

## Infrastructure Committee

17 August 2023

### Report for Agenda Item | Rīpoata moto e Rāraki take [1]

**Department: Property & Infrastructure**

**Title | Taitara :** Proposed Bicycle Parking in Arrowtown Central Business District (CBD)

**Purpose of the Report | Te Take mō te Pūroko**

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The purpose of this report is to present the options for the Buckingham Street, Arrowtown Bicycle Parking Proposal (the proposal) received from Arrowtown Promotion & Business Association (APBA).

**Recommendation | Kā Tūtohuka**

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That Infrastructure Committee:

1. **Note** the contents of this report;
2. **Endorse** the proposed removal of car parking spaces at three locations on Buckingham Street and one location in the laneway beside the Athenaeum Hall within the Arrowtown CBD and replace with bicycle racks; and
3. **Note** that Queenstown Lakes District Council (QLDC) will fund the installation costs and be responsible for the ongoing maintenance.

**Prepared by:**



**Name:** Hugo de Cosse Brissac

**Title:** Roading Engineer

**14 July 2023**

**Reviewed and Authorised by:**



**Name:** Tony Avery

**Title:** General Manager, Property & Infrastructure

**19 July 2023**

## Context | Horopaki

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1. In October 2022, QLDC received a proposal for placing bicycle parking racks around various Reserves and Footpaths in Arrowtown CBD. This proposal was led by the Arrowtown Promotion & Business Association (APBA).
2. In November 2022, QLDC completed a review of the proposal and excluded some of the options due to narrow footpath widths, maintenance requirements in the Reserves and waste collection requirements. The preferred option was to utilise car parking spaces on Buckingham Street.
3. In February 2023, QLDC met with representatives from Arrowtown Village Association, Arrowtown Planning Advisory Group, Arrowtown Promotion & Business Association, and Arrowtown CBD subcommittee to discuss the proposal.
4. In April 2023, QLDC received an updated bicycle parking proposal.
5. The proposed scope of work involves removing a total of four car parking spaces and installing bicycle rack infrastructure to provide a total of 20 bike racks at three locations on Buckingham Street and one location in the laneway beside the Athenaeum Hall within Arrowtown CBD.
6. The APBA has completed the initial work by gaining membership, business and stakeholder support, undertaking the design concept and will also fund the purchase of the necessary hardware for the bicycle parking.
7. Arrowtown CBD has a small village feel with most things within easy walking and biking access. APBA is supportive of becoming an active transport area and inclusion of more bicycle parking aligns to this vision. 72% of APBA members were in favour of removing car parks in favour of bicycle parking at a members' survey in 2023.
8. In the same survey referenced above, 77% of ABPA members were in support of the shared zone concept. While this proposal does not include a shared zone, removal of parking and placement of bicycle parking infrastructure aligns to this long-term vision and plan for a shared space in Arrowtown CBD.
9. Arrowtown is fast becoming a highly popular cycling destination, with many biking trails starting and finishing within the Arrowtown boundary, and festivals such as Cyclorama taking place in Arrowtown every Labour weekend.
10. APBA has put in a bicycle counter at Bush creek at their own cost to track this market and support future infrastructure projects, such as Mahu Whenua Gateway and in the last eight months has seen 18,163 movements. The average cyclist numbers are 95 on a weekday and 148 on a weekend day, with 218 on the busiest day (8 January, 2023).
11. Biking tourism provides a significant economic value to the Queenstown Lakes District as biking tourists spend more and stay longer than the average visitor, providing a more sustainable visitor

and fit within the Destination Management Plan. Please refer to a report by Economist Benje Patterson on the value of biking tourism - Refer to Attachment B.

12. Many options were considered by the APBA and stakeholders with the recommended designs needing to align to the Arrowtown Design Guidelines 2016.

#### Analysis and Advice | Tatāritaka me kā Tohutohu

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13. The APBA has prepared two conceptual sketches, which are included in Attachment A. Both designs utilise a similar overall layout. The key difference between them is that one is more minimalist utilising the existing road surface, while the alternative has a substantial concrete platform at footpath level.
14. It is noted that APBA intends to supply the materials and is seeking funding from QLDC to complete the installation. Costing of this has not been completed as the drawings are only conceptual.
15. QLDC staff anticipate the design with the concrete platform could have a relatively high installation cost and may exceed available budgets. It is noted that Heritage New Zealand has not been consulted but may need to be should the platform design be selected, due to its interface with the stone kerb on Buckingham Street. It is proposed to proceed with the lower cost option at this time.
16. Funding for the lower cost design could be made available within the Queenstown's lines and signs budget. QLDC staff will work with APBA to implement a layout that aligns to APBA expectations and QLDC budgets.
17. This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.
18. **Option 1** – Install bicycle racks at three locations on Buckingham Street and one location in the laneway beside the Athenaeum Hall resulting in removal of four car parking spaces on Buckingham Street.

