

Traffic & Parking Subcommittee
9 June 2022

Report for Agenda Item | Rīpoata moto e Rāraki take: 1

Department: Property & Infrastructure

Title | Taitara: Additional parking restrictions under the Traffic and Parking Bylaw 2018

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

1. The purpose of this report is to recommend various new (and updates to existing) parking restrictions.

EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA MATUA

2. 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.
3. The bylaw was adopted by Council at its 13 December 2018 meeting and came into effect on 1 March 2019.
4. The parking restrictions proposed for approval in this report fall under six 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:
 - Children Warning signage – Bannister Street
 - Advanced Warning signage – Cornwall Street
 - Parking Bay adjustment installation– Glenda Drive
 - U-Turn installation – Riverside Road
 - No Parking off a Roadway Restrictions - Various
 - No Stopping Restrictions - Various
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.

6. RECOMMENDATION | NGĀ TŪTOHUNGA

That the Traffic & Parking Subcommittee:

7. **Note** the contents of this report; and
8. **Approve** changes to the new and existing restrictions applying to the on-road and off-road parking restrictions as set out in Attachment A and B. These will come into force once signed or marked.

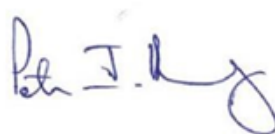
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20/05/2022

Reviewed and Authorised by:



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20/05/2022

CONTEXT | HOROPAKI

9. 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.
10. Changes to existing restrictions or the implementation of new restrictions requires a Council resolution prior to implementation.
11. 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.
12. 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.
13. In making decisions under the bylaw, Council is required to act reasonably and give due consideration to those potentially affected by the restriction.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

Parking Requirements in the District

14. This report seeks to approve new and amend existing parking restrictions that are in place across the district. This will ensure enforceability under the bylaw.
15. As transport strategies are developed, 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.
16. 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

17. 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.
18. Planning for the management of traffic demand and parking in the future is underway, with various transport strategies being developed.
19. Regulation of parking is required to address current issues and support the future direction of traffic and parking management.

District Plan considerations and implications

- 20. The district plan outlines the requirements for parking and traffic to complement Council’s overall land use goals and objectives for district development.
- 21. 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

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

Proposed parking and restriction changes

- 23. The proposed changes and restrictions are detailed in Attachment A and B.
- 24. 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
Archeron Place	No Stopping at any time – as per Attachment A & B
Caples Place	No Stopping at any time – as per Attachment A & B
Cypress Court	No Stopping at any time – as per Attachment A & B
Frankton Road Accessway	No Stopping at any time – as per Attachment A & B
Gray Street	No Stopping at any time – as per Attachment A & B
Panorama Place	No Stopping at any time – as per Attachment A & B
The Terrace	No Stopping at any time – as per Attachment A & B
Thompson Street	No Stopping at any time – as per Attachment A & B
Wiltshire Street	No Stopping at any time – as per Attachment A & B

25. 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
Glenorchy-Queenstown Road	No Parking restrictions, as per Attachment A & B
Grant Road	P240 parking restrictions, as per Attachment A & B
Grant Road	No Parking off Roadway restrictions, as per Attachment A & B
Riverside Road	U-turn installation for light vehicles only, as per Attachment A & B

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. Is not consistent with the Council's Traffic and Parking By-law
42. Does not enable effective and lawful enforcement
43. 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

44. 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 transport strategy requirements. Although there are several restrictions being presented, each restriction will affect a relatively small number of 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.
45. Council's Traffic & Parking Bylaw 2018 was adopted following consultation completed in accordance with section 156(1)(b) of the Local Government Act 2002. The Bylaw details specific decision-making delegation to officers and the Traffic & Parking Subcommittee (which is transferred to the Wānaka Community Board for matters to be considered within the Wānaka Ward). Decisions made under these delegations do not require further consultation.

46. 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.
47. The Council has completed a full bylaw review during 2018. Significant formal and informal engagement was completed with the community and key stakeholders.

> MĀORI CONSULTATION | IWI RŪNANGA

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

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

49. 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.
50. 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

51. 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

52. 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
 - Wanaka Transport Strategy 2008 supporting an appropriate transport network and parking provision
 - QLDC Disability Policy
53. The recommended option is consistent with the principles set out in the named policy/policies.
54. 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

55. 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

56. The recommended option:

57. 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.

