

Breakout group assessment (25 min)

Discuss your allocated transport solution scenario

Record key comments, concerns and suggested improvements

Apply a traffic-light rating against each design criterion

 Meets  Somewhat meets  Does not meet

Share your assessment with the wider group

Individual preferences (10 min)

 (1 vote) Place on option you believe best meets the design criteria overall

 (2 votes) Place on the individual interventions you would most like to see carried forward

- You may place gold stickers across two options
- It does not matter which option an intervention belongs to
- Vote for the two interventions you think have the greatest merit
- You may place only one gold sticker on any individual intervention (can't give it 2 votes)
- You do not need to use both gold stickers

Remember

- Vote individually. No discussion during voting. There are no right or wrong answers

Voting results

Preferred transport solutions

Option 3 – Bookable parking (industry responds): 8 votes

Option 1 – Boat & bus ticketing: 6 votes

Option 2: 0 votes

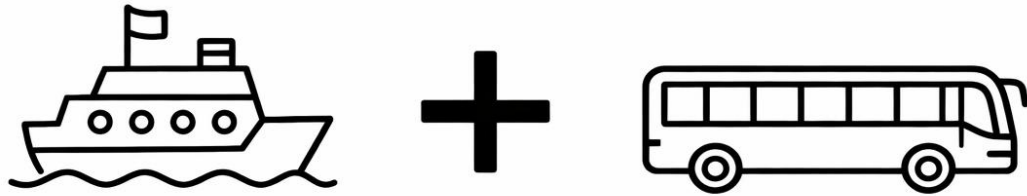
Option 4: 0 votes

Interventions receiving votes

- **Cap the number of car parks available to provide certainty for new transport options (Option 3): 7 votes**
- **Self-drive visitors must book and pay for a car park in Milford Sound Piopiotahi (Option 2): 7 votes**
- Set proportion (e.g. 40%) of boat bookings must include bus transport (Option 1): 4 votes
- Boat & bus combo ticket requirement targets peak periods (Option 1): 3 votes
- No formal Park & Ride (in addition to existing options from Te Anau and Queenstown) (Option 3): 2 votes
- Car parking fees increased to encourage bus/guide use (Option 4): 2 votes
- Te Anau-based transport options marketed to support future growth (Option 2): 1 vote
- Self-drive visitors must book a car park in Milford Sound Piopiotahi (Option 3): 1 vote

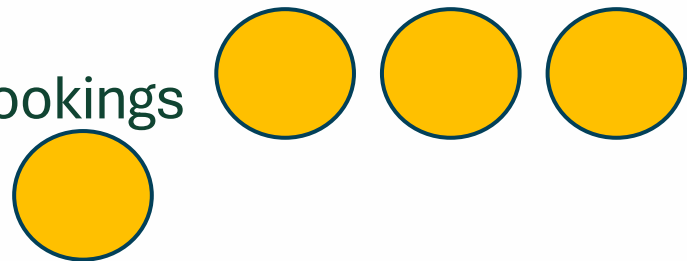
Option 1

Boat & bus ticketing

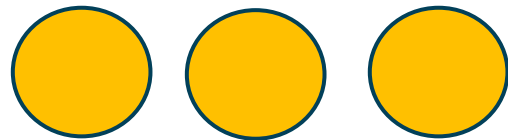


Interventions

Set proportion (e.g. 40%) of boat bookings must include bus transport



The requirement for boat & bus combo ticket will target peak periods



Boat and bus tickets are scaled to (existing or reduced) car park capacity in Milford

Self-drive is still in place for remaining boat tickets

Assumptions

- Existing car parks (~450) or reduced
- All paid parking (no free parking)
- Assumes a regulatory mechanism could be developed (acknowledging statutory complexity with cross-agency boundaries)

Option 1 Group Assessment

Instructions: Place one sticker against each criterion:

 Meets |  Somewhat meets |  Does not meet

Criteria	Rank	Notes / Comments
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Visitor experience		<i>Diff % at different times of day</i> <i>Spread the load</i> <i>Understand %'s in order to make a change</i>
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Congestion & traffic management		<i>Stager the growth</i> <i>e.g.Yr 1: 30%</i> <i>Yr 2: 40%</i>
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Commercial viability & feasibility		<i>Biggest impact on cruise op.</i> <i>~40%</i> <i>Many winners</i> ➤ <i>customers</i> ➤ <i>coach operators</i>
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Environment & cultural values		
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<i>Rec fishers need parks too</i>	<i>Adaptable solution → flexibility</i>	<i>Visitor experience & environmental values both improve</i>	<i>Would parking be pre-booked under this scenario?</i>
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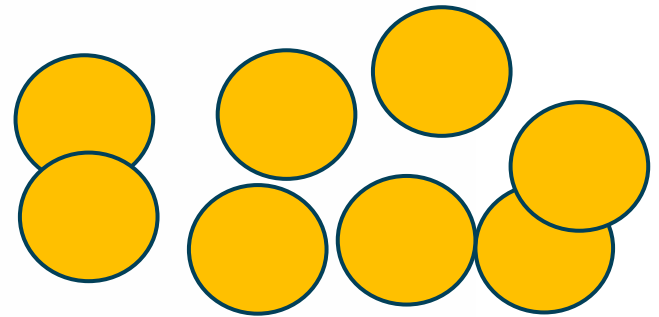
Option 2

