

QLDC Council
26 November 2015

Report for Agenda Item: 9

Department: Property & Infrastructure

Wanaka Parking Changes

Purpose

- 1 The purpose of this report is to obtain Council resolutions for changes to parking controls in Wanaka town centre.

Executive Summary

- 2 In September and October this year consultation was undertaken over proposals for parking changes in the Wanaka township. The proposals had been developed in the context of the strategic directions being developed for Wanaka parking.
- 3 This report outlines the feedback, and proposes that Council approve some changes to Wanaka parking controls in line with recommendations of the Wanaka Community Board which heard the submissions.

Recommendation

That Council:

1. **Note** the contents of this report;
2. **Revoke** the parking restrictions previously approved by Council in respect of the southern side of Brownston Street between Helwick Street and McDougall Street.
3. **Approve** pursuant to Clause 7 of the Queenstown Lakes District Council Traffic and Parking Bylaw 2012
 - a. A P60 minutes parking time restriction between 8:00am and 6:00pm on Mondays to Fridays, applied to the three angle carparks in the western corner of the Brownston Street carpark as highlighted in the map in Attachment C to this report.
 - b. A P240 minutes parking time restriction between 8:00am and 6:00pm on Mondays to Fridays, applied to the whole of the Dungarvon Street carpark, except where otherwise parking is already restricted.
 - c. A “no stopping at all times” parking restriction applied to the southern side of Brownston Street between Helwick Street and McDougall Street.

- d. An amendment to the existing vehicle restriction applying to the bus stop in Ardmore Street carpark 1 to enable use by all large passenger service vehicles and small passenger service vehicles as defined in the QLDC Traffic and Parking Bylaw 2012.
- e. A P60 minutes parking time restriction between 8:00am and 6:00pm on Mondays to Fridays, applied to Ardmore Street at the location highlighted in the map in Attachment D to this report.

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15/11/2015

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16/11/2015

Background

- 4 Parking is one of three key strands that make up the Wanaka transport strategy that is presently under preparation; the other two being roading and cycling & walking.
- 5 To allow some of the short term measures to be considered for implementation (and indirectly enable the parking approach to be tested), public consultation over a series of measures illustrated in Attachment A was undertaken in September and October this year.
- 6 The results of the consultation are now brought to Council for consideration of proposals. To give effect to the recommended changes, resolutions are required pursuant to the Council's Traffic and Parking Bylaw 2012.

Comment

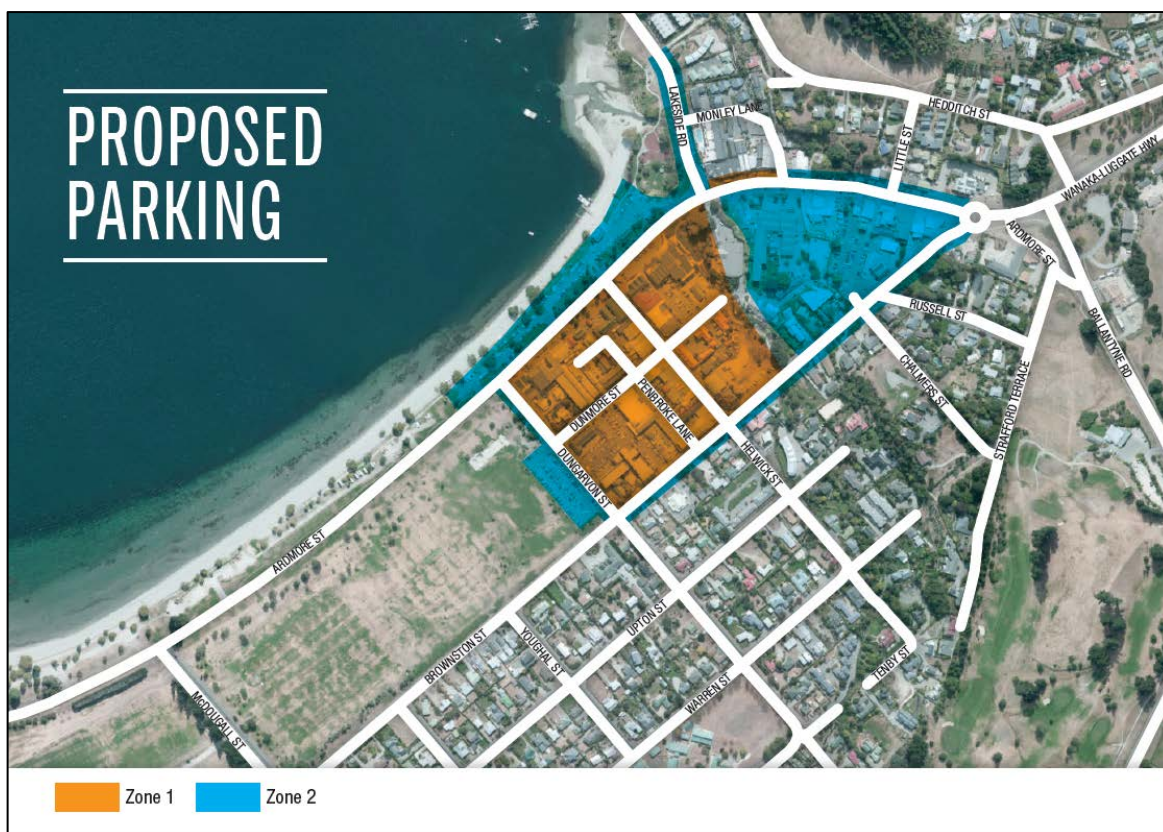
Overview of Directions for Parking Management

- 7 A programme for parking and other end-of-trip facilities is being developed for the Wanaka transport strategy on the basis of the following principles:
 - Parking management (on and off-street) in the core of the retail and business areas will give priority to short-term parking that improves customer and visitor access to those facilities. With distance from the core area parking time restrictions will be relaxed.

