

**Traffic & Parking Subcommittee**  
**10 March 2022**

**Report for Agenda Item | Rīpoata mot e Rāraki take 2**

**Department: Property & Infrastructure**

**Title | Taitara** Approve Bus Stops and Shelters with Associated parking restrictions under the Traffic and Parking Bylaw 2018

**PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO**

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- 1 The purpose of this report is:
  - a. to seek a decision of from the Subcommittee regarding proposed new public transport bus stop locations complete with infrastructure provision and street furniture, and associated amendments to parking restrictions; and
  - b. inform the Subcommittee about hearing objections by affected parties on the erection of bus shelters as required by section 339 of the Local Government Act 1974.

**EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA MATUA**

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- 2 New bus stops are required to support a growing public transport network across the Whakatipu basin. This requires new routes and bus stops to be formed.
- 3 The Queenstown Lakes District Council, with support from the public transport operating authority Otago Regional Council (ORC), is proposing improved bus stop infrastructure for delivery in Lake Hayes Estate and Arrowtown Lake-Hayes Road as part of a second tranche to the PT Mode Shift Minor Improvements Programme (Low Cost Low Risk) in the Whakatipu basin. This requires changes to existing on-street parking.
- 4 The parking restrictions proposed fall under the below categories. These restrictions either support the Land Transport (Road User) Rule 2004 (the Rule) or fall outside the Rule but are supported by the Queenstown Lakes District Council Traffic and Parking Bylaw 2018:
  - No Stopping restrictions
  - No Stopping except for buses restrictions
- 5 The Queenstown Lakes District Council Traffic and Parking Bylaw 2018 (the bylaw) regulates parking and the use of roads and public spaces under Council's control.
- 6 The bylaw was adopted by Council at its 13 December 2018 meeting and came into effect on 1 March 2019.
- 7 The locations proposed in this report have been identified for marking or signage and subsequent enforcement to address safety and operational needs for public transport locations raised by the public, councillors, on behalf of the public or identified by council officers.

- 8 Whilst the bus stops proposed can be created in road reserves, adding bus shelters triggers a further requirement for formal consultation under section 339 of the Local Government Act 1974.
- 9 The Traffic & Parking Sub-committee has delegated authority (refer 16 December 2022 Full Council Agenda item 9) to hear objections and make decisions on proceeding with public transport infrastructure (bus shelters).
- 10 Consultation has been undertaken in two forms to comply with Council's requirements to consult under LGA 2002 s82 and LGA 1974 s339 for each bus stop and that information has been included for the Subcommittee's consideration, involving:
  - a request for feedback via Let's Talk, promoted via social media and direct email to the Lake Hayes Estate/Shotover Country Community association and
  - by individual letters addressed to adjacent properties; and
  - Publication of resulting proposal informed by consultation feedback

## RECOMMENDATION | NGĀ TŪTOHUNGA

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- 11 That the Traffic and Parking Subcommittee:
  1. **Note** the contents of this report and in particular the public consultation undertaken and documented in relation to the proposed bus stop locations, associated infrastructure and street furniture, and requisite parking changes.
  2. **Approve** changes to the new and existing restrictions applying to the on-road and off-road parking restrictions as set out in Attachment A - Additional parking restrictions. These will come into force once signage and road marking is complete.
  3. **Approve** the establishment of bus stops, and associated infrastructure as set out in Attachment A - Additional parking restrictions.
  4. **Hear and consider** the objections and submissions of the landowners affected by the erection of bus shelters.
  5. **Approve** the proposed Bus Shelters and dismiss the objections.

