

Wānaka Community Board
14 May 2020**Report for Agenda Item | Rīpoata mot e Rāraki take 4****Department: Property & Infrastructure****Title | Taitara Additional parking restrictions under the Traffic and Parking Bylaw 2018****PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO**

The purpose of this report is to consider proposed locations for additional parking restrictions and amendments to existing parking restrictions.

EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA MATUA

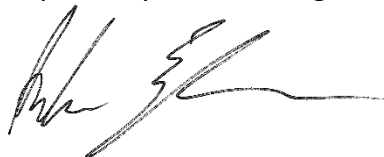
- 1 The Queenstown Lakes District Council Traffic and Parking Bylaw 2018 ('the bylaw') regulates parking and the use of roads and public spaces under Council's control.
- 2 The bylaw was adopted by Council at its 13 December 2018 meeting and came into effect on 1 March 2019.
- 3 The parking restrictions proposed for approval in this report fall under five categories. These restrictions support the Land Transport (Road User) Rule 2004 ('the Rule') and are supported by the Queenstown Lakes District Council Traffic and Parking Bylaw 2018:
 - New or amendments to time restrictions in one location: P60 on Ardmore Street
 - Special vehicle parking at one location: Brownston Street carpark
 - Parking restrictions on one side of roads, in cul-de-sac heads to allow room for emergency service vehicles and lane keeping on collector roads at nine locations and in Northlake
 - Parking restrictions to improve sight distances at four locations
 - Amendments to existing and new on-road parking restrictions to support national road user rules at two locations
- 4 Timed parking restrictions have also been requested for the commercial area in Anderson Heights (Cliff Wilson Street, Reece Crescent, Link Way and the Council owned, off-street "Mitre 10" car park). General consultation is required with the businesses in the area to determine the best time restriction, or restrictions, which will be brought back to the Board for consideration.
- 5 The locations proposed in this report have been identified for marking or signage and subsequent enforcement to address safety and operational concerns raised by the public, Councillors on behalf of the public or identified by Council officers.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Wānaka Community Board:

1. **Note** the contents of this report;
2. **Agree** to consultation in the Anderson Heights commercial area regarding appropriate time parking restrictions on Cliff Wilson Street, Reece Crescent, Link Way and the Council owned, off-street “Mitre 10” car park.
3. **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], noting that these will come into force once signed or marked.

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17/03/2020

Reviewed and Authorised by:



Peter Hansby
General Manager, Property &
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20/03/2020

CONTEXT | HORPOAKI

- 1 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.
- 2 Changes to existing restrictions or the implementation of new restrictions in the Wānaka Ward require a Board resolution prior to implementation.
- 3 Regular changes to traffic restrictions (including parking controls) are required throughout the district, often in response to requests from the public or businesses citing safety or accessibility concerns. Opportunities for improvements are also identified by staff when considering changes in parking use patterns, demand, or as the development of master planning of town centres continues.
- 4 Issues include: damage to Council's above and below ground infrastructure; increasing risk to road user safety by blocking sight lines and narrowing roadways; and restricted road widths preventing emergency vehicles getting through.
- 5 In making decisions under the bylaw, QLDC is required to act reasonably and given due consideration to those potentially affected by the restriction.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

Parking Requirements in the District

- 6 This report seeks to approve new, amend existing, and remove some parking restrictions that are in place across the district. This will ensure enforceability under the bylaw.
- 7 As work continues developing the Wānaka Town Centre Plan, changes and adjustments will be required to achieve short-term and long-term objectives. These will be reported when identified and in advance of implementation, allowing for signage and any other on-road requirements to support the restrictions.
- 8 Information on the restrictions applying across the district must be publicly available consistent with the requirements of the Land Transport Act 1998.

Strategic direction for traffic and parking

- 9 With both visitor and population growth in the district leading to pressure on housing and higher demands for parking, inappropriate parking is becoming increasingly common.
- 10 Planning for the management of traffic demand and parking in the future is underway, with the Wānaka Transport Strategy and district parking strategy in progress.
- 11 Regulation of parking is required to address current issues and support the future direction of traffic and parking management.

District Plan considerations and implications

- 12 The district plan outlines the requirements for parking and traffic to complement Council's overall land use goals and objectives for district development.

- 13 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

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

Proposed parking restriction changes

- 15 The proposed parking restrictions are detailed in Attachment A.
- 16 The following table indicates new or changed NO STOPPING AT ANY TIME restrictions that are not supported by specific national road user rules (such as not parking within 6m of an intersection), but support general national road user rules (such as inconsiderately blocking passage) and can be made by resolution of Council under the Traffic and Parking Bylaw 2018.

Road or Location	Specific Description
Aubrey Road	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections and ensure clear two way traffic
Cliff Wilson Street	NO STOPPING AT ALL TIMES to allow for improved visibility from carpark access way and keeping a property access clear
Fredrick Street	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections, lane width, and the cul-de-sac head clear
Frye Crescent	NO STOPPING AT ALL TIMES to allow better sight distance and passing around corner
Kingfisher Crescent	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections
Mataraki Place	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections, lane width, and the cul-de-sac head clear
Moraine Place	NO STOPPING AT ALL TIMES to allow better sight distance and passing around corner
Mount Aspiring Road	NO STOPPING AT ALL TIMES to ensure lane keeping on a high speed road.
Plantation Road	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections and two way traffic
Sunrise Bay Drive	NO STOPPING AT ALL TIMES to ensure the cul-de-sac head is kept clear for turning emergency vehicles and waste collection trucks.
Totara Terrace	NO STOPPING AT ALL TIMES to allow better sight distance and passing around corner
Totara Terrace	NO STOPPING AT ALL TIMES to ensure lane keeping at intersection