Bookable parking with (hybrid) park & ride



Interventions

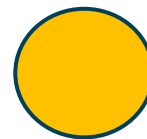
Self-drive visitors must book and pay for a car park in Milford Sound Piopiotahi



Supported by new Park & Ride hub(s) in National Park with a dedicated service

Delivered by public-private partnerships

Te Anau-based transport options marketed to support future growth



Park & Ride targets peak periods

Existing industry-led QT and TA Park & Ride continues

Assumptions

Existing (~450) car parks or reduced

All parking paid (no free parking)

Back-up paid car parks may be required

Schedule not tied to cruise departure times

Booking system includes parking charges

Park & Ride location(s) enable repeat trips

Park & Ride capacity ~100-150

Public/private partnership - User pays

Start-up subsidy may be required

Option 2 Group Assessment

Instructions: Place one sticker against each criterion:

 Meets |  Somewhat meets |  Does not meet

Criteria	Rank	Notes / Comments
Visitor experience		Assumption all self-drive e.g. boaties, tourism, contractors etc. Express coach and slow/stops coaches
Congestion & traffic management		Road still not constrained Relying on good promotion other transport options
Commercial viability & feasibility	 	Needs modelled / feasibility tested Principle good Volume coach drivers/ charter coaches/ accommodation etc.
Environment & cultural values		Not regulated (road) - so self- drive could still occur 24 hours Will require high comms to achieve outcome - minimising

Option 3

Bookable parking (industry responds)



Interventions

Paid

Self-drive visitors must book a car park in Milford Sound Piopiotahi

Industry meets travel requirements for visitors without bookings

The number of car parks available is capped to provide certainty for the market to deliver new transport options

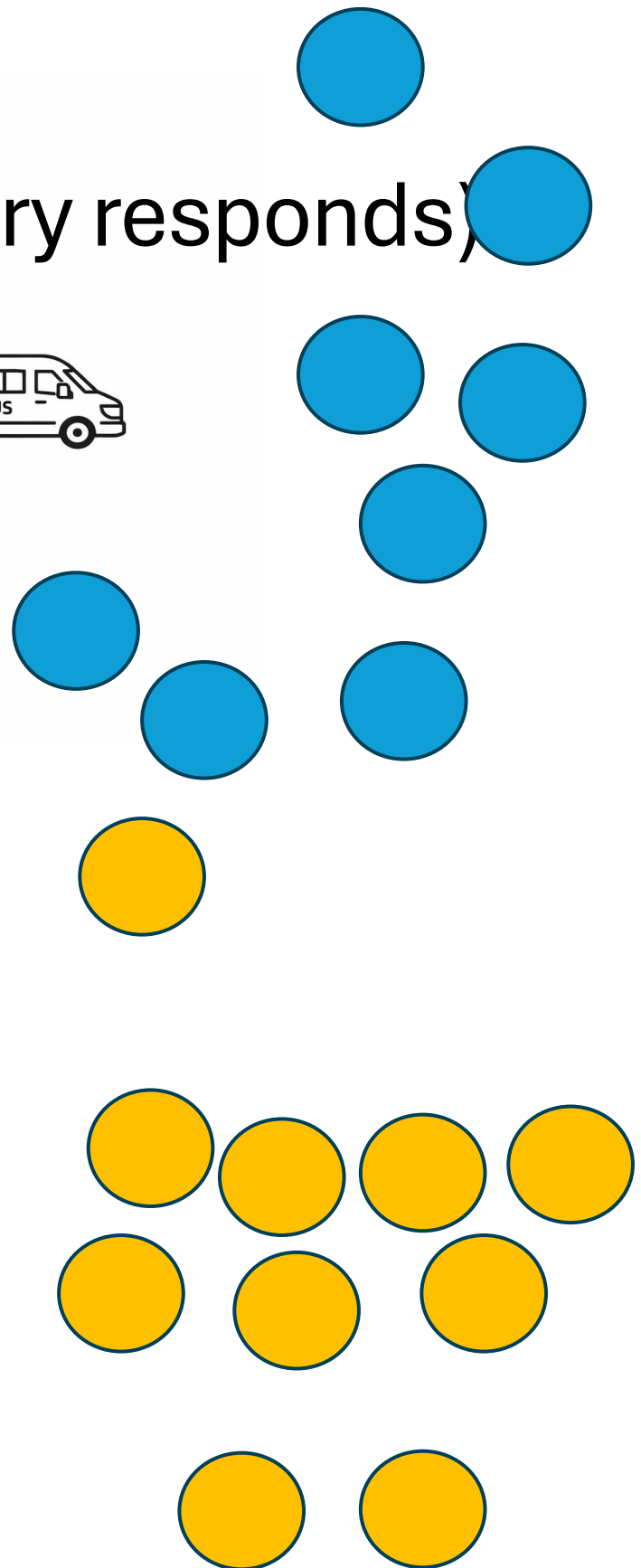
There is no formal Park & Ride (in addition to existing options from Te Anau and QT)