Prepared by: Brandon Ducharme



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17/02/2022

Reviewed and Authorised by:



Peter Hansby  
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17/02/2022

## CONTEXT | HORPOAKI

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- 1 The Council has committed to the Climate Action Plan 2019/2022 and funding the delivery of Mode Shift Public Transport Minor Improvements (LCLR) in the Whakatiupu Basin in the Ten Year 21/31 and 22/23 Annual Plans. Investment in mode shift improvements is a cornerstone to delivering on Council's commitment to making public transport, walking, and cycling everyone's first travel choice as part of the climate action plan.
- 2 Minor Improvements to public transport infrastructure (including proposed shelters) and requisite traffic restrictions (including parking controls) are required throughout the district, often in response to requests from the public or businesses citing public transport needs, and/ or safety or accessibility concerns. Opportunities for improvements are also identified by staff when considering changes in public transport and parking use patterns, demand, or as the development or master planning of town centres continues.
- 3 The Council's bus stop policy (2008) promotes the use of bus shelters as a level of service at public transport bus stops. The policy also sets out a minimum level of service for bus stops to be located approximately 350-400m apart.
- 4 The Queenstown Lakes District Council Traffic and Parking Bylaw 2018 (the bylaw) regulates parking and the use of roads and public spaces under Council's control.
- 5 Changes to existing restrictions or the implementation of new restrictions for public transport bus stops requires a Council resolution prior to implementation.
- 6 Under s 339 of the LGA 1974 the Council may erect bus shelters on the footpath of any road, subject to following the process provided for in that section which includes holding a hearing to hear and consider the objections of any occupier or owner of land the frontage of which is likely to be "injuriously" affected by the erection of the shelter.
- 7 The authority to make determinations under s 339 was delegated to the Traffic & Parking Sub-Committee on 16 December 2021. Issues include public transport passenger shelters and considering the effects on stakeholders including public transport users and adjacent owners, damage to Council's above and below ground infrastructure, increasing risk to road user safety.

## ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

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### **Parking changes to facilitate proposed public transport infrastructure in the district**

- 8 This report seeks a resolution to restrict, amend or remove permitted parking that is in place to enable public transport infrastructure as per Attachment A. This will ensure enforceability under the bylaw.
- 9 Information on the restrictions applying across the district must be publicly available consistent with the requirements of the Land Transport Act 1998.

### **District Plan considerations and implications**

- 10 The District Plan outlines the requirements for parking and traffic to complement Council's overall land use goals and objectives for district development.
- 11 The Transport chapter of the District Plan endeavours to support mode use change by reducing parking requirements within commercial developments, encouraging off street parking in residential developments and increasing densities around town centres.

### **Enforcement**

- 12 Enforcement will only occur when appropriately marked and/or signed within the areas described in Attachment A.

### **Relevant considerations**

- 13 Clause 5.1 of the bylaw provides:

5.1 In making a resolution under this bylaw, the Council will take into account the following considerations, if and to the extent they are relevant and in proportion to the significance of the decision:

- (a) the purpose of this bylaw;
- (b) the statutory context of the relevant bylaw-making power under section 22AB of the Land Transport Act 1998 and/or Part 8 of the Local Government Act 2002, as the case may be;
- (c) the public interest in a safe and efficient road transport system and the Council's contribution to that objective in relation to roads under its control;
- (d) the likely effect of the decision on members of the public or categories of the public;
- (e) the nature and extent of the problem being addressed by the proposed decision and the reasonably available options for addressing the problem (if any) apart from making a resolution under this bylaw;
- (f) the public interest in protecting from damage land and assets which are owned or under the control of the Council.

- 14 The purpose of the bylaw is to regulate parking and the use of vehicles or other traffic on roads and other public places in the Queenstown Lakes District. The other matters are addressed in the discussion below.

### **Proposed parking restriction changes and bus shelters**

- 15 The proposed parking restrictions are detailed in Appendix A.
- 16 The following table indicates the proposed bus stops including proposed shelters and associated new or changed NO STOPPING AT ANY TIME (EXCEPT FOR BUSES) restrictions that are not supported by specific national road user rules (such as not parking within 6m of an intersection, not parking within 6m of a bus stop), but support general national road user rules (such as inconsiderately blocking passage) and can

be made by resolution of the Subcommittee under the Traffic and Parking Bylaw 2018 and LGA 1974 S.339 under delegation from the Council.