- Parking management will be used to support the improved attractiveness of cycling and walking. This will include provision of destination facilities for cyclists.
- The allocation of kerbside space will be consistent with the town centre street typology shown below.



- 8 These principles seek to encourage cycling and walking as good options for getting around Wanaka and ensure that car-parking management is consistent with the nearby activities that are creating the parking demand.
- 9 In the context of high availability of unrestricted parking within short walking distance of the core of the town centre, there are presently no proposals to increase parking supply through buying more land or constructing parking buildings. However, options to build additional supply and 'land bank' land for future parking will be explored. Lower cost options, such as formalising parking on road reserve – such as alongside Pembroke Park, at upper Ardmore Street (near the old Paradiso Cinema site) and on Lismore Street will be considered.
- 10 The hierarchical approach to parking management (short stay parking in the core and relaxation of restrictions with distance from the core) has been in place for many years in Wanaka. A structure for the management of parking is provided by the hierarchy of tiers set out in the following map:



11 The structure envisages 2 tiers of parking management that would apply to public on and off-street parking. The following table explains the broad approach

Zone	On-street parking	Off-street parking
1	<p>This zone covers the core of the town centre, where intensity of land-use (and consequent demand for parking) is at its highest. In this area access to these activities is achieved by maintaining relatively high rates of turnover in the use of parking spaces.</p> <p>The boundaries of the zone reflect the current extent of the P30 parking (although there are examples of shorter stay parking based around access to particular activities).</p>	
2	<p>Zone 2 covers streets immediately adjacent to Zone 1. The controls provide for longer stays for visitors.</p> <p>The zone includes the Brownston Street and Dugarron Street carparks and Bullock Creek Lane (council free-hold land that provides access to the Library and the arts centre). Given these carparks' close proximity to the core of the town centre short stay parking will be considered for these areas. The key disadvantages of replacing unrestricted parking with short stay parking will be the dislocation of all day parkers and the potential to create more short stay parking than is needed. Accordingly time restrictions will be phased in and linked to the provision of commuter parking on the periphery of the town centre.</p> <p>Cycle parking will be installed in council carparks and on-street</p>	

- 3 This zone is presently unrestricted. As the town centre grows it is likely that on-street commuter parking will increase.

Opportunities will be explored to formalise and increase supply of unrestricted on-street parking on Ardmore St, adjacent to Pembroke Park, and Lismore Street, in the vicinity of the Monley Lane steps.

Within the Lakefront Reserve opportunities for better provision for campervans (particularly through improved signage) will be explored. Improved carpark layout will be considered to assist parking search without having to use Ardmore St to travel between carparks.

Wanaka Parking Proposals

Proposals were developed within the contexts of the broad directions set out in the preceding paragraphs. These are set out in Attachment A.

A four week feedback period over the parking proposals set concluded on Monday the 19th of October. At feedback deadline 158 online responses had been received and a further 12 responses were received by way of emails and letters.

Copies of all written responses can be accessed on the Council's website: <http://www.gldc.govt.nz/your-council/your-views/wanaka-parking-proposal-feedback/>

A hearing, to enable the respondents to speak to their written comments was held on Wednesday the 11th of November. In line with the Community Board's decision at its meeting on the 21st of October, the full Community Board acted as hearings panel (in the event four members of the Board – Rachel Brown, Ross McRobie, Bryan Lloyd and Cnr Lawton – attended the hearing).

Attachment B contains the Hearings Panel report. This provides a bullet point summary of the points raised through the written and verbal feedback.

Broadly speaking, the feedback made the following points:

- There is not a significant parking problem in Wanaka or at least not significant enough to justify installation of pay and display machines.
- General opposition to paid parking: concern over impact on character of Wanaka and the impact this would have on Wanaka as a place to live and visit
- Concern over dislocation of parking to areas outside the town centre into residential areas and to Three Parks when the commercial area there develops.
- Support for the bike parking proposals although several questioned whether these would really be used.
- Put more effort into parking enforcement ahead of paid parking
- Many expressed general support for the proposals except the charging.

- 12 The Panel has made a series of recommendations and requests that are set out in Attachment A. Those recommendations that have direct bearing on changes to parking controls are:
- a. the application of P60 minutes time restrictions to the three unrestricted spaces adjacent to the Library (Bullock Creek Lane)
 - b. a P240 minute time restriction be applied to all spaces within the Dungarvon Street carpark (with the exception of the existing mobility and P10 minute parking which would be retained unchanged).
 - c. the removal of parking spaces on the southern side of Brownston Street between Helwick Street and McDougall Street.
 - d. the bus stop on lower Ardmore Street be replaced by a passenger service vehicle zone.
 - e. that the unrestricted parking spaces on Ardmore Street outside the Caltex service station have a P60 minute parking restriction applied.

Options

- 13 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:
- 14 The first step is to identify all "reasonably practicable" options. If an option is not reasonably practicable, then it will not require consultation. One option that should always be considered is the option of doing nothing – the status quo.
- 15 Option 1 Do nothing. Under this option