

Traffic & Parking Subcommittee
14 December 2020

Report for Agenda Item | Rīpoata moto e Rāraki take : 2

Department: Property & Infrastructure

Title | Taitara Temporarily Blocking of Woolshed Road

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to seek the sub committee's approval under section 13 (Unformed Legal Roads) of the Traffic and Parking Bylaw to allow a temporary vehicular road block within Woolshed Road to limit the vehicle movements at the Woolshed Road / Kingston Road (SH6) intersection.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Traffic & Parking Subcommittee:

1. **Note** the contents of this report;
2. **Agree** to allow the installation of a temporary vehicular road block on Woolshed Road.
3. **Agree** to allow the Chief Engineer to authorise removal of this block if the current safety issues with Woolshed Road are mitigated appropriately.

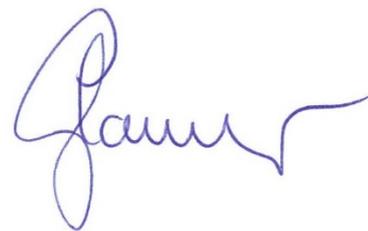
Prepared by:



Richard Powell
Development Infrastructure Engineer

13/11/2020

Reviewed and Authorised by:



Ulrich Glasner
Chief Engineer

13/11/2020

CONTEXT | HOROPAKI

- 1 In October 2019 a subdivision consent for 154 lots was issued to the applicant RCL Henley Downs Ltd, a condition of this consent (Condition 25q – Attachment A) requires an earth bund to be installed on the previous alignment of Woolshed Road that leads to Howden Drive in Hanley Farm with the intention to dissuade the use of vehicular access to Hanley Farm from the unformed section of Woolshed Road.
- 2 Due to the speed environment of Kingston Road (SH6) and the sight lines from the Woolshed Road/ Kingston Road intersection, NZTA have confirmed that the intersection is not suitable/safe to be used as an access for the amount of vehicle movements generated from Hanley Farm. Because of this Hanley Farm have designed their internal roading network appropriately for all access and egress to be via Jack Hanley Drive and therefore the link to Woolshed road is not required at this time.
- 3 In order to complete the subdivision the applicant is requesting that the Council resolve to allow the installation of the vehicular road block to satisfy the condition of consent.
- 4 The location and the detail of the vehicular road block are contained in Attachment B. The road block may be removed at a later stage if the safety issues with the current Woolshed road connection are mitigated.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 5 RCL Hanley Downs Ltd have proposed to provide a physical block using boulders instead of an earth bund, this is a preferable option for Property and Infrastructure at QLDC and satisfies the intention of Condition 25q.
- 6 The vehicular road block will be in place until Woolshed Road and its intersection with Kingston Road is upgraded, or until traffic safety issues of the Woolshed Road / SH6 intersection are mitigated or avoided, or until an alternative route to the development to the north is secured and formed to an appropriate level.
- 7 The northern portion of Woolshed Road will remain open currently to allow access to the farm currently operating in that area.
- 8 Option 1: Agree to the installation of a vehicular road block on Woolshed Road

Advantages:

- 9 Will allow the subdivision to be complete allowing the issue of titles for 154 residential lots.
- 10 Will ensure the unsafe Woolshed Road – Kingston Road intersection is not used by the residents of Hanley Farm and surrounding developments for access to the highway.

Disadvantages:

- 11 None noted.

12 **Option 2:** Decline the request to install a vehicular road block on Woolshed Road

Advantages:

13 None noted.

Disadvantages:

14 Potential for increased vehicle use of an intersection that has been deemed unsafe for increased traffic loads.

15 This report recommends **Option 1** for addressing the matter because it provides a suitable and effective way of ensuring the Woolshed Road – Kingston Road Intersection does not experience increased traffic loads.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

16 This matter is of low significance, as determined by reference to the Council’s Significance and Engagement Policy because the decision has nearly no impact to the existing ratepayers or existing transport routes.

17 The persons who are affected by or interested in this matter are the residents and ratepayers of the Queenstown Lakes District.

> MĀORI CONSULTATION | IWI RŪNANGA

18 The Council has not consulted with Iwi as it is deemed not necessary in this instance.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

19 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00009 within the QLDC Risk Register. This risk has been assessed as having a low inherent risk rating.