Road or Location	Specific Description
<b>Arrowtown-Lakes Hayes Area</b>	
Arrowtown-Lake Hayes Rd (NB/SB) near Akarua Winery (See Appendix A.1)	<p>NO STOPPING AT ALL TIMES except for buses on both (North/South) sides of road to delineate public transport bus stop box with tapers that allow bus to ingress/stop/egress from bus stop safely.</p> <p>Installation of two new passenger bus shelters with ski rack and seating, new bike racks, sign and pole, and tactile pavers. All infrastructure proposed is within road reserve.</p> <p><b>Objection to shelter received from abutting landowner on North Bound side of carriageway.</b></p>
<b>Lake Hayes Estate</b>	
<p><b>Sylvan Street</b> (EB/WB) at the existing pedestrian crossing near the footpath reserve (See Appendix A.2)</p>	<p>NO STOPPING AT ALL TIMES except for buses on both (west and east) sides of road to delineate public transport bus stop box with tapers that allow bus to ingress/stop/egress from bus stop safely.</p> <p>Installation of two new passenger bus shelters with ski rack and seating, new bike racks, sign and pole, and tactile pavers. All infrastructure proposed is within road reserve.</p> <p><b>Objection to shelters received from abutting landowner (tenant) on East Bound and West Bound side of carriageway.</b></p> <p><b>Objection received from opposite and neighbouring property.</b></p>
<p><b>Erskine Street</b> (EB/WB) at Walnut Grove Park (See Appendix A.2)</p>	<p>NO STOPPING AT ALL TIMES except for buses on both (east and west) sides of road to delineate public transport bus stop box with tapers that allow bus to ingress/stop/egress from bus stop safely.</p> <p>Installation of two new passenger bus shelters with ski rack and seating, new bike racks, sign and pole, and tactile pavers. All infrastructure proposed is within road reserve.</p> <p>Additional NO STOPPING AT ALL TIMES to secure a through road</p> <p><b>Objection to shelters received from abutting landowner on West Bound side of carriageway.</b></p>
<p><b>Red Cottage</b> (NB/SB) at Red Cottage Avenue (See Appendix A.3)</p>	<p>NO STOPPING AT ALL TIMES except for buses on both (north and south) sides of road to delineate public transport bus stop box with tapers that allow bus to ingress/stop/egress from bus stop safely. All infrastructure proposed is within road reserve.</p> <p>Installation of two new passenger bus shelters with ski rack and seating, new bike racks, sign and pole, and tactile pavers.</p> <p>No objections received to proposed shelters.</p>

<p><b>Onslow Road (NB)</b> along Onslow Rd  (See Appendix A.4)</p>	<p>Modify existing NO STOPPING AT ALL TIMES except for buses on both (North bound) sides of road to delineate public transport bus stop box with tapers that allow bus to ingress/stop/egress from bus stop safely.</p> <p>Installation of one (1) new passenger bus shelter with ski rack and seating, new bike rack, sign and pole, and tactile pavers.</p> <p>No objections received to proposed shelters.</p>
<p><b>Nerin Square (Terminus)</b></p>	<p>Note no changes to Nerin Square are proposed apart from changes to service – layover to occur in Queenstown CBD at Rec Ground on Robins Road.</p>

**Proposed infrastructure (Shelters) to facilitate Public Transport Infrastructure in the District**

17 As noted in the above table, this report seeks a decision authorising the installation of new public transport infrastructure (bus shelters). That decision is made under section 339 of the LGA 1974 which relevantly provides:

**339 Transport shelters**

- (1) The council may erect on the footpath of any road a shelter for use by intending public-transport passengers or small passenger service vehicle passengers:  
  
provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road.
- (2) The council shall give notice in writing of its proposal to erect any shelter under this section to the occupier and, if he is not also the owner, to the owner of any land the frontage of which is likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.
- (3) Within 14 days after the service of the notice, the occupier or owner, as the case may be, may object in writing to the council against the proposal.
- (4) Where any person objects to the proposal in accordance with subsection (3), the council shall appoint a day for considering the objection and shall give notice to the objector of the time when and place where the objection is to be heard. Any such time shall be not earlier than 7 days after the date on which the notice of objection was received at the office of the council.
- (5) The council shall, at the time and place stated in the notice referred to in subsection (4), consider the objection, and after hearing any submissions made by or on behalf of the objector, may either dismiss the objection or

decide not to proceed with the proposal or make such modifications to the proposal to which the objection relates as it thinks fit. The hearing of any such objection may be adjourned from time to time and from place to place.