58. Can be implemented through current funding under the 10-Year Plan and Annual Plan;

59. Is consistent with the Council's plans and policies; and

60. 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 [delete heading if there are no attachments]

A	Additional parking restrictions applying to Queenstown Lake District from 9th June 2022
B	Designs relating to item description on Attachment A

Attachment A – Additional parking restrictions applying to Queenstown Lake District from 9th June 2022

Road	Restriction	Suburb	Issue Description	Resolution	Side	Length	Start	End
Acheron Place	No Stopping at all times	Queenstown	Waste and Recycle vehicles are unable to service street while vehicles are parked on both sides	NO STOPPING AT ALL TIMES On right side of the road to allow for trucks to access street, allow for parking on LHS	Right	116	0	116
Caples Place	No Stopping at all times	Queenstown	Part of the street has No Stopping lines installed	Install additional No Stopping lines to align with current design	Right	105	0	105
Cypress Court	No Stopping at all times	Queenstown	Narrow road, allows for vehicles to manoeuvre in turning head	NO STOPPING AT ALL TIMES LHS to allows vehicle and rubbish collection, allow for parking on RHS	Left	54	7	61
Frankton Road Accessway	No Stopping at all times	Queenstown	Multiple complaints about road width being 3.5 m, rubbish trucks not getting access and making it difficult for vehicles to drive through with cars on both sides.	Install No Stopping lines on both side along access road, Ref to Attachment B	Both	117	15	132
Glenda Drive	Parking Bay	Queenstown	Adjustment of installation of the parking bay between 25 Sutherland Lane and 220 Glenda Dr due to vehicles blocking or parking within 1m of accessway due to nonstandard parking bay.	Reshape parking bay to standard dimensions and locate in the middle of the two driveways, not skewed to the south driveway.	Right	11	1362	1373

Attachment A – Additional parking restrictions applying to Queenstown Lake District from 9th June 2022

Glenorchy-Queenstown Road	No Parking Restriction	Queenstown	Vehicle's parking in a non-designated area, need to be parking in car park provided.	Install no parking signage (x10) on both sides of road as per attached design to encourage track users to park in car park provided. Install No parking signage at track entrance details of wording on attached.	Both	11	10611	10622
Grant Road	P240 Parking Restriction	Queenstown	No parking restrictions present, all-day parking occurring.	Installing parking restriction signage P240 restriction at either end of designated parking bays along Grant Road.	Right	190	112	302
Grant Road	No Parking off Roadway	Queenstown	Vehicles parking on Grass verge	Install parking 'Parking off Roadway' signage to allow enforcement.	Left	435	156	591
Gray Street	No Stopping at all times	Queenstown	Inadequate width for two lanes of traffic with painted centreline.	Remove one car park, extend broken yellow line and push centre line marking to allow two lanes of traffic	Right	34	99	133
Gray Street	No Stopping at all times	Queenstown	Parking bay has been line marked with inadequate width for one vehicle. Approximately 5.0m space available when considering driveway tangent	Remove Parking Bay and in install No Stopping line marking	Right	10	158	168
Panorama Terrace	No Stopping at all times	Queenstown	Parked vehicles obstructing sight distance at Maxwell Place	Extend BYL 8m to achieve sight distance requirements	Right	16	158	174

Attachment A – Additional parking restrictions applying to Queenstown Lake District from 9th June 2022

Riverside Road	U-Turn Restriction	Queenstown	When people drive down riverside road and complete a U turn around the first traffic island, cars are often hitting the parked vehicles due to insufficient room to make manoeuvre	Vehicle tracking for 8m heavy will not make it in 1 motion, however light vehicle will; therefore, only allow U-turns for light vehicles only, and add turning marking with hatching as shown in attachment B	Right	25	131	156
The Terrace	No Stopping at all times	Queenstown	Road is 4.9 m wide. Parked vehicles preventing people exiting driveway safely	No Stopping on both sides of the narrowest part of The Terrace	Both	87	72	159
Thompson Street	No Stopping at all times	Queenstown	Parking in cul-de sac is preventing people from exiting driveways and waste collection access	Install No Stopping in the cul-de-sac between all driveways as shown in the drawing in Attachment B	Right	12	871	883
Wiltshire Street	No Stopping at all times	Arrowtown	Parking in this location hides pedestrians trying to cross the road and may not be seen by motorists	Install No Stopping in this area as per Attachment B	Left	10	396	406

