

Queenstown Cable Car



Introduction & Purpose



Queenstown Today: The Challenge

What's Happening (Symptoms):

Surging population/visitor growth.

Congestion outpacing infrastructure.

Healthcare, housing, and services lagging.

Environmental limits under strain.

Community support eroded – social licence lost.

Why it's Happening (Causes):

Sustained 5%+ popn growth outpacing planning and delivery.

Reactive, not proactive, investment cycles.

Complex, multi-stage approvals slowing decisions.

Value challenges – high spend, weaker outcomes.

NEWS



“Queenstown residents fear NZ town on 'cusp' of becoming next Barcelona”

Queenstown Transport Context

- Very high car ownership and car dependence
- Majority of NZUP bus capacity upgrades cancelled in 2024
- Road network is rapidly at or nearing capacity, reliability suffering
- Vulnerable to shocks: Edith Cavell Bridge, Frankton Road Slip, SH6
- Dramatic increase in unplanned greenfield housing development
- Poor urban planning is driving travel demand
- Lack of town centres or protected transport corridors
- Airport casts a long shadow over development on Frankton Flats
- BCR's for conventional transport projects under huge pressure

Thursday, 19 February 2026

Green light for fast-tracked Homestead Bay housing

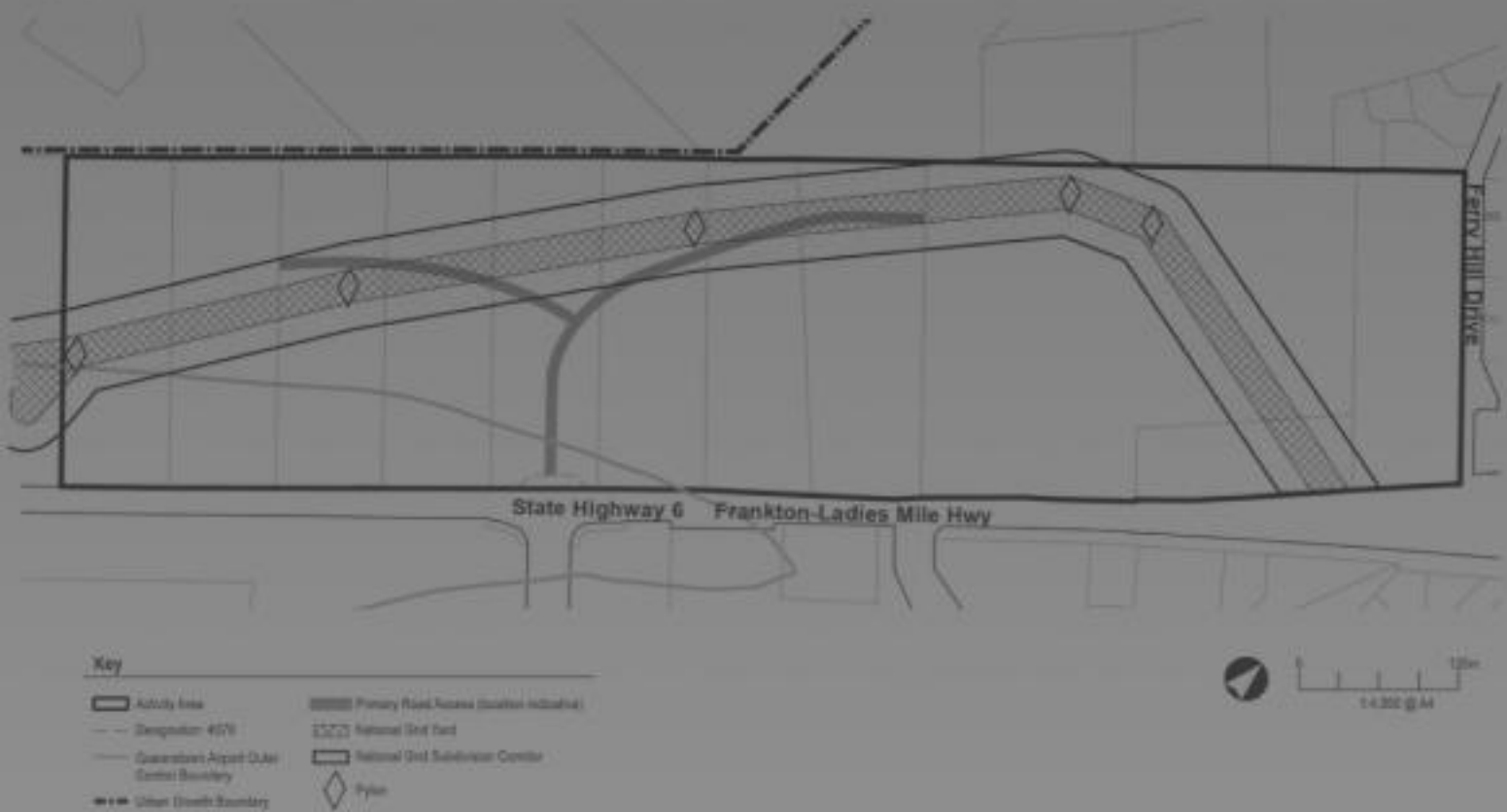
By Steve Hepburn

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Regions > Queenstown

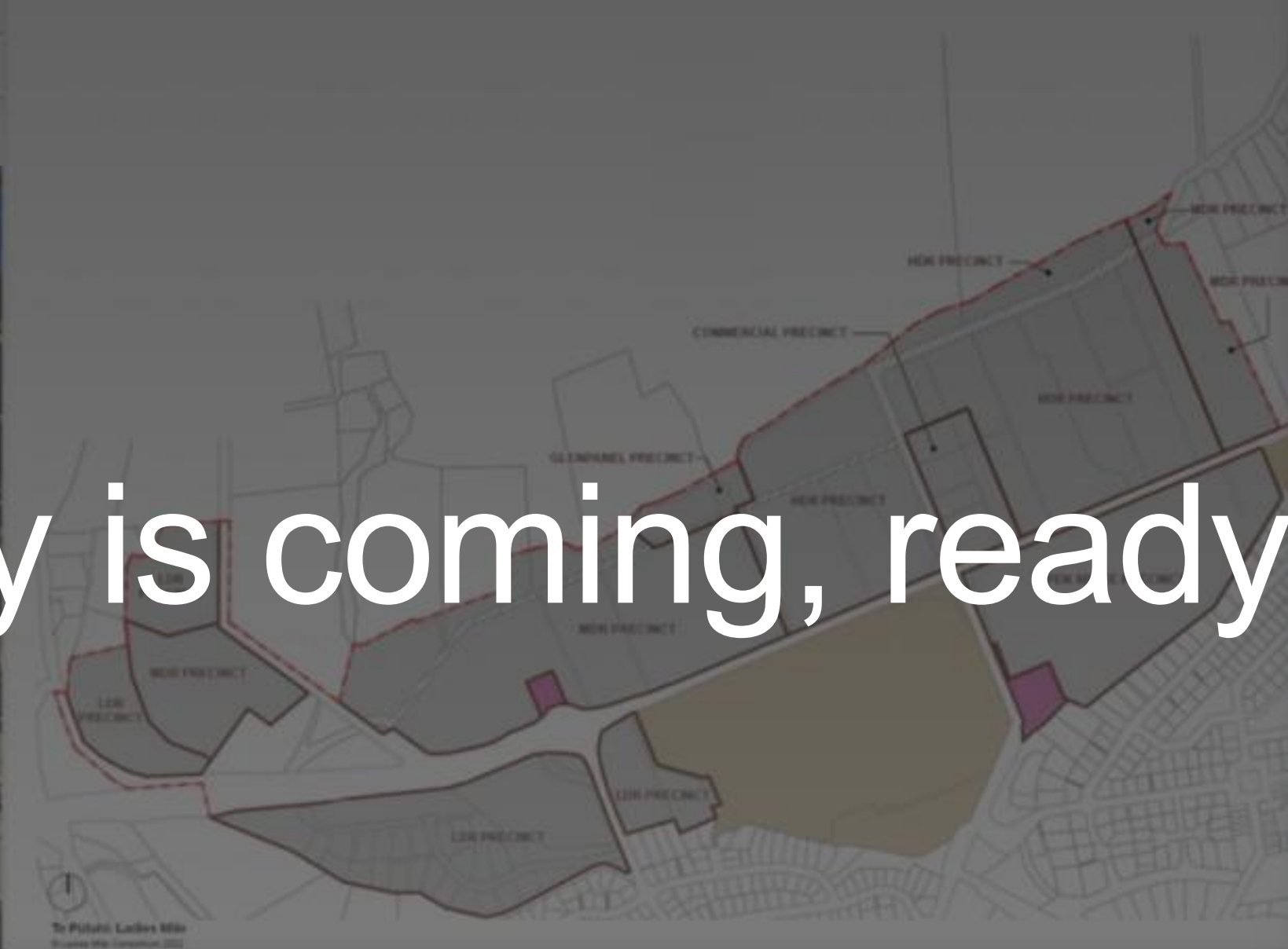


Frankton North Business Mixed Use Zone Structure Plan August 2017



Te Pūtahī Ladies Mile Variation approved by Minister

The new zone will help to provide for future housing demand in the Queenstown Lakes