18 The subcommittee will have to consider objections against the following four (4) sites

- a. Arrowtown-Lake Hayes Rd (North Bound) near Akarua Winery abutting 273/273a Arrowtown-Lake Hayes Rd – 1 objection.
- b. Lake Hayes Estate along Sylvan Street (East Bound) abutting Council reserve land between 39 Sylvan Street – 1 objection.
- c. Lake Hayes Estate along Sylvan Street (West Bound) abutting private property number 32 Sylvan Street– 1 objection.
- d. Lake Hayes Estate along Erskine Street (West Bound) at Walnut Grove Park abutting 24 Erskine Street – 1 objection.

19 The Summary of Consultation undertaken is provided below and in the attachments.

### Options

20 Option 1: Approve the parking restrictions and proposed infrastructure (bus shelters) as identified in this report

#### Advantages:

- 21 Enables Public Transport as a mode choice to offset loss of on-street car parking.
- 22 Facilitates climate action by providing high quality public transport and active travel infrastructure that is continuously improving.
- 23 Encourages off-street parking in commercial, residential, and high-density areas.
- 24 Improves level of service for transport infrastructure.
- 25 Supports the requests from the public to improve access and safety, and addresses issues raised by council officers to improve the operation of public transport and parking in the district.
- 26 Can improve the safety of roads for all users including pedestrians and cyclists
- 27 Can improve the community's understanding of road use
- 28 Enables effective and lawful enforcement to maintain operability and consistent level of service in public transport infrastructure.

#### Disadvantages:

- 29 Reduction of available on-street car parking available.

- 30 Will result in more on-street parking in commercial, residential, and high-density areas.
- 31 May cause conflict with vehicle owners receiving infringements for parking in restricted areas.
- 32 May result in displacement of vehicles to areas that are not subject to the restrictions.
- 33 Dissatisfies the opposing resident and property owners; despite reasonable and practicable mitigations for risk going forward.
- 34 Option 2: Not approve the parking restrictions and proposed infrastructure (bus shelters) as identified in this report

Advantages:

- 35 Avoid loss of on-street parking
- 36 Avoid dissatisfying the opposing resident and property owner.
- 37 No cause for conflict with vehicle owners receiving infringements for parking in restricted areas
- 38 Will not result in the displacement of vehicles to other areas

Disadvantages:

- 39 Limited Transport mode choices and perpetuates car dependencies.
- 40 Unsatisfactory level of service, operability, and unlawfulness for public transport infrastructure.
- 41 Does not address safety and operational issues raised by the public and council officers.
- 42 Will not improve road safety for all users
- 43 Does not provide an opportunity to improve the community's understanding of road use.
- 44
- 45 Does not facilitate climate action impeding on continuous improvement in providing high quality public transport and active travel infrastructure.
- 46 Option 3: Approve the parking restrictions, but uphold one or more objections, or otherwise modify the installation of bus shelters

Advantages:

- 47 Same as Option 1 but at reduced levels of service to passengers, the public and wider community, and impeding on climate action and continuous improvements plan.
- 48 Opportunity to repurpose budgets.

Disadvantages:

- 49 Same as Option 1 but at reduced dissatisfaction to adjacent landowner.
- 50 This report recommends Option 1 for addressing the matter because it addresses issues raised by the public and Council officers to improve more sustainable use of, and level of service in, public transport district wide while improving consistency and safety of operations.

