

**QLDC Council
24 September 2015**

Report for Agenda Item: 2

Department: Infrastructure

Parking Restrictions Approval

Purpose

The purpose of this report is to seek approval from Council for two parking restrictions in the Queenstown area where signage and line markings are already in place.

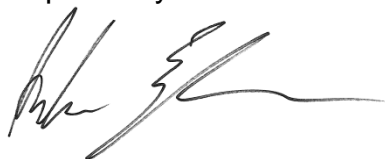
Recommendation

That Council:

1. **Note** the contents of this report and in particular:
 - a. That Queenstown Primary School has been trialling a pick-up and drop-off (PUDO) lane that requires a “No Parking” restriction. The trial has been found to be successful and the “No Parking” restriction needs to be formalised to allow enforcement.
 - b. That the Loading Zone in the cul-de-sac at the end of Industrial Place has been renewed with signs and fresh line marking and a renewal of the restriction under the current Traffic and Parking Bylaw 2012 is prudent.
2. **Revoke** the parking restriction previously approved by Council on 26 February 2014, as follows:

Robins Road, west side (of side road): 1.5m to 59.5m north of the speed hump; and 61m to 91m north of the south east kerblines of Isle Street applying to all vehicles at All Other Times, Monday to Friday with a maximum stay of 15 minutes
3. **Approve** a “No Parking” restriction on “School Days Only” to create a pick-up and drop-off lane for parents, on the western side of the Robins Road side road outside Queenstown Primary School.
4. **Approve** a “Loading Zone” for “Goods and Service Vehicles Only” within the middle of the cul-de-sac at the end of Industrial Place.

Prepared by:



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2/09/2015

Reviewed and Authorised by:



Ulrich Glasner
Chief Engineer

2/09/2015

Background

- 1 Sections 6 and 7 in the Traffic and Parking Bylaw 2012, allows Council to make or change parking restrictions by resolution.
- 2 There are two parking restrictions in the Queenstown area that are currently signed and line marked, but without a current resolution from Council to support enforcement of these parking restrictions.
 - a. Outside Queenstown Primary School within the Robins Road side road.
 - b. In the middle of the cul-de-sac at the end of Industrial Place.

Comment

Queenstown Primary School Pick-up and Drop-off

- 3 The side road off Robins Road outside the Queenstown Primary School is on Ministry of Education land but is managed by Council. The treatment of this side road to reduce congestion and provide a safe environment for children has been an ongoing issue for the school. To address this, the school has been trialling a pick-up and drop-off (PUDO) lane closest to the school. The location of the PUDO is shown in attachment A.
- 4 The lane acts as a slow moving queue where drivers keep moving forward as the line moves, only stopping to allow a child to get into or out of the vehicle when the line stops. If their child is not available to be picked-up by the time a driver gets to the head of the lane, the driver must leave the queue, loop around on Robins Road, and re-join the start of the queue.
- 5 When this PUDO lane works, there is overall less congestion within the side road and on Robins Road, making it a lot safer for children as vehicles are moving in a slow, co-ordinated manner. However, it can take just one vehicle parking and blocking the PUDO to decrease its effectiveness.
- 6 Signs are currently in place to indicate "No Parking", and line marking has been installed to indicate that it is a lane that requires drivers to keep moving forward. Given that the concept may not have been successful, and the school may have

had to revert to the previous parking regime quickly, the “No Parking” restriction was not requested from Council when the trial started. Since the trial has been found to be the most successful treatment of this area, confirming the “No Parking” requirement under Council’s Traffic and Parking Bylaw 2012 is now needed to allow enforcement.

- 7 Note that the No Parking restriction applies during “School Days Only”, which allows the public to use the lane for parking on weekends, public holidays and during school holidays.

Industrial Place loading zone

- 8 In June 2006, the Council’s Utilities Committee agreed to a loading zone within the cul-de-sac at the end of Industrial Place under the Traffic and Parking Bylaw 2001. Over the years, the line marking has faded and the associated “Loading Zone” signs have disappeared without replacement. After requests for the loading zone to be reinstated, the signage has been installed and the line marking has been revived. A reconfirmation of this parking restriction under the current Traffic and Parking Bylaw 2012 is therefore prudent.

Options

- 9 This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002:

- 10 Option 1: Status Quo

Advantages:

- 11 No enforcement of the site would be necessary.

Disadvantages:

- 12 Not enforcing these parking restrictions will, overtime, mean that they will be abused and not work as intended.

- 13 Option 2 Confirm parking restrictions

Advantages:

- 14 Allows enforcement to ensure the parking restrictions are effective.

Disadvantages:

- 15 Will require enforcement by the Council’s enforcement unit.

- 16 This report recommends Option 2 for addressing the matter.

Significance and Engagement

- 17 This matter is of low significance, as determined by reference to the Council’s Significance and Engagement Policy because the purpose is to confirm existing

signed parking restrictions and allow enforcement that would be expected by the public.

Risk

- 18 This matter related to the operational risk OR004a as documented in the Council's risk register. The risk is classed as high. This matter relates to this risk because there is a high concentration of child and adult pedestrians mixing with slow moving vehicles. Children are known to make unpredictable movements, and conversely, children may not be able to predict when drivers are about to move into and out of carparks.
- 19 The recommended option mitigates the risk by enabling more parents to pick-up and drop-off their children on the school side of the road and reducing the number of children having to cross the road.

Financial Implications

- 20 There are no financial implications from this decision as minor signage and line marking has already occurred.

Council Policies, Strategies and Bylaws

- 21 The following Council policies, strategies and bylaws were considered:
- Traffic and Parking Bylaw 2012.
- 22 The recommended option is consistent with the principles set out in the named policy/policies.
- 23 This matter is included in the 10-Year Plan under Regulatory Functions and Services where Enforcement will ensure that parking "is with designated areas and for no longer than permitted to enable safe and smooth flow of traffic".

Local Government Act 2002 Purpose Provisions

- 24 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 enabling enforcement of existing parking restrictions;
 - 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.

Consultation: Community Views and Preferences

- 25 The persons who are affected by or interested in this matter are Queenstown Primary School and businesses in Industrial Place.

- 26 The Council has been working with the Queenstown Primary School to trial the Pick-up and Drop-off queuing system in the Robins Road side road. The Police have also been involved in the trial.
- 27 The loading zone in Industrial Place has been in place for 9 years and has only faded. The renewal of the Loading Zone is likely to be expected by the surrounded businesses.

Legal Considerations and Statutory Responsibilities

- 28 These parking restrictions are being set under sections 6 and 7 of Traffic and Parking Bylaw 2012.

Attachments

- A Location of the No Parking, Pick-up/Drop-off lane in the Robins Road side road
- B Location of the Industrial Place cul-de-sac Loading Zone

Attachment A:
Location of the No Parking, Pick-up/Drop-off lane in the Robins Road side road



**Attachment B:
Location of the Industrial Place cul-de-sac Loading Zone**