Saturday, 22 November 2025

Developer proposes new civic offices for QLDC

By Philip Chandler

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Regions > Queenstown

Friday, 6 February 2026

Mixed response to Queenstown variation approval

By Guy Williams

3 1

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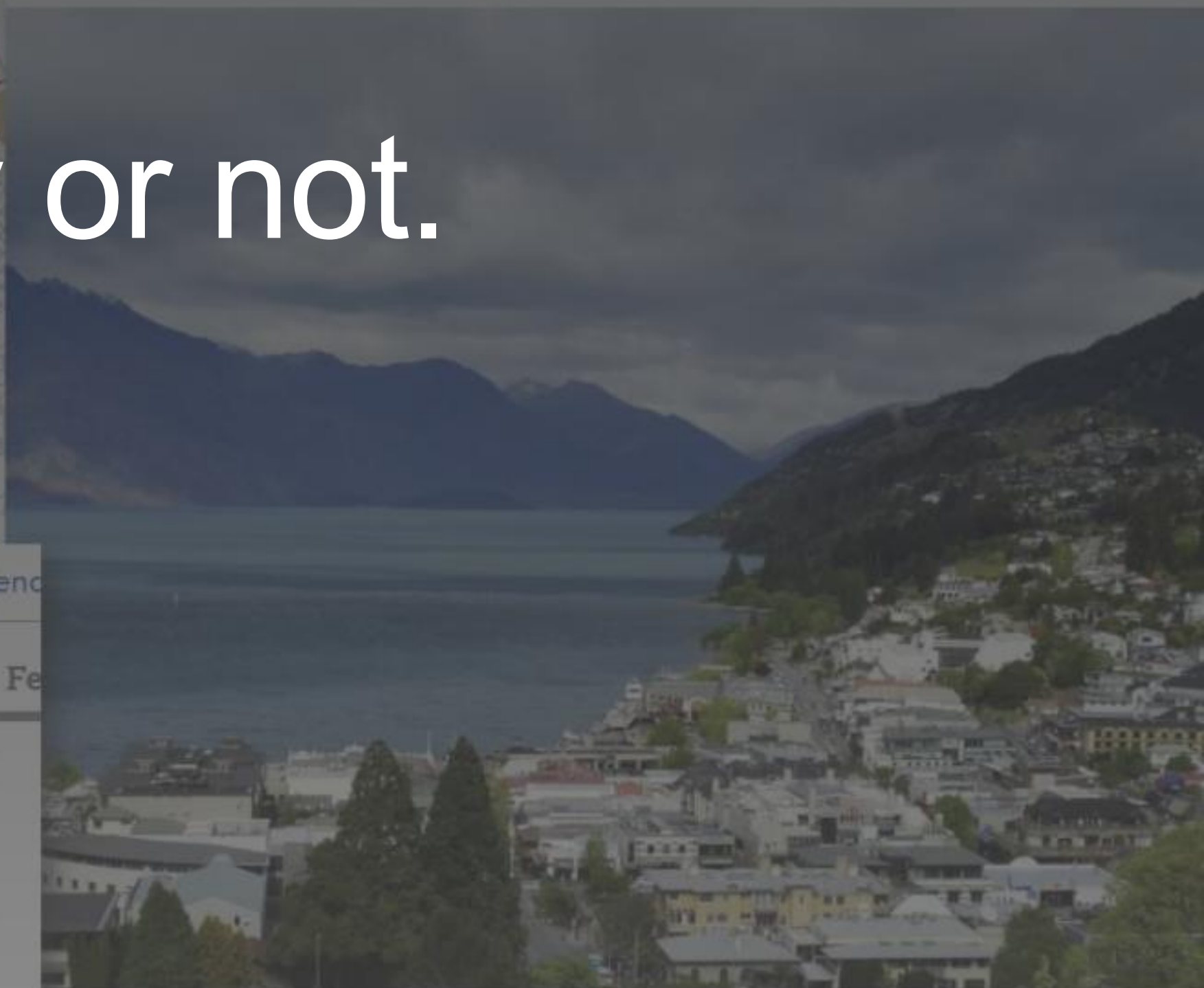
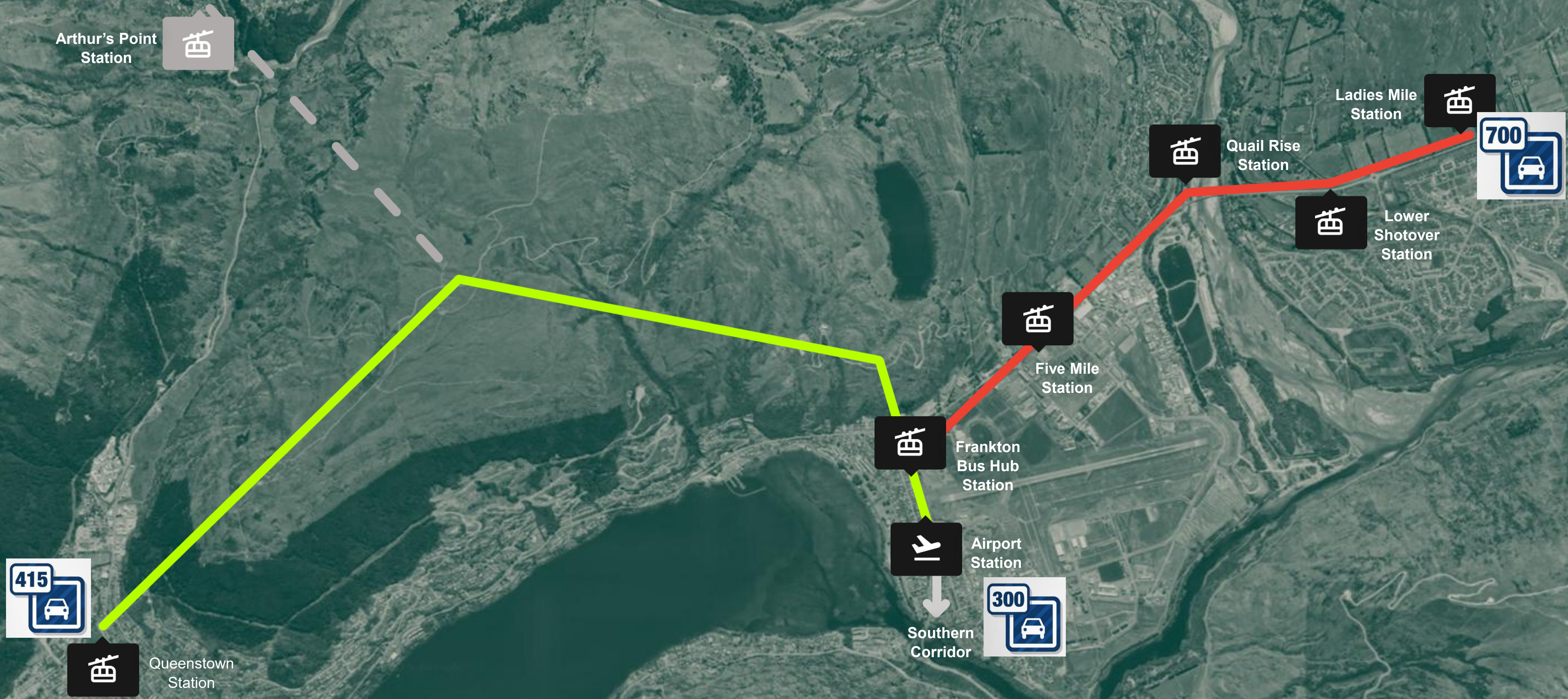


Photo: ODT files

government-mandated district plan variation aimed at enabling denser, more affordable housing in the Queenstown Lakes district's urban areas has been approved.

Queenstown Cable Car MRT Network



*Prepared for illustrative purposes only and subject to various items including but not limited to landowner and stakeholder engagement, business case, engineering requirements and consent and approvals. The red and blue lines indicate alternative alignments as part of that process.



Smarter Transport, Stronger Economics

Compared to traditional public transport infrastructure, the Queenstown Cable Car system delivers a step-change in efficiency and financial performance:

Lower Capital Costs

Allows NZTA to reallocate major investment in SH6 upgrades.

Higher Passenger Throughput

A bus every minute in each direction – huge capacity increase.

Tread Lightly

Powered by 100% NZ-made electricity. Near zero noise, carbon or particulate emissions across lifecycle.

Greater Revenue Per User

Pricing design extracts more value from visitors reducing the cost burden on locals – more equitable funding model.

Low Maintenance, Low Operating Costs

Reliable systems with less wear and tear, lower OPEX, and minimal staffing required.

Leverage Private Capital

Private sector capital, capability and investment discipline reduces risk to the public.



Key Attributes

Around 20 minutes from the airport to the town centre.

Carries up to 3,000 people per hour each way.

Cabins depart every 12 seconds at design capacity.