#### Advantages:

- Promotes and supports active travel modes
- Financial savings as community group is supplying the bicycle racks and planter boxes
- Provides greater utilisation and availability of parking by replacing four car parking spaces with 20 bicycle parking spaces
- Aligned to potential long-term strategy such as transition to Shared Zone of Buckingham Street

Disadvantages:

- Council to incur installation costs and ongoing maintenance liability could be considered a disadvantage, however this is to an extent mitigated by the cost share arrangement with APBA and the other benefits of improving active travel modes
- Loss of four car parking spaces
- Maintenance cost implications – it is noted that aspects of this work such as planter box maintenance are not able to be subsidised by Waka Kotahi NZ Transport Agency at the standard 51% funding assistance rate

19. **Option 2** Council declines to endorse the Arrowtown Bicycle Parking Proposal.

Advantages:

- Maintain the existing number of car parking spaces

Disadvantages:

- Creates potential public perception of QLDC preference for private motor vehicle transport over alternatives and active travel modes
- Loss of opportunity to support a community group who has completed significant work to prepare this proposal
- Loss of opportunity for cost savings as community group putting forward the cost of the bicycle racks and planter boxes

20. This report recommends **Option 1** for addressing the matter to provide the requested bicycle parking. With the proposal development and materials contribution by APBA this option can be implemented within existing approved Long-Term Plan (LTP) budgets and is aligned to QLDC's Better Ways to Go - Mode Shift Plan. QLDC staff will work with APBA to implement the lower impact of the two designs, noting that should the concrete platform design be preferred further investigations and budget will be required.

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Consultation Process | Hātepe Matapaki

**Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka**

21. This matter is of low significance, as determined by reference to the [Council's Significance and Engagement Policy](#) because it has minimal impact on the wider community, and there is limited financial consequence to Council of adopting the recommended option.
22. The persons who are affected by or interested in this matter are the residents/ratepayers of the Queenstown Lakes District community and Heritage New Zealand, along with people who have an interest in historic infrastructure.

23. The Council has undertaken the following recent consultation with stakeholder groups:-

- Site meeting February 2023 with APBA to discuss their proposal, identify locations, review maintenance implications, prior to requesting changes to parking arrangements. The APBA is a non-profit community organisation of commercial ratepayers and other business operators covering the Arrows-town-Kawarau ward. The Board has representatives from these groups and the Arrows-town-Kawarau ward QLDC representative. The APBA activities cover the commercial area of Arrows-town and the Arrows-town School catchment area. APBA engages with a number of parties and stakeholders including Destination Queenstown (DQ), Arrows-town Village Association (AVA), Village Residents and the Lakes District Museum to promote, preserve, advocate and protect the interests of Arrows-town.

#### **Māori Consultation | Iwi Rūnaka**

24. The Council has not consulted with iwi on this matter.

#### **Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka**

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25. This matter relates to the Community & Wellbeing risk category. It is associated with RISK00012 Core infrastructure is Insufficient – Poor infrastructure planning within the [QLDC Risk Register](#). This risk has been assessed as having a high inherent risk rating.

26. The approval of the recommended option will support the Council by allowing us to avoid the risk.

#### **Financial Implications | Kā Riteka ā-Pūtea**

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27. If the recommended option is selected, the install cost is recommended to be allocated to Whakatipu lines and signs budget of which there is approximately \$75,000 annually in the LTP to complete line marking, signage and other minor associated works. Although pricing for installation has not been completed, it is expected to be minor and not substantially impact on scope of work otherwise delivered under this budget. The ongoing maintenance can be managed by operational staff under existing contracts and budgets.

#### **Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera**

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28. The following Council policies, strategies and bylaws were considered:

- QLDC's Better Ways to Go – Mode Shift Plan
- QLDC's Climate and Biodiversity Plan 2022 - 2025
- QLDC's Traffic and Parking Bylaw 2018

- Queenstown Trails - The Next Ten Years of Queenstown Trails - Strategic Plan 2023-2033

29. The APBA refers and is guided by a number of documents and policies that support and guide their decision making, these include but are not limited to:

- QLDC District Plan
- 1994 and 2003 Arrowtown Community Planning workshop reports
- Arrowtown Design Guidelines 2016
- Shaping our Future Arrowtown 2022
- Mahu Whenua Gateway Feasibility Study

#### Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

30. The recommended option:

- Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. The recommended option is consistent with these objectives.
- Can be implemented through current funding under the Ten Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or transfer the ownership or control of a strategic asset to or from the Council.

#### Attachments | Kā Tāpirihaka

A	Buckingham Street, Arrowtown Bicycle Parking Proposal
B	The contribution of biking to the Queenstown-Lakes economy – Benje Patterson