



Stantec New Zealand

Hazeldean Business Park, Level 2, 2 Hazeldean Road, Addington 8024
PO Box 13-052, Armagh, Christchurch 8141
Tel: +64 3 366 7449
NZBN 9429040356297 www.stantec.com/nz

18 June 2024

Enquiries: Andrew Leckie
Project No: 310205844

QCP Limited

Attention: Jamie McMurtrie

Dear Jamie

**RE: Lake Tekapo Tree Climb
Transport Responses to S95A Report**

This letter provides responses to the transport-related matters raised in the draft s95A report for the proposed ropes course on Lakeside Drive. This is being provided with the aim of addressing several concerns raised by the Council's Planner prior to public notification. 'Transportation Effects' are discussed in the draft report in Section 4.3.4.2 (Pages 16-19).

Future Transport Environment

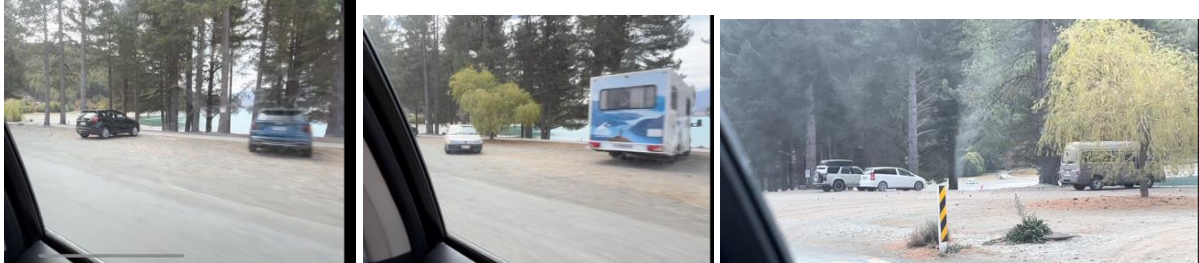
The three paragraphs on Page 16 of the s95A report provide background, including information from the Stantec Transport Assessment (28 July 2023). In relation to the future transport environment, we note that the consented hotel development at the eastern end of Lakeside Drive is no longer going ahead, with the consent having lapsed. This was forecast to generate approximately 840 vehicle movements per day. Most of these would have been to and from SH8 and therefore not have contributed to increased traffic volumes past the site. Similarly, much of the traffic generated by the Station Bay Rise subdivision will be expected to be between Station Bay Rise and SH8, and therefore not contribute to increased traffic volumes past the site.

The first paragraph on Page 17 of the s95A report, is related to the consented mini-golf and commercial development in the area. Our RFI response (23 February 2024) on this matter was related to car parking as this appears to be the main concern in the area. As outlined in the RFI response, the Decision documents for the two consents describe assessments which found that car parking demands will be accommodated on-site. Forecast parking demands are considered more relevant than District Plan parking requirements for our effects assessment. Based on the above, it is considered that these two activities will not contribute to notable increases in car parking demand along Lakeside Drive and would not impact the assessment for the proposed ropes course. Traffic generation for these activities will be low and not impact assessments of the ongoing safe and efficient operation of Lakeside Drive or the SH8 intersection.

Existing Parking Demands

The remainder of Page 17 of the s95A report relates to existing car parking demands on Lakeside Drive.

The comment in our RFI response relating to the low car parking demand observed during the Matariki weekend of 2023 being typical of car parking demand during much of the year is not only based on SH8 traffic data but other observations and familiarity with the area. For example, the below photographs are from 2:00pm on Wednesday 13 March 2024 when there were seven vehicles (of which one was exiting the area at the time) observed on the lake side of the road between the Boat Club and Station Bay Rise.



We remain of the view that Saturday 20 January 2024, being a sunny Saturday during the summer school holidays, will be one of the busiest days of the year at the lakefront. Whether there are 5 or 10 days busier than it is immaterial to our assessment.

Car Parking Demand

The first two paragraphs on Page 18 of the s95A report are related to forecast parking demands. While we consider staff parking unlikely to materially impact parking supply in the area, the Applicant could adopt a travel plan with measures put in place to minimise staff parking in the area. Examples of such measures would be arranging ride sharing for people living further from the site, use of a pick-up point somewhere else in Lake Tekapo, and any measures to encourage walking and cycling.

Similarly, the Applicant could include travel demand management information on its website to encourage other travel modes. This could include a warning that car parking can be in short supply at busy times, the walking and cycling times from the village centre, a simple map highlighting the location of the site relative to the lakeside walking / cycling path and information on the cycle parking available.

Existing car parking occurs inefficiently given the informal arrangements. The applicant could install something to define parking spaces and encourage more efficient parking, such as half round lengths of timber. However, there would be a concern that narrower spaces would not cater to campervan parking.