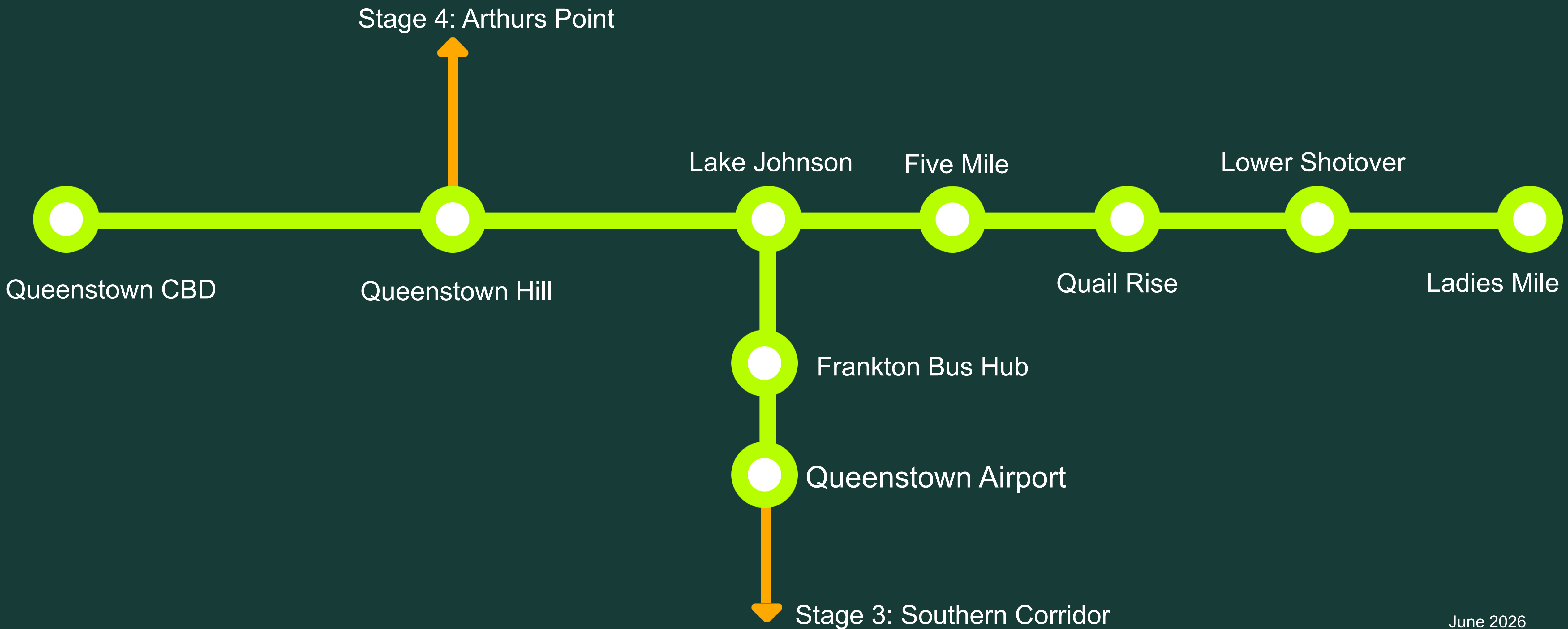
Spacious, 10 passenger cabins for comfortable travel. Room for luggage, skis, bikes.

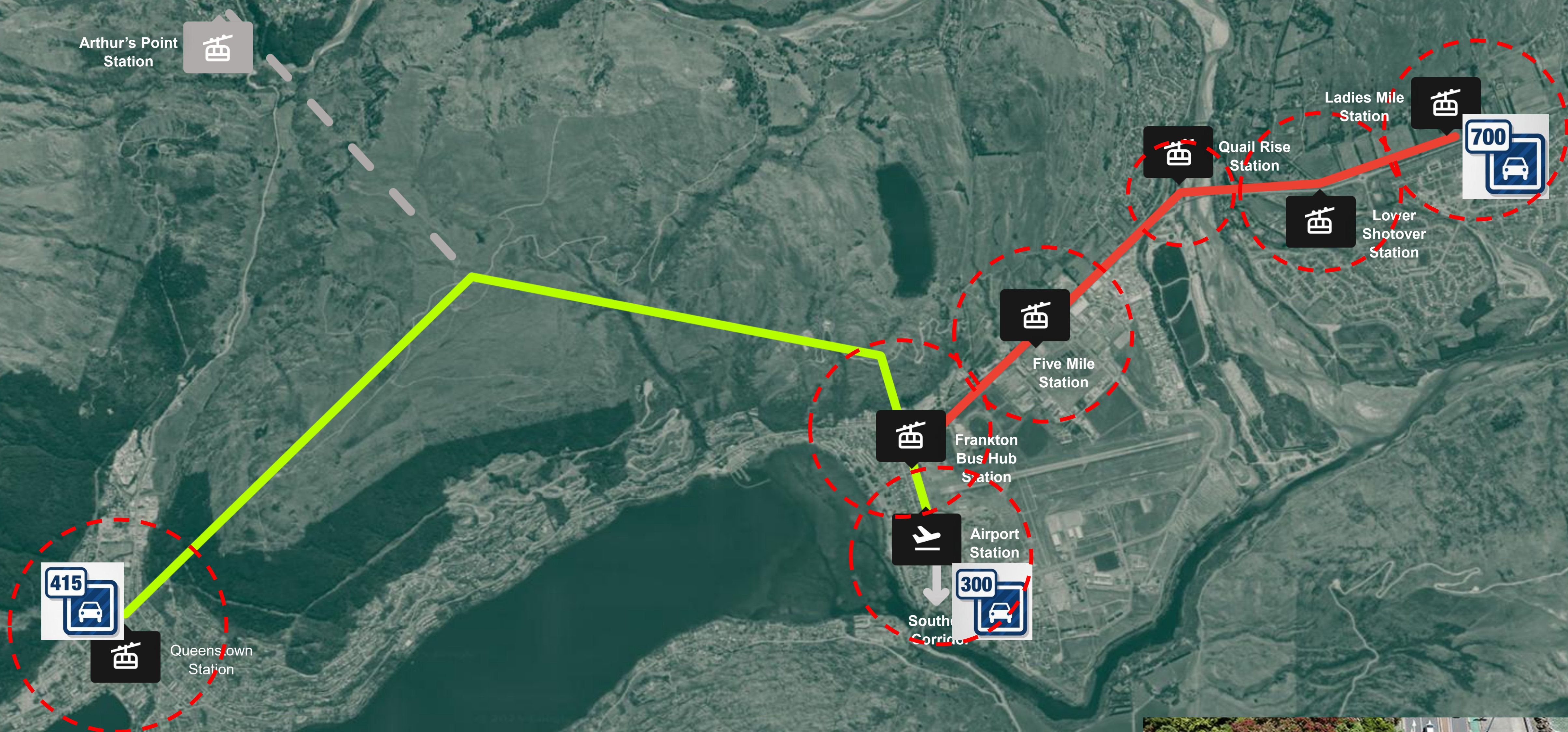
Fully electric and zero emissions. Near silent operation well suited to urban environment.

