



# TOWNPLANNING GROUP

17 May 2024

Our Ref: 2375-20

Ministry for the Environment

VIA EMAIL: [listedprojects@mfe.govt.nz](mailto:listedprojects@mfe.govt.nz)

To whom it may concern:

## **GIBBSTON VILLAGE TRANSPORTATION STRATEGY**

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### **1 INTRODUCTION**

Gibbston Village will eventually establish up to contain up to 900 residential homes, alongside supporting commercial precinct and a primary school.

The land is zoned Gibbston Valley Resort under the Queenstown Lakes Proposed District Plan (PDP).

The purpose of this document is to outline a general strategy towards providing transportation to and from Gibbston Village, as the village develops and demand for mass transit establishes.

### **2 CURRENT TRANSPORTATION PLANNING FRAMEWORK**

The Queenstown-Lakes District form part of the Otago region. Of note is that the Otago Regional Public Transport Plan 2021-2031 lays out a strategic framework for enhancing public transportation accessibility and efficiency across the region. One of its key recommendations is to prioritise the establishment of scheduled services tailored to meet the commuting needs between pivotal destinations.

### **3 ACCESSIBILITY OF GIBBSTON VILLAGE**

Gibbston Village is conveniently located on State Highway 6 (SH6), providing an efficient transportation connection between the district centres through to the Central Otago District. Currently, Gibbston is not directly serviced by the public transportation network.

Gibbston Village is located on the Queenstown side of Gibbston, approximately:

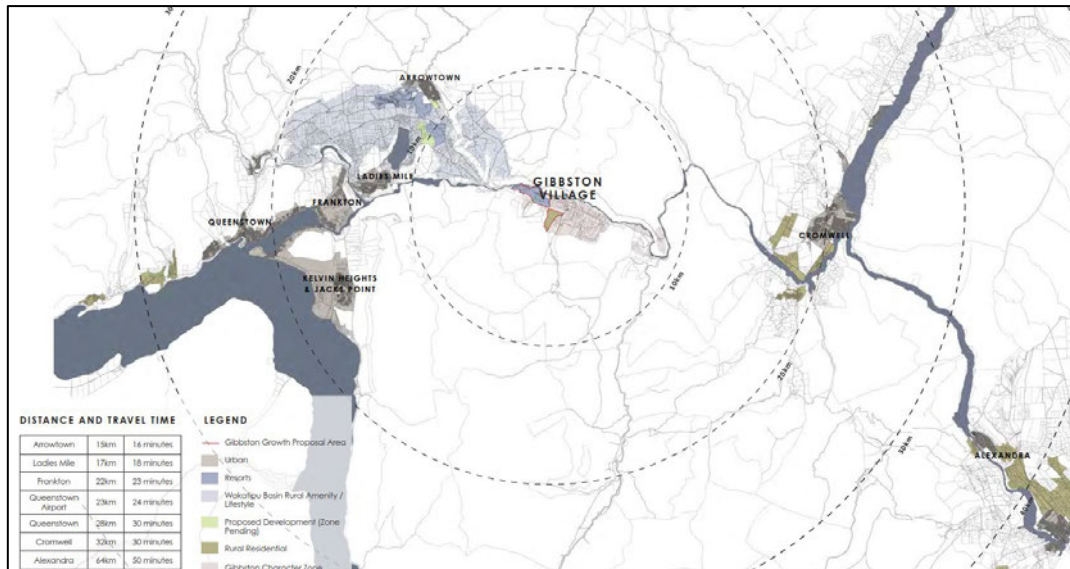
- 28km from Central Queenstown (or a 28-minute vehicle commute);

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- 22km from Frankton (or a 18-minute vehicle commute);
- 15km from Arrowtown (or a 13-minute vehicle commute);
- 32km from Cromwell (or a 28-minute vehicle commute);
- 57km from Wanaka (or a 49-minute vehicle commute).



#### 4 DEVELOPMENT OF MASS TRANSPORTATION

Best practice mass transportation development is centred around a need for the transportation solution. The need will not arise until Gibbston Village has in part been established and occupied.

The need relies on the 'farebox recovery ratio' (**FRR**). This is the ratio of income from passenger fares to the cost of providing the service. There is a wide range of factors that are taken into account in calculating this, but generally a ratio in the order of 0.5 is expected (i.e. half the cost of a service is met by the service provider and half by the passengers).

For example:

Lake Hayes Estate / Shotover Country have a high density of population. There is a fairly straight road that runs through the middle of them meaning an efficient route length, plus most of the population is within a reasonable walking distance of this route. Prior to the routes being put in place, there was an existing bus route that terminated nearby, so it was easy to extend this. Hence a good FRR.

The population density of Wanaka is half of what it is at Lake Hayes Estate / Shotover Country, so potential passengers are more geographically dispersed. This either means that they need to walk for longer to a bus route (which is a discouragement, so less people will do it, so less passengers) or the bus route has to be longer in order to pass nearer more people (which increases the running costs). The pattern of the

road network doesn't easily lend itself to efficiencies in the routing. Hence a poor FRR.

This transportation strategy therefore is focused around the timing of the need for the mass transportation solution, with the FFR comparable to the Lake Hayes / Shotover Country example.

Introducing bus stops within Gibbston Village serves as a pivotal step towards fostering commuter connections between Arrowtown, Queenstown, and beyond. This not only facilitates smoother travel for residents and visitors but also cultivates opportunities for employment and economic activities within the region.

## 5 THE IMMEDIATE SOLUTION

Presently, Gibbston Valley Winery operates a daily bus service linking Queenstown to Gibbston via Arrowtown, which runs three times per day. This facility is in place and is already resourced, and therefore presents as an immediate solution.

This existing resource can be expanded as demand increases to operate between 7am and 8pm from Gibbston Village to Queenstown via Arrowtown and return until such time that the demand for public services to Gibbston Valley can be met through collaborative efforts between Gibbston Village, the Otago Regional Council and Queenstown Lakes District Council. This service is expected to evolve in response to growing needs of the Gibbston Village.

## 6 THE WIDER SOLUTION AND ONGOING COLLABORATION

As the population within Gibbston Village continues to grow through to its expected 900 household upper limit, there's a growing community willingness to financially support the introduction of public transport connections. This support is crucial in ensuring the sustainability and viability of the broader public transport network while addressing the evolving mobility needs of the community.

Gibbston Village is conveniently serviced by an active transportation link (the Queenstown Trail) providing for ease of access for walking and cycling.

Effective collaboration between stakeholders enables an integrated approach to mode shift, encouraging the populace to transition from private vehicles to utilising public transport as a primary means of commuting. Gibbston Village emerges as a pivotal location for delivering tailored services that not only foster connectivity but also cater to a diverse range of customer needs.

In line with the Otago Regional Public Transport Plan 2021-2031, Gibbston Village will collaborate with the Otago Regional Council, alongside the Queenstown Lakes District Council and New Zealand Transport Agency, with the aim of expanding the public transport services.

Please contact me on s 9(2)(a) should you have any queries.



Yours sincerely,  
**Town Planning Group**



Brett Giddens  
**Director**