The last paragraph on Page 18 of the s95A report outlines that *'the Council's Roading Department is focused on managing the effects of the traffic at peak periods as this is when there is the potential for significant adverse traffic effects and parking conflicts are expected occur'*. Lakeside Drive has been recorded to carry approximately 2,500 vehicles per day during peak times, which is a relatively low traffic volume consistent with a local road function. A small number of extra vehicles travelling along Lakeside Drive (even 10-15 vehicles per hour which is the assessed peak car parking demand of the activity) with drivers looking for a parking space and potentially turning around and leaving the area, is not going to generate significant adverse traffic effects. We strongly disagree with this wording and suggest that such a small change in the level of existing activity at peak times would be barely noticeable and have less than minor adverse effects on the safety and efficiency of Lakeside Drive.

As outlined in the second paragraph on Page 19 of the s95A report, the author considers that the effects of the proposal have the potential to be more than minor, *'given the potential for members of the public to be displaced due to the commercial use of public parking'*. While this effect is not related to the safety or efficiency of the transport network, we can comment on the likely scale and frequency of such an effect. We expect the proposed activity to generate a small car parking demand, potentially in the order of 10-15 vehicles at the busiest times in the area. If there is any 'displacement', it will be small in scale, and it would only occur on the very busiest days of the year. Also not being able to find a car park somewhere is considered to be a very low-severity effect. Based on all of the above, it is considered that any effects relating to displacement of the public will not be more than minor, and will most likely be less than minor.

Mobility Parking

The third paragraph on Page 19 of the s95A report is related to mobility parking. The Council Planner does not consider the proposal to sign one mobility space will comply with District Plan requirements. Technically if no car parking spaces are being provided for the activity, then we understand there would be no mobility parking requirement and therefore there would be no 'shortfall'. The proposal to sign one space as a mobility space is a well-meaning attempt to achieve the intent of the District Plan Standard 2d to ensure mobility parking is provided at activities where appropriate. If there is a concern from MDC that signing one space as a mobility space will be out of context or reduce the car parking supply in the area, then this can be omitted.

Public Toilet Access

The fourth and fifth paragraphs on Page 19 of the s95A report relate to increased pedestrian crossing demand at the nearby public toilets. We provided the following in our RFI response:

There are five public toilets on the western side of Lakeside Drive, opposite the boat club and approximately 70m north of the proposed ropes course base station. These toilets serve the wider area and there would be demand already for pedestrians to cross the road to use the toilets, particularly those spending time at the lakeside. Given the small scale of the proposed activity and the relatively short expected duration of stay by visitors, it is considered that any additional demand to cross Lakeside Drive to access the public toilets will be very low compared to existing demand at busy times. Any small increase in pedestrian crossing demand between the proposed activity and the public toilets will have a negligible effect on the safety of the pedestrian crossing movement.

Further to this, we have considered the potential increase in crossing demand. If at the busiest times there are 60 people at the ropes course and 20% of these people use one of the public toilets (considered conservatively high given likely duration of stay), this would represent 12 people using one of the toilets. This would be one person using one of the toilets (crossing the road twice) per five minutes on average. Given there are five public toilets, these have clearly been designed to cater to a much higher use, and it should be reiterated that these have been constructed on the far side of Lakeside Drive from the lake, where the majority of activity in the immediate vicinity occurs. Traffic volumes are not high past the toilets, and the proposed ropes course will not result in a noticeable increase in these. Combined with this, vehicle speeds are relatively slow, with a speed hump already installed to the north of the toilets. Based on all of the above, it is considered that pedestrians will continue to be able to cross the road safely outside the public toilets, and a possible small increase in the number of pedestrians crossing Lakeside Drive to access the public toilets will have a negligible effect on the safe operation of the crossing movement.

There is a statement in the s95A report that *without mitigation, the risk to pedestrian safety has the potential to be minor or more than minor*. This statement is misleading as what is relevant is the effect of the activity on pedestrian safety. As above, the ropes course would be expected to have a negligible effect on the safety of the existing pedestrian crossing movement between the public toilets and the lake side of the road.

Summary

The draft s95A report concludes that *the traffic effects of the proposal have not been established as no more than minor and that overall, the proposal has the potential to generate adverse traffic effects which are more than minor.*

The main concerns raised in the report relate to effects from increased parking-related vehicle activity on Lakeside Drive, possible displacement of public from the area and increased pedestrian crossing demand at the public toilets. As outlined in this response, our view is that these effects will be less than minor, and certainly no more than minor. We strongly encourage the author to reconsider the scale of these effects prior to finalising the s95A report and public notification.

Please do not hesitate to contact the undersigned if you have any queries.

Yours sincerely

Stantec New Zealand

A handwritten signature in blue ink, appearing to read 'A. Leckie', is positioned above the printed name and title.

Andrew Leckie
Principal Transportation Engineer