Attachment B – Designs relating to item description on Attachment A

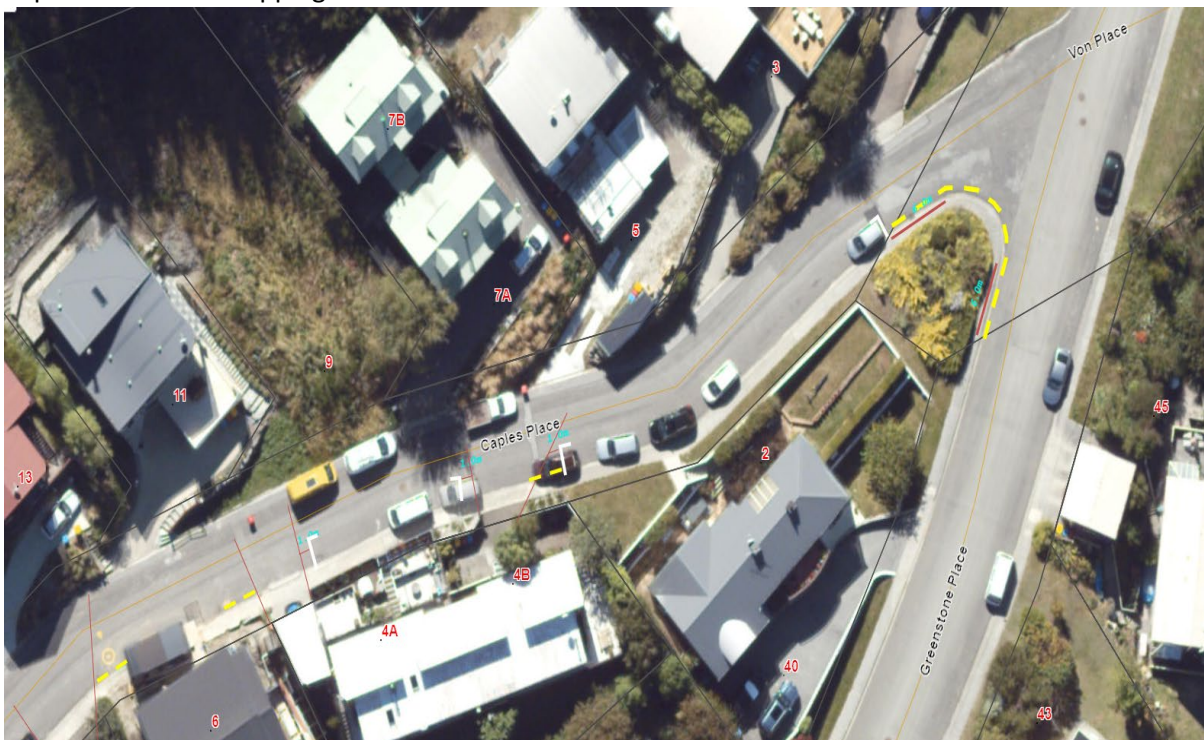
Item 1 (Attachment A)

Acheron Place – No Stopping



Item 2 (Attachment A)