Consistent travel times, reliable in all weather.

Public Transport Network Integration

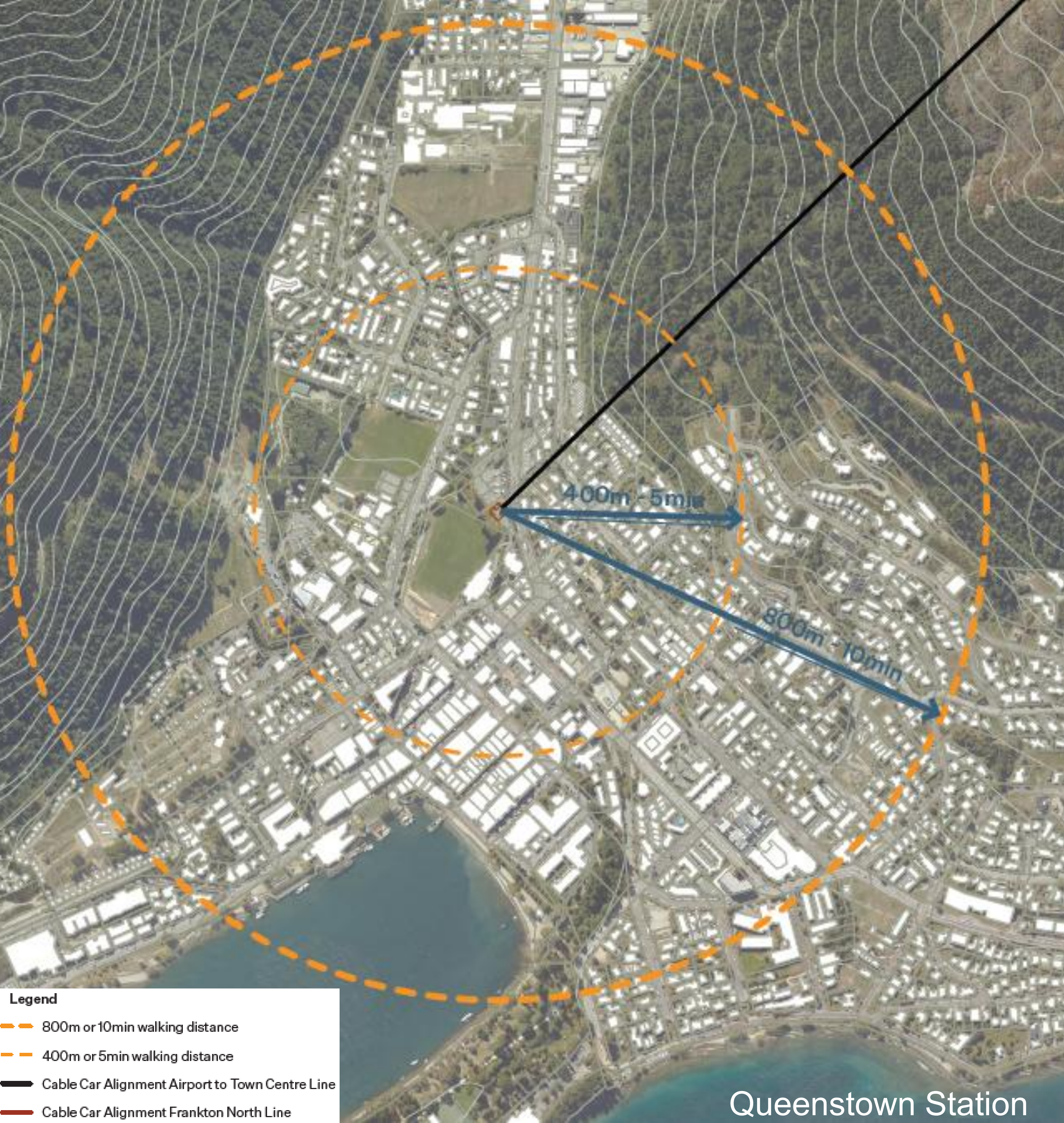
Integration with the PT Network





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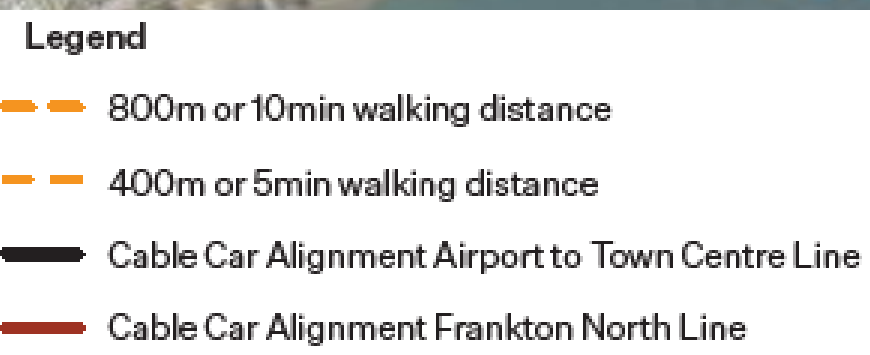