20 The approval of the recommended option will support the Council by allowing us to implement additional controls for this risk. This shall be achieved by restricting the use of the Woolshed Road – Kingston Road intersection to its current level of use.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

21 All costs of installing the vehicular road block will be the responsibility of the consent holder.

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

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

- Significance & Engagement Policy 2017

23 The recommended option is consistent with the principles set out in the named policy/policies.

24 This matter is not included in the Ten Year Plan/Annual Plan and has no effect upon it.

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

25 The Traffic and Parking Sub Committee have delegation to approve this block of an unformed legal road under section 13 of the Traffic and Parking Bylaw.

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

26 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by ensuring Council manages its roading assets in a safe manor which is beneficial to the community and rate payers;
- 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 alter significantly 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

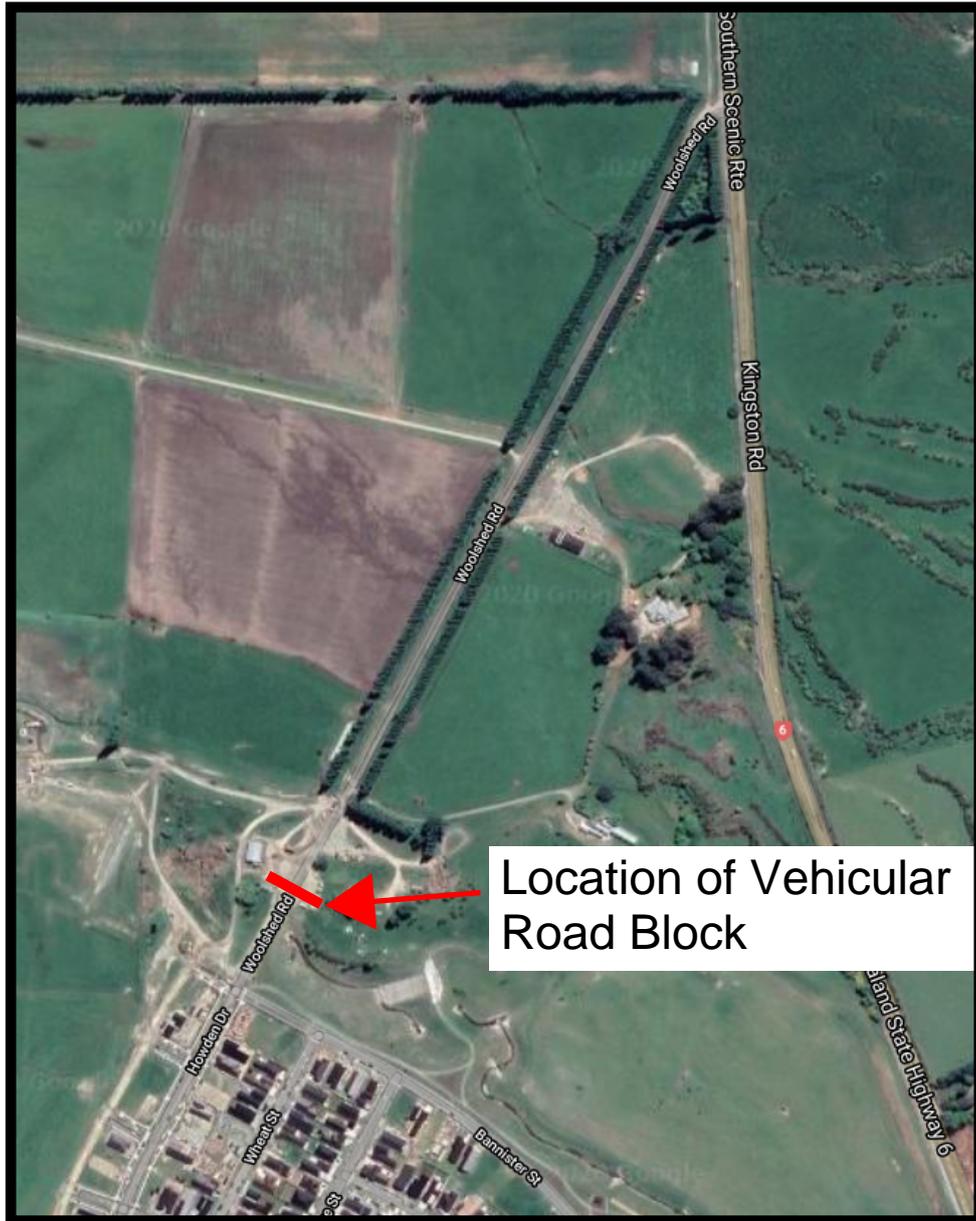
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| A | Condition 25q (RM190829) |
| B | Vehicular Road Block – Location and Detail |