Caples Place – No Stopping



Item 3 (Attachment A)
Cypress Court – No Stopping



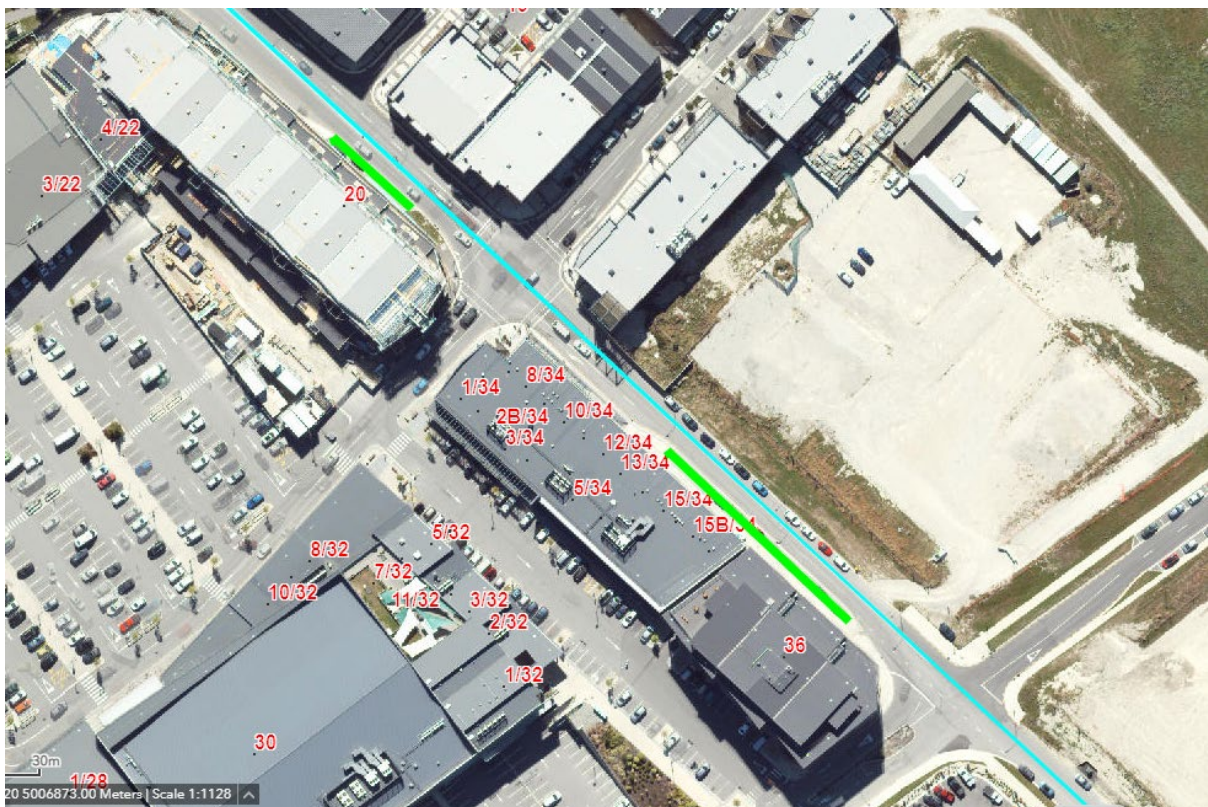
Item 4 (Attachment A)
Frankton Rd Accessway 384-418 – No Stopping



Item 5 (Attachment A)
Glenda Drive – Parking Bay



Item 6 (Attachment A)
Grant Road – P240 Parking Restriction (green line is indication of restriction areas)