## CONSULTATION PROCESS | HĀTEPE MATAPAKI:

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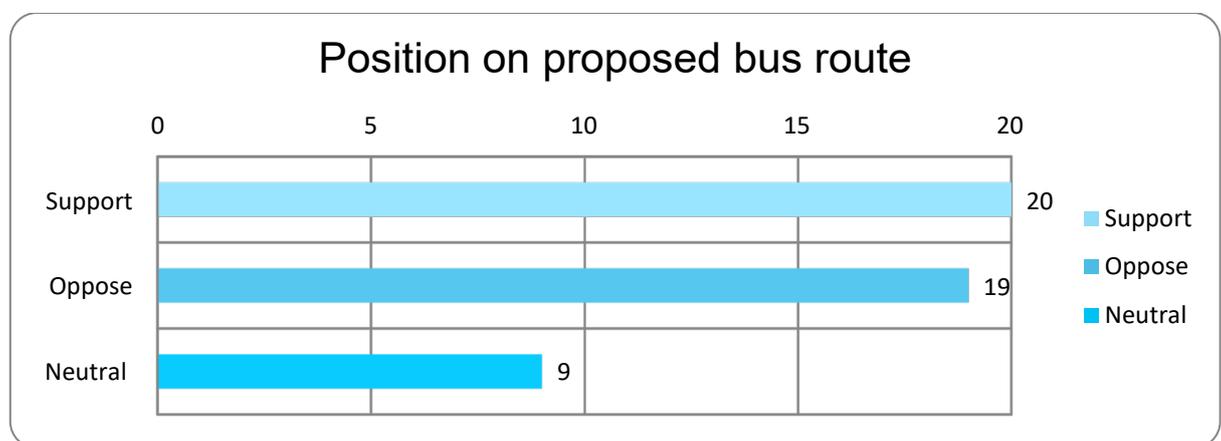
### > SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 51 This matter is of [low] significance, as determined by reference to the Council's Significance and Engagement Policy because amended and additional parking restrictions are based on community feedback, council officer recommendations and outputs from master planning requirements. The proposed restrictions will affect a relatively small number of residents, ratepayers, and visitors. It is considered that the proposed amendments provide a wider public benefit to offset the local impact.
- 52 The persons who are affected by or interested in this matter are residents/ratepayers; visitors, business associations; emergency services; schools; large tourism transport operators; passenger service vehicles; heavy motor vehicle users; Otago Regional Council (ORC), Waka Kotahi (NZ Transport Agency), CCS Disability Action.
- 53 The Council has completed a full bylaw review during 2018. Significant formal and informal engagement was completed with the community and key stakeholders.
- 54 Because residents adjacent to the proposed stops are more directly affected, to comply with its consultation obligations under s 82 of the LGA 2002 the Council has provided information about the changes to affected residences and sought their comment.
- 55 The Council has completed an online consultation for Lake Hayes Estate. Significant formal and informal engagement was completed with the community and key stakeholders.
- 56 The feedback received via the Let's Talk platform was comprehensive and varied from a diverse range of respondents. This has provided rich qualitative context to where support or demand from the wider community and interest groups (such as CCS

Disability Action) should be considered in the balance of submissions made by those opposing the proposal due to perceived affects to their adjacent properties. Importantly, submissions received through this process has identified opportunities for improvements which have been incorporated into the recommended proposal. (e.g.: the inclusion of Sylvan Street stops in response to submissions signalling demand for that service). This form of consultation and the feedback received has added significant value in developing a viable solution for the Lake Hayes Estate Community.

57 It is recommended the below quantitative feedback is also considered in the context of qualitative feedback above and submissions from interest groups.

58 There were over 315 Let’s Talk page visits, accessed via various channels. There were 49 submissions with supporting text comments, and 58 surveys completed. Summary: 20 support, 19 opposed, 9 neutral.



59 These results along with the submissions content have been made available to the Committee members, and a summary of these results as communicated to the community are provided in Appendix B.