Queenstown Station



Frankton Hub and Airport Stations



Integration with the PT Network

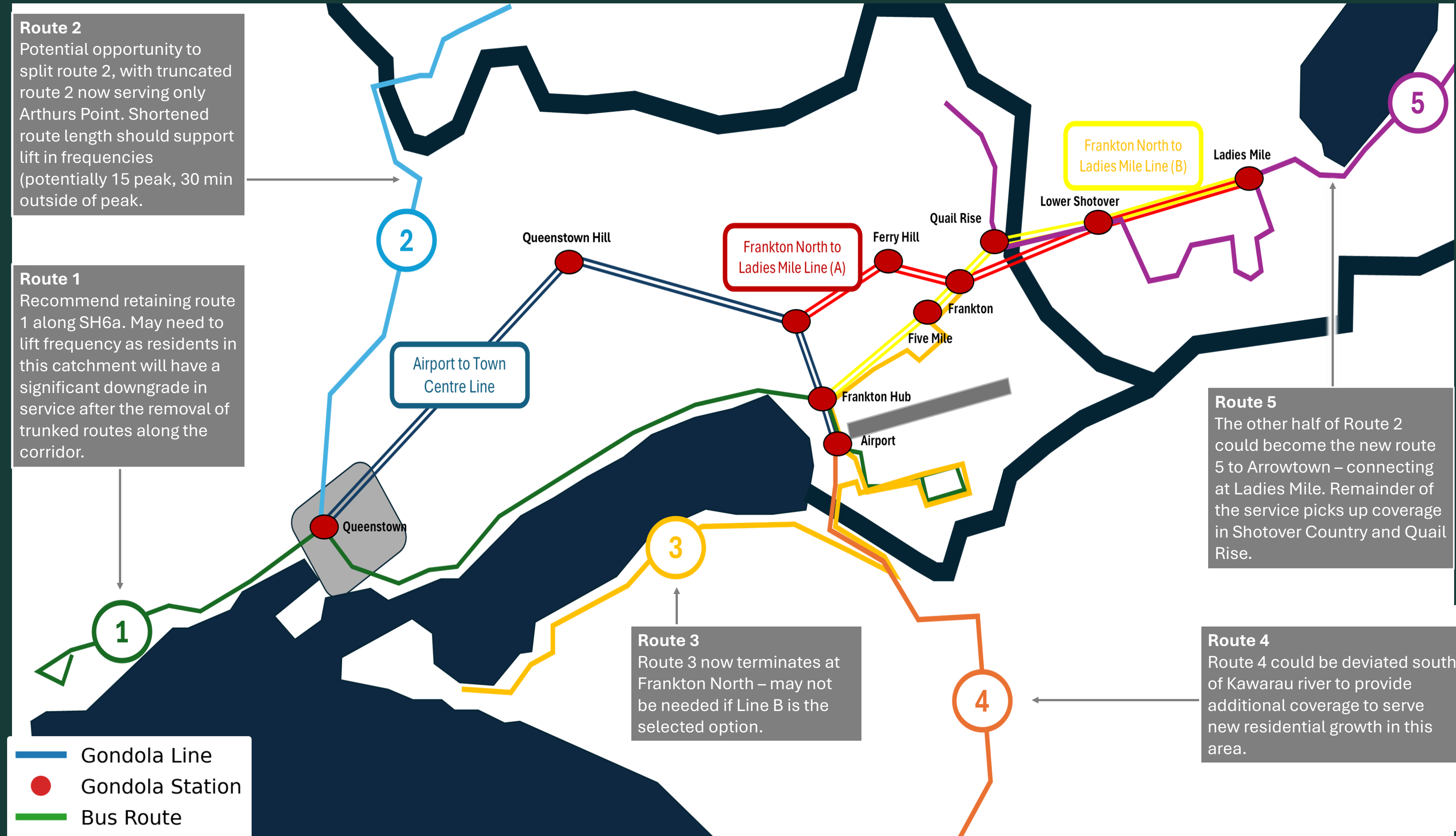
The following map is a 'first pass' of a future PT network that integrates with the proposed cable car. The key considerations when developing this indicative network were:

- Introducing an offline spine allows for redeployment of the existing bus fleet to boost frequencies or add routes.
- The cable car offers a frequent, flat service profile (i.e. one car every 12 seconds) and therefore peak timetables are irrelevant under its operating model.
- High initial capital cost of constructing the cable car is offset by lower operating expenditure (for both the cable car and other PT services).

Next steps

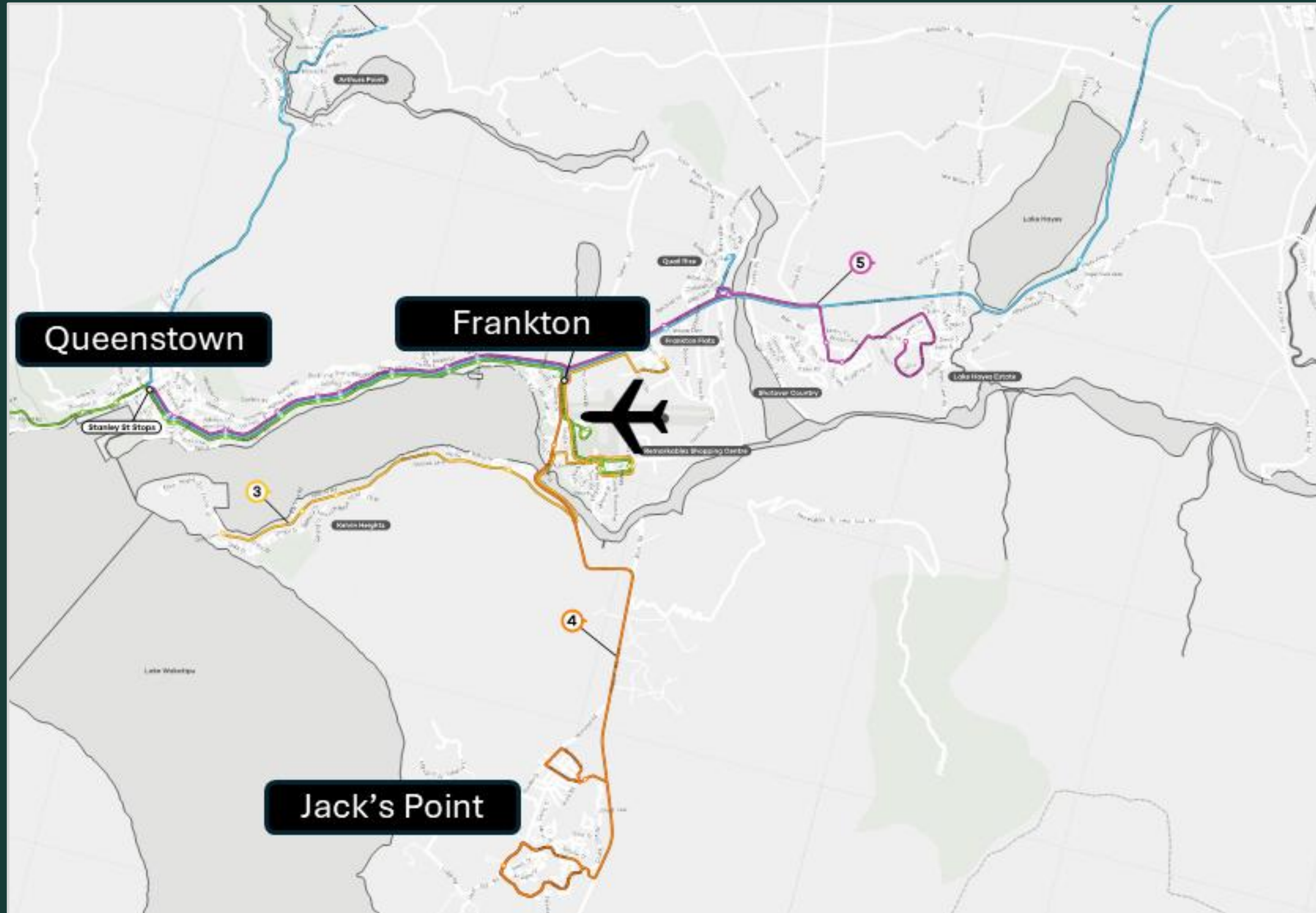
The future network will need to be further developed in partnership with ORC, NZTA and QLDC. Key considerations will be:

