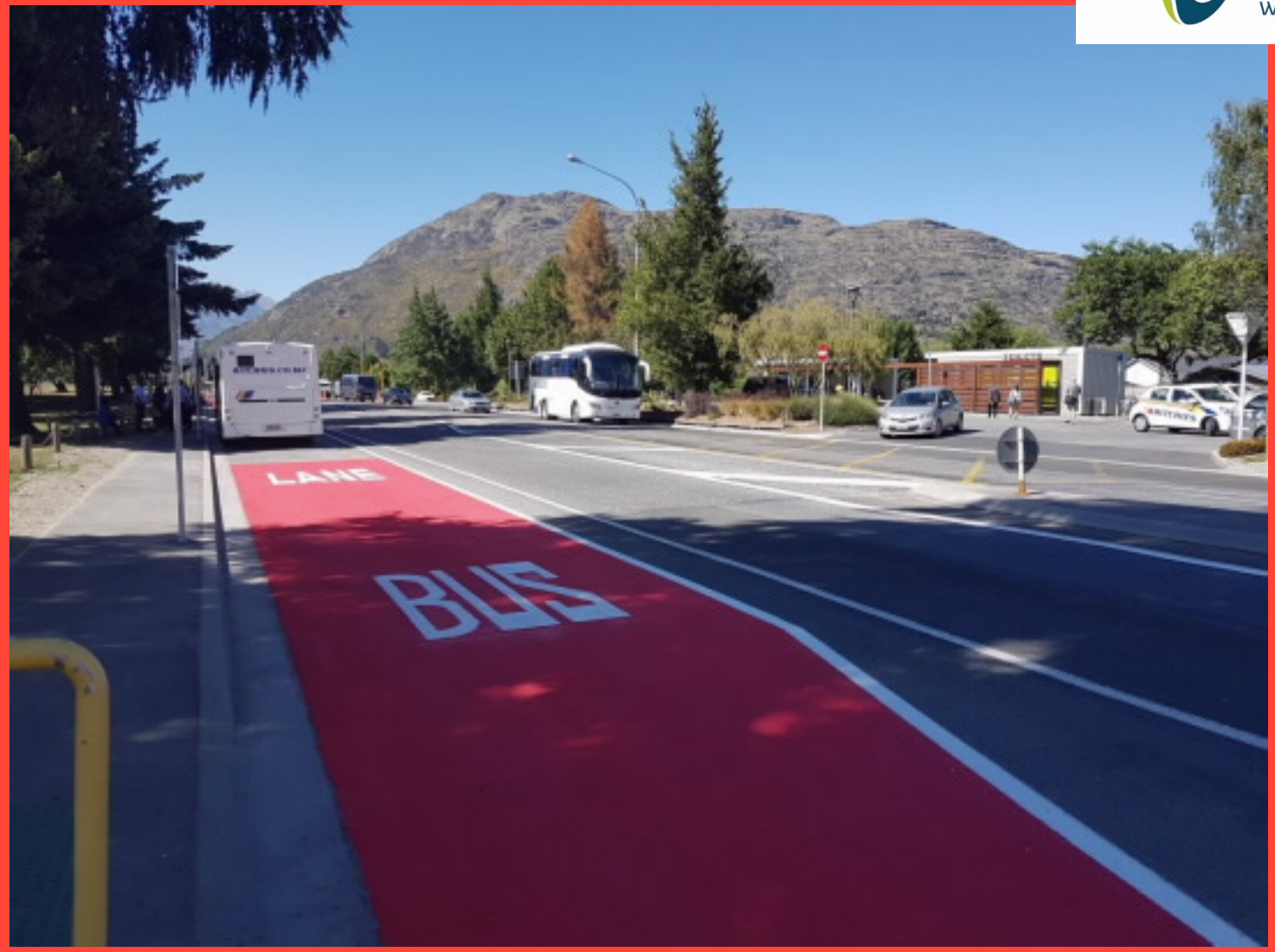
1. Increased integration and connectivity of modes
2. Increased throughput of public transport
3. Increased throughput of walking and cycling
4. Increased throughput of traffic
5. Improved access to Queenstown Events Centre
6. Improved access to Airport and Remarkables Park



- Highly dynamic environment
- Integrated with wider transport programme
- This project needs to provide a foundation that other projects can build upon, e.g. bus improvements, ferry improvements, active travel network…

wsp | OPUS

NZ TRANSPORT AGENCY
WAKA KOTAHI



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