Road or Location	Specific Description
Upton Street	NO STOPPING AT ALL TIMES across access ways and ensure the cul-de-sac head is kept clear for turning emergency vehicles and waste collection trucks
All roads except: Northlake Dr; Mount Linton Ave; Nokomai St; Northburn Rd; Glenarary Cres.	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections, ensure lane width for emergency vehicles, and the cul-de-sac heads clear for emergency vehicles and waste collection vehicles

17 The following table indicates new or changed timed and/or specified vehicle restrictions that can be made by resolution by Council under the Traffic and Parking Bylaw 2018.

Road or Location	Specific Description
Brownston Street carpark	Designated QLDC vehicle parking bays along the western boundary of the Brownston St carpark
Ardmore Street	Extend P60 parking area to cover new spaces outside old fire station.

18 All other restrictions in Attachment A not mentioned above, support specific national road user rules (such as no parking within 1m of an access way).

Anderson Heights commercial area timed parking restriction consultation

- 19 Parking in the Anderson Heights commercial area (Cliff Wilson St, Reece Cres, Link Way and the council owned, off-street “Mitre 10” car park) has become heavily used, with a noticeable number of vehicles parking all day.
- 20 Customers who only require short term parking are now finding it difficult to find parking.
- 21 Although the district plan requires developments to supply on-site parking for employees, deliveries and customers, changes to the district plan, the mix of businesses, and increasing number of employees and customers can mean that an area with previously no parking issues can develop issues overtime.
- 22 Parking provided by Council, usually on-street, is to allow for overflow parking when on-site parking is exceeded.
- 23 In the Anderson Heights commercial area, this overflow parking is being overused by all day parking, making it difficult for short term parking drivers to find parks.
- 24 Council can ensure there is more short-term parking available by imposing time restrictions. This can range from 5 minutes for dropping off or picking up, to 4 hours or more, depending on customer needs.
- 25 It is proposed to consult the businesses in the Anderson Heights commercial area to determine what length of time is required for their customers. This will inform any future decision by the Board regarding the length of timed parking restrictions required, and if different restrictions are needed in different locations.

Options

26 Option 1: Approve the parking restrictions and consultation as identified in this report

Advantages:

27 Supports the requests from the public to improve access and safety, and address issues raised by council officers to improve the operation of parking in the district.

28 Can improve the safety of roads for all users including pedestrians and cyclists

29 Can improve the community's understanding of requirements for enforcement

30 Is consistent with the Council's Enforcement and Prosecution Policy

31 Enables effective and lawful enforcement

Disadvantages:

32 May cause conflict with vehicle owners receiving infringements for parking in restricted areas.

33 May result in displacement of vehicles to areas that are not subject to the restrictions.

34 Option 2: Not approve the on-road and off-road restrictions and consultation as identified in this report

Advantages:

35 No cause for conflict with vehicle owners receiving infringements for parking in restricted areas

36 Will not result in the displacement of vehicles to other areas

Disadvantages:

37 Does not address safety and operational issues raised by the public and council officers.

38 Will not improve road safety for all users

39 Does not provide an opportunity to improve the community's understanding of enforcement requirements

40 Is not consistent with the Council's Enforcement and Prosecution Policy

41 Does not enable effective and lawful enforcement

This report recommends Option 1 for addressing the matter because it addresses issues raised by the public and council officers to improve safety and operations.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 42 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. Although there are a number of restrictions being presented, each restriction will affect a relatively small number residents, ratepayers and visitors. It is not considered that the proposed amendments are likely to be a significant impact on the public. Accordingly, it is not considered that it is required to follow the special consultative procedure in accordance with section 156(1)(a) of the Local Government Act 2002.
- 43 It is considered that the Council's general consultation requirements under section 156(1)(b) of the Local Government Act 2002 would be complied with by through the recommendations in this report.
- 44 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; NZTA.
- 45 The Council has completed a full bylaw review during 2018. Significant formal and informal engagement was completed with the community and key stakeholders.
- 46 General consultation is recommended in the Anderson Heights commercial area due to a requested parking time restriction affecting a number of businesses in the area.

> MĀORI CONSULTATION | IWI RŪNANGA

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

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 48 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.
- 49 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.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

- 50 The cost associated with installing the required signage and road markings will be met from current budgets.

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

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

- Alignment with and consideration of the principles of the Vision Beyond 2050.
- 10-Year Plan 2018-2028 strategic framework contributing to efficient and effective infrastructure and a responsive organisation
- Traffic and Parking Bylaw 2018 as existing regulation
- Parks and Open Spaces Strategy 2017
- Wānaka Transport Strategy 2008 supporting an appropriate transport network and parking provision
- QLDC Disability Policy

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

53 This matter is not included in 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

54 This report satisfies the decision-making requirements of Council under the new bylaw pursuant to the Land Transport Act 1998 and the Local Government Act 2002. The report provides a robust platform for the decisions to restrict parking and control vehicle use that are implemented on land under council's control. The approach has been confirmed by council's legal advisors as appropriate.

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

55 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 efficient and effective administration and enforcement activities.
- 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 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

A	Additional parking restrictions applying to Queenstown Lakes District 14 May 2020
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