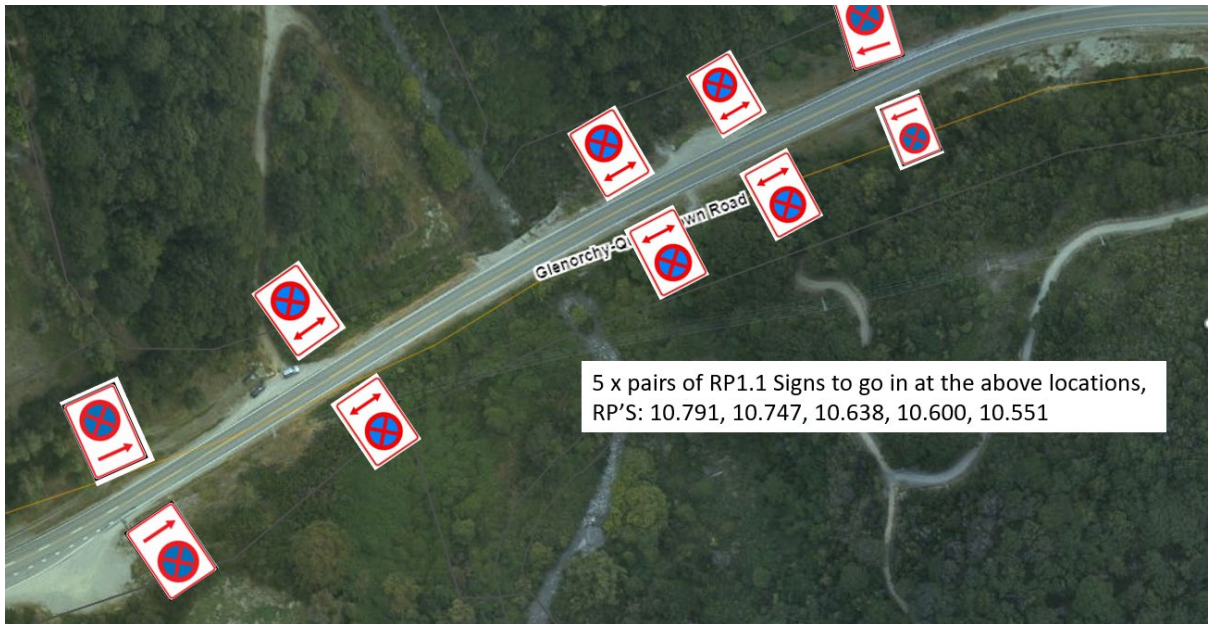


Item 7 (Attachment A)

Grant Road – No Parking off Roadway Restriction (green line is indication of restriction areas)



Item 8 (Attachment A)
Glenorchy-Queenstown Road (2x Pictures attached)



Item 9 (Attachment A)
Gray Street – No Stopping



Item 10 (Attachment A)
Gray Street – No Stopping

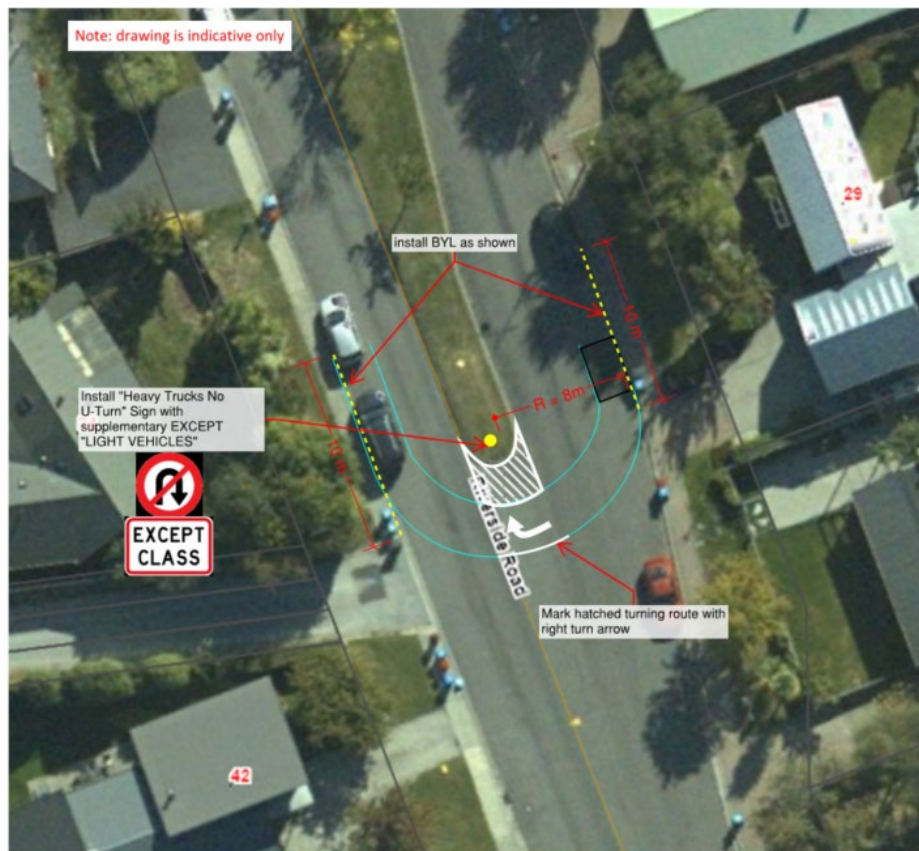


Item 11 (Attachment A)
Panorama Terrace – No Stopping



Item 12 (Attachment A)
Riverside Road – U-Turn for light vehicles

Location: Riverside Road
RD21/0176



Item 13 (Attachment A)
The Terrace – No Stopping



Item 14 (Attachment A)
Wiltshire Street – No Stopping