- Current and projected boarding and alighting by route
- Detailed consideration of timetables, including coordination points
- School bus routes and school bus replacements
- Future land use changes (including new development areas)
- Interchange and capacity particularly at interface between Gondola and bus routes.
- The needs of the community, businesses, council, operators etc.



Cable Car Replaces Route 1

Hub & Spoke Public Transport Redesign



ROUTE 1 TODAY

- Single linear route: Airport → Frankton → Town Centre → Fernhill → Sunshine Bay
- 15-min frequency, 6am–midnight, 7 days
- One of NZ's most intensively-run PT services
- High cost — ORC subsidises entire corridor
- No branching — all destinations on same trunk route

CABLE CAR + FEEDERS

- Cable car becomes spine: Airport ↔ Frankton Hub ↔ Boundary St
- Feeder buses branch from each station to Fernhill, Sunshine Bay, Remarkables Park, Arrowtown
- Higher frequency on spine, targeted coverage on feeders
- Reduced ORC bus operating cost on trunk corridor
- Farebox recovery potential dramatically improved via differential pricing

Current Status



We are progressing at pace

Compared to traditional public transport infrastructure, the Queenstown Cable Car system delivers a step-change in capacity, reliability and financial performance.

FTAA Referral

Referral application accepted under Fast Track Approvals Act.

Infrastructure Commission Endorsement

Endorsed by InfraCom under the Infrastructure Priorities Programme (IPP).

Building and Civils Contractor Appointed

Naylor Love appointed through a competitive process to provide Early Contractor Involvement (ECI) services.

FTAA Substantive

Substantive application underway with lodgement targeted for Q4 2026.

Ropeway Suppliers Appointed

Stage 1 (Leitner) and Stage 2 (Doppelmayr) appointed to progress design and planning.

Commercial Model Development

Working with ORC, NZTA, QLDC and NIFFCO to refine the commercial model.



Ropeway Supplier

Southern Infrastructure has progressed a competitive international ropeway procurement process to ensure the Queenstown Cable Car is delivered with proven technology, delivery certainty and long-term performance.

LEITNER (Italy / HTI Group)

- Present in New Zealand since 2000
- Delivered SkyWaka and Coronet Express Gondola's in 2019
- Over 4,800 employees globally
- Urban systems operating across Europe, Latin America and Asia
- Proven high-capacity gondola systems operating in dense city environments
- Advanced designs suit urban environments

Doppelmayr (Austria / Switzerland)

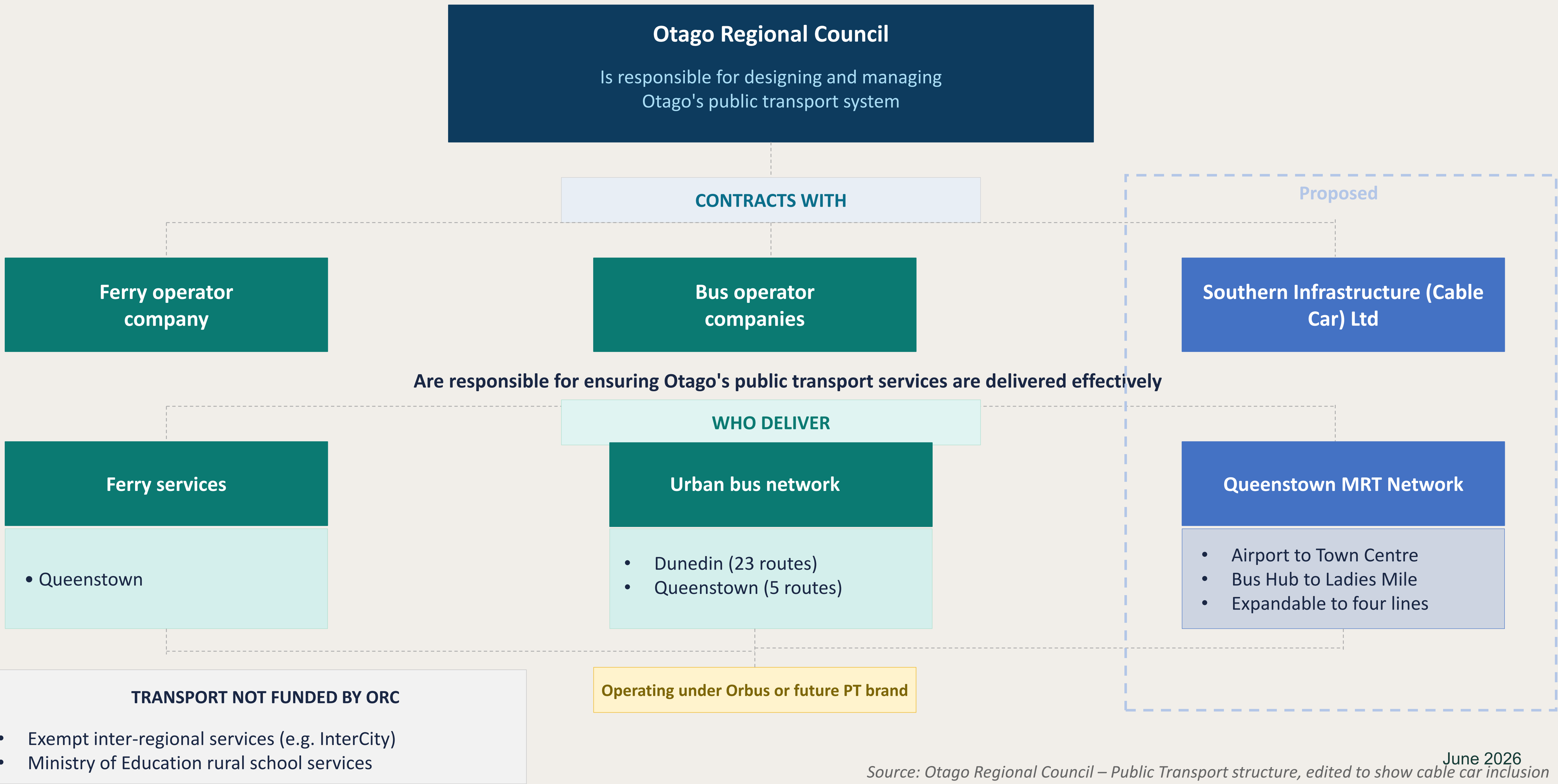
- World leader in ropeway engineering
- First NZ project in 1976
- Delivered major urban gondola systems in Mexico, Colombia and Europe, >100 projects in NZ
- Extensive experience integrating ropeways into public transport networks
- Strong track record in large-scale infrastructure delivery
- >3000 employees, €1B turnover

What Does This Means for Queenstown?

- Early supplier engagement has refined tower, station and alignment parameters – key for landowners
- We can test options and refine the design to meet community needs
- Reduces delivery risk ahead of substantive Fast-track application
- Means we can execute fast when approvals and funding is sorted

Commercial Structure Overview

How ORC Engages Transport Services

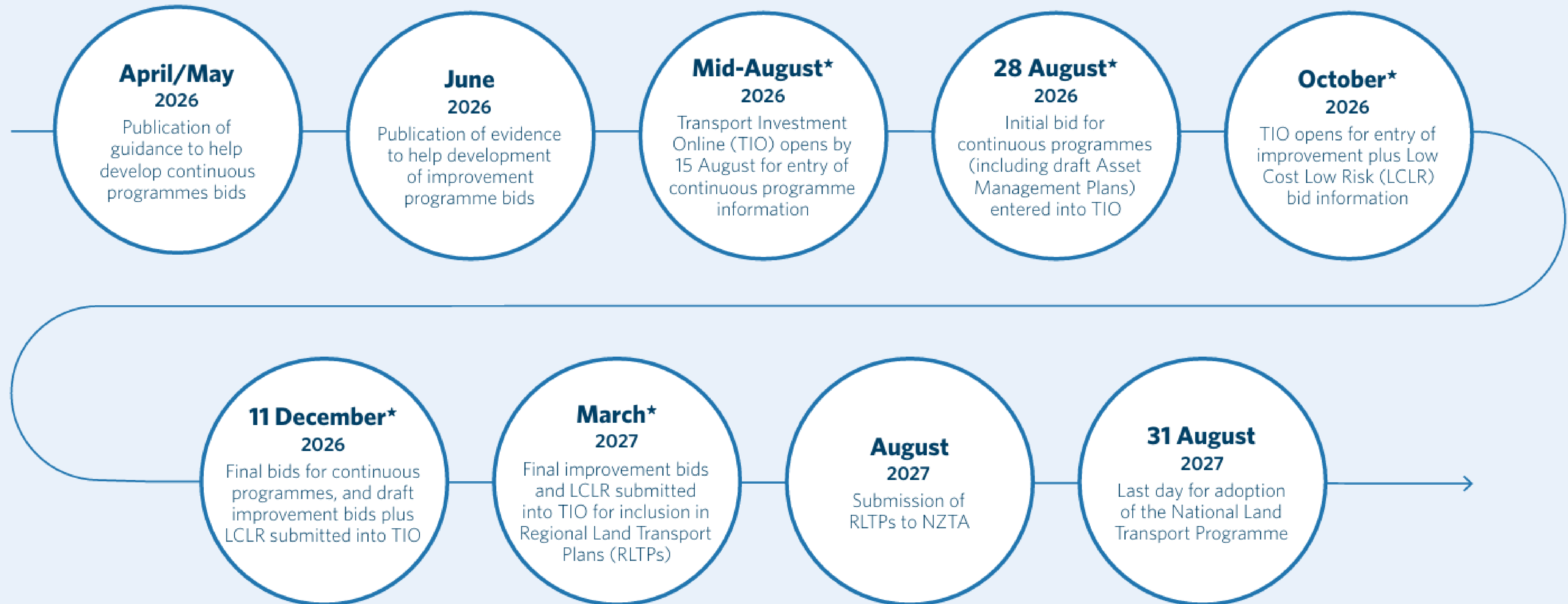




Further content on proposed commercial structure to be shared during the meeting

Next Steps & RLTP Process

National Land Transport Programme (NLTP) timeline





Business Case Progression

Queenstown Transport Improvements

Offline Public Transport - Feasibility Assessment

Infrastructure Priorities Programme – Stage 2 Proposal

24 December 2025