Attachment A – Condition 25q (RM190829)

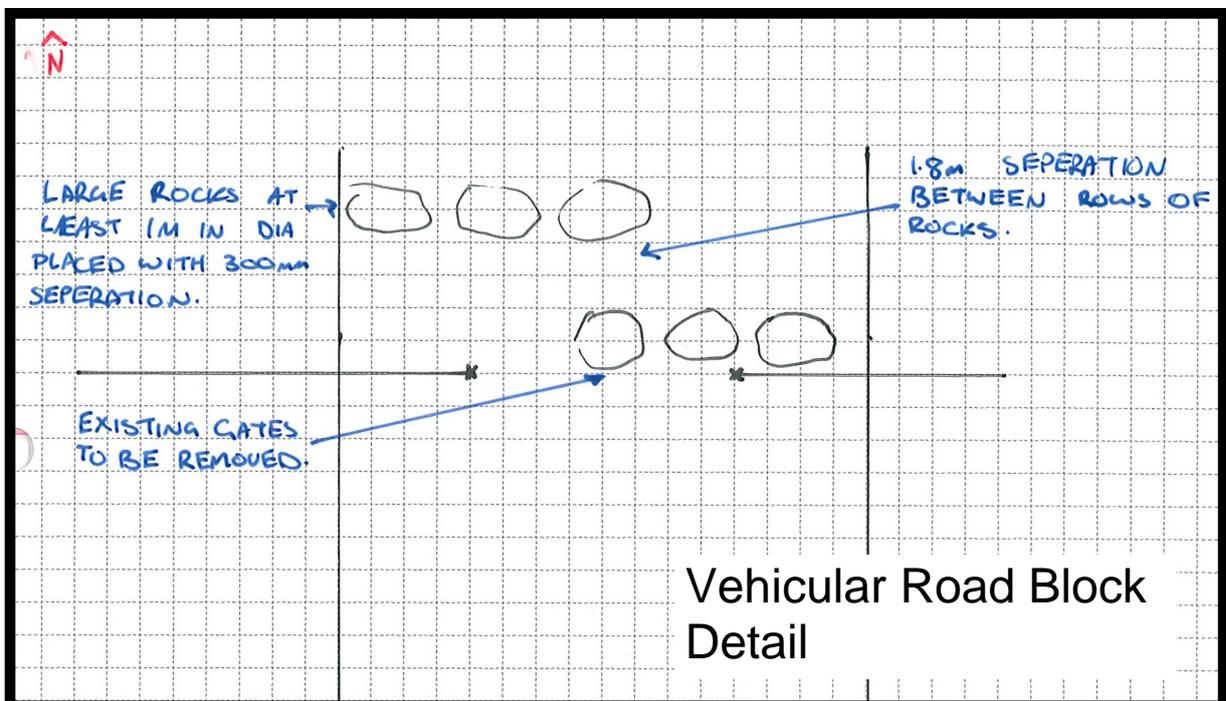
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- q) *The provision of a minimum 2m high earth bund on the new alignment of Woolshed Road/Howden Drive at the culvert crossing of the Lower Woolshed Creek Floodway. This bund is intended to dissuade use of Woolshed Road as an access to Hanley Farm (until future upgrades have occurred) and the design should ensure the feature cannot be easily avoided/side stepped by most vehicles. This bund shall be graded and planted to achieve this outcome. If deemed appropriate to Council's Engineer's under detailed design approval this bund can be relocated and/or altered in form as long as the resulting feature achieves the goal of dissuading general vehicle use of Woolshed Road as an access to Hanley Farm development.*

Vehicular Road Block - Woolshed Road Location and Detail



Location of Vehicular Road Block



Vehicular Road Block Detail