60 CCS Disability Action made a submission strongly supporting the proposal with the following qualifications:

- a. Support of more, not fewer bus-stops to meet the 350-400m apart levels of service.
- b. Deliver with the proposed accessibility features
- c. Deliver with lighting implemented

61 Affected residences were informed via letters to comply with obligations under LGA 1974. S339.

62 Owner/Occupier’s feedback from adjacent residences to the proposed bus stops opposed the proposals due to concern of increased noise, privacy and visual intrusion interference with rubbish and recycling bins, and safe entry/access from their driveway.

63 A summary of relevant objections from owner/occupier of abutting landowner in consultation feedback and mitigations offered by Council officers is tabulated below for each site. These include both the proposed changes in parking and the proposed infrastructure (bus shelters).

Road or Location	Specific Description						
<b>Arrowtown-Lakes Hayes Area</b>							
Arrowtown-Lake Hayes Rd Akarua Winery	Summary of feedback received from submissions						
	Submission 1 (Support) from Akarua Winery						
	<table border="1"> <thead> <tr> <th data-bbox="502 633 991 667"><u>Issues</u></th> <th data-bbox="991 633 1433 667"><u>Support</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="502 667 991 775">Parking</td> <td data-bbox="991 667 1433 775">Parking is an issue at this site and having alternate modes of transport will assist</td> </tr> <tr> <td data-bbox="502 775 991 882">Mode Choice</td> <td data-bbox="991 775 1433 882">Options for public transport complement the liquor license and site activity.</td> </tr> </tbody> </table>	<u>Issues</u>	<u>Support</u>	Parking	Parking is an issue at this site and having alternate modes of transport will assist	Mode Choice	Options for public transport complement the liquor license and site activity.
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	Parking	Parking is an issue at this site and having alternate modes of transport will assist					
	Mode Choice	Options for public transport complement the liquor license and site activity.					
	Submission 2 (objection) – 273a Arrowtown-Lakes Hayes Rd						
	<table border="1"> <thead> <tr> <th data-bbox="502 992 991 1025"><u>Issues</u></th> <th data-bbox="991 992 1433 1025"><u>QLDC Proposed Mitigation</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="502 1025 991 1339">Suitability of the proposed infrastructure in a rural environment</td> <td data-bbox="991 1025 1433 1339">To adopt a low impact design of minimizing (but not eliminating) concrete for sensitivity to rural design.  *Excludes shelter which is specified to be a consistent stock standard and not proposed to change specification.</td> </tr> </tbody> </table>	<u>Issues</u>	<u>QLDC Proposed Mitigation</u>	Suitability of the proposed infrastructure in a rural environment	To adopt a low impact design of minimizing (but not eliminating) concrete for sensitivity to rural design.  *Excludes shelter which is specified to be a consistent stock standard and not proposed to change specification.		
<u>Issues</u>	<u>QLDC Proposed Mitigation</u>						
Suitability of the proposed infrastructure in a rural environment	To adopt a low impact design of minimizing (but not eliminating) concrete for sensitivity to rural design.  *Excludes shelter which is specified to be a consistent stock standard and not proposed to change specification.						
Wayfinding/pedestrian conveyance	Position and signage with from commercial operators						
Shelter intrudes on Sightlines for ingress/egress from driveway	The shelter design is set back to allow safe operations.						
Hawthorne Hedge Maintenance	Arborist report to pre-clip and QLDC maintain behind shelter.						
Shelter	Objection and submissions made for hearing.						
<b>Lake Hayes Estate</b>							
<b>Sylvan Street</b> (WB) at the existing pedestrian crossing near the reserve land along Sylvan Street	Summary of feedback received from submissions  Submission 1 and 2 (objections) From Owners and Occupiers of 32 Sylvan Street - Lake Hayes Estate  Submissions 3 and 4 (objections) from neighbours’ (owners and occupiers) at 34 Sylvan Street – Lake Hayes Estate  Submissions 5 (objections) from extended neighbours’ (owner/occupier) at 36 Sylvan Street – Lake Hayes Estate						

	Submissions 4 (objections) from opposite property at 37 Sylvan Street – Lake Hayes Estate	
	<b>Issues</b>	<b>QLDC Proposed Mitigation</b>
	Negative Impact on Value	Value of property is linked to amenity, and public transport increases amenities in the area. We are not aware of any evidence of bus stops decreasing property value.
	Privacy/Visual Intrusion	Plant Pittosporum tenuifolia or Olearia paniculate hedges (advised by QLDC arborist) behind the shelter to screen the shelter from the property.  Also of note is the bunding and existing screening and planting on the private property which already provides some screening.
	Noise from vehicles and loitering public	Pick up drop-off location only, not a terminus or waiting location, which mitigates bus noises.  Above Screening proposed to aid in mitigating noise/sound.
	Rubbish	Council will provide adequate space to retrofit rubbish bins should this become a problem through monitoring of the site operations.
	Vandalism/Security/indecent behaviors	Council will monitor the ongoing operations and consider approaches should these matters materialize.
	Disruptive to plans for future addition on property and access driveway.	Council can mitigate in design alternate geometrics of proposal on site to allow for future gates that open/close, or an access track.
	Safety of drive-way operations due to visibility	Shelters are designed with transparency to mitigate these risks. Caution of road use still applies.
<p><b>Sylvan Street</b> (EB) opposite of the reserve land along Sylvan Street near the existing pedestrian crossing near</p>	<p>Summary of feedback received from submissions</p> <p>Submission 1, 2, and 3 (objection) Owners/Occupiers, and representative of 39 Sylvan Street – Lake Hayes Estate</p> <p>Submission 4 (objection) Neighbour across reserve land – 37 Sylvan Street – Lake Hayes Estate</p>	
	<b>Issues</b>	<b>QLDC Proposed Mitigation</b>

	<p>Privacy/Visual Intrusion</p>	<p>Plant Pittosporum tenuifolium or Olearia paniculate hedges (advised by QLDC arborist) behind shelter to provide screening to property.</p> <p>The proposal has sought to mitigate these effects by utilizing the Council Reserve land for the shelter. Due to the pedestrian crossing, the bus box and hard stand will still front the house while in use, but all within road reserve.</p>									
	<p>Noise</p>	<p>Pick up drop-off location only, not a terminus or waiting location.</p>									
	<p>Potential for future use of the reserve as a road</p>	<p>This proposal does not affect any use of the reserve, nor does it limit or prejudice its future use.</p> <p>Bus Stop can be amended and relocated when or if future plans progress.</p>									
	<p>Bus stop is unnecessary with good proximity to stop proposed on Walnut Grove on Erskine Street.</p>	<p>QLDC level of service is to provide bus stops every 350-400m of walking distance or less. This need is endorsed by CCS Disability Action.</p>									
<p><b>Erskine Street (EB/WB) at Walnut Grove Park</b></p>	<p>Summary of feedback received from submissions</p> <p>Submission 1 (objection) Owner/Occupier of 24 Erskine Street – Lake Hayes Estate</p> <table border="1" data-bbox="507 1361 1433 1800"> <thead> <tr> <th data-bbox="507 1361 995 1402"><u>Issues</u></th> <th data-bbox="995 1361 1433 1402"><u>QLDC Proposed Mitigation</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="507 1402 995 1547"> <p>Privacy/Visual Intrusion and Obstruction to view outside of property.</p> </td> <td data-bbox="995 1402 1433 1547"> <p>Plant Pittosporum tenuifolium or Olearia paniculate hedges (advised by QLDC arborist) behind shelter to provide screening.</p> </td> </tr> <tr> <td data-bbox="507 1547 995 1621"> <p>Noise</p> </td> <td data-bbox="995 1547 1433 1621"> <p>Pick up drop-off location only, not a terminus or waiting location.</p> </td> </tr> <tr> <td data-bbox="507 1621 995 1800"> <p>Rubbish</p> </td> <td data-bbox="995 1621 1433 1800"> <p>Council will provide adequate space to retrofit rubbish bins should this become a problem through monitoring of the site operations.</p> </td> </tr> </tbody> </table>			<u>Issues</u>	<u>QLDC Proposed Mitigation</u>	<p>Privacy/Visual Intrusion and Obstruction to view outside of property.</p>	<p>Plant Pittosporum tenuifolium or Olearia paniculate hedges (advised by QLDC arborist) behind shelter to provide screening.</p>	<p>Noise</p>	<p>Pick up drop-off location only, not a terminus or waiting location.</p>	<p>Rubbish</p>	<p>Council will provide adequate space to retrofit rubbish bins should this become a problem through monitoring of the site operations.</p>
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<p><b>Red Cottage (NB/SB) at Red Cottage Avenue</b></p>	<p>Positive feedback received from abutting landowners of the South bound side of carriageway.</p> <p>The North bound side of the carriageway proposal is abutting of Queenstown Lakes District vested reserve known as Bridesdale pocket park.</p>										