Assumptions

Existing designated (~450) car parks or reduced

All parking paid (no free parking) → **FITs only**

Back-up paid car parks may be required



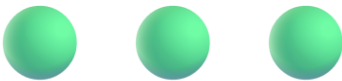
Option 3 Group Assessment

Instructions: Place one sticker against each criterion:

 Meets |  Somewhat meets |  Does not meet

Criteria	Rank			Notes / Comments
	K	J	R	

Visitor experience

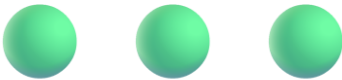


Congestion & traffic management



- differential pricing to make feasible/equally
- over time

Commercial viability and feasibility



-seasonality
-timing required e.g. kayak/hike 5 hrs vs afternoon 1 PM cruise
- Compliance and management

Environment & cultural values



QTN # 1
TA #2

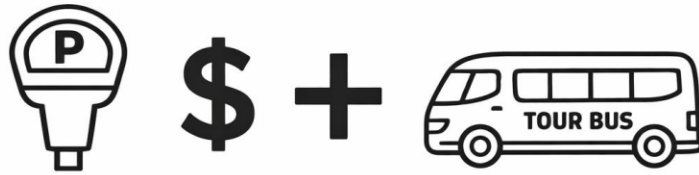
* NZ values and rec
* interpretation and international
* cascade



Recreation and Fishing

Option 4

Dynamic parking fees (industry responds)



Interventions

Car parking fees increased to encourage bus/guide use

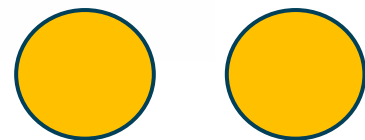
Find the visitor price point to change behaviour (e.g. \$150–\$300 for 3-hour parking)

Fees can be seasonal

The number of car parks is capped to provide certainty

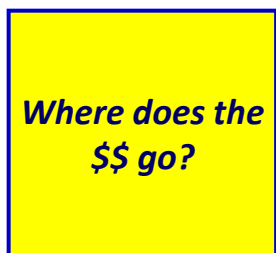
It may require a booking system if demand exceeds supply

The market delivers new transport options



Use \$ to go to bus

And dynamic through the day



Assumptions

Existing designated (~450) car parks or reduced

All car parks are paid (no free parking)

Redundant spare paid car parks may be required to manage variable demand

Pricing is based on an average of 2.8 people per car



Option 4 Group Assessment

Instructions: Place one sticker against each criterion:

 Meets |  Somewhat meets |  Does not meet

Criteria	Rank	Notes / Comments		
Visitor experience		People want to drive the road- not be bound by timetables	Improve infrastructure through \$\$ People will pay if they still want to	Time Factor - Improves safety - People know they have a spot
		How to communicate system options to visitors?	Is Option 4 attractive or repellent to visitors?	Car pooling?
Congestion & traffic management		What period of the year is it needed for?		
Commercial viability & feasibility		Safety & Demand	What is the parking price pain point?	Is there industry capacity to support option 4?
		Coordinated approach Cruise timing	Dynamic based on type of passengers	Coordination with cruise boat scheduling
Environment & cultural values		Reduced footprint through compliance	If we keep building capacity, they will fill up!	

Parking lot (for additional comments)

*Front End:
Restriction of rental
cars being allowed
'Rental Car
Association of NZ'*

*Front End: Tourism
strategy Marketing
away from self-
drive in conjunction
with other
interventions*

*Access charge On
vehicles not people
Rebate NZers Lower
or no on
buses/companies*

*Commercial
operators
pre-book parking as
well*

*State Highway is
open 24 hrs a day -
think what happens
outside peak*

*Look at staggered
capping of numbers
until industry has
time to build
capacity*

*Whatever option
remember this is
Fiordland... The
road will be closed
1-2 weeks per year*

*Does this over-
empower cruise
boat companies'
market position?*