<p><b>Onslow Road</b> (NB/SB) at Red Cottage Avenue</p>	<p>No feedback received.</p>
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> **MĀORI CONSULTATION | IWI RŪNANGA**

64 The Council has not sought the specific views of iwi for these operational changes.

**RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA**

65 This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK00031 Ineffective management and governance over legislative compliance within the QLDC Risk Register. This risk has been assessed as having a Low inherent risk rating.

66 The approval of the recommended option will support the Council by allowing us to avoid the risk. This shall be achieved by ensuring operational processes are consistent with legal and regulatory requirements to support education and enforcement activities.

**FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA**

67 The cost associated with installing the required infrastructure improvements including civil works, street furniture, signage and road markings will be met from current budgets in both Annual Plan 2021/2022 and 2022/2023; Wakatipu - Minor Improvements Low-Cost Low Risk (TR).

**COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA**

68 The following Council policies, strategies and bylaws were considered:

- QLDC Climate Action Plan (2019/2022)
- Improved level of service in public transport is in alignment with Vision Beyond 2050 in the TYP 21/31 promoting alternate mode choice.
- Traffic and Parking Bylaw 2018 as existing regulation
- Queenstown Integrated Transport Strategy supporting improved network performance and customer experience for all modes and improved liveability and visitor experience

69 The recommended option is consistent with the principles set out in the named policy/policies:

- QLDC Disability Policy (2019)
- QLDC Bus Stop Policy (2008)

70 This matter is included within the Ten-Year Plan/Annual Plan as a specific activity and can be delivered within general infrastructure management activities.

## LEGAL CONSIDERATIONS AND STATUTORY RESPONSIBILITIES | KA TURE WHAIWHAKAARO, ME KĀ TAKOHAKA WAETURE

71 This report satisfies the decision-making requirements of Council under the bylaw pursuant to the Land Transport Act 1998 and the Local Government Act 2002. The bylaw provides a platform for the decisions to restrict parking and control vehicle use that are implemented on land under council's control. The Council's legal advisors have advised that the consultation and follow up engagement process that has been carried out is appropriate subject to the Council resolution as requested by the report and the outcome of this agenda item being communicated to the parties consulted with.

72 This report also satisfies the procedural requires of LGA 1974 Section 339.

## LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

73 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 proposal to implement improved public transport infrastructure will promote social, economic, environmental, and cultural well-being by providing good quality, and reliable infrastructure that caters for all residences, businesses and visitors in the District. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act.
- Can be implemented through current funding under the 10-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 | NGĀ TĀPIRIHANGA

A	Attachment A – Proposed Designs A.1 Arrowtown-Lake Hayes Rd (NB/SB) at Akarua Winery A.2 LHE – Sylvan St (EB/WB) A.3 LHE – Erskine Street at Walnut Grove (EB/WB) A.4 LHE – Red Cottage (NB/SB) A.5 LHE – Onslow Rd (NB)
B	Attachment B – Consultation Summary as provided via Let's Talk, promoted via social media and direct email to the Lake Hayes Estate/Shotover Country Comm Association. source: <a href="https://letstalk.qldc.govt.nz/bus-stops-lake-hayes-estate">https://letstalk.qldc.govt.nz/bus-stops-lake-hayes-estate</a>
C	Submissions Addendum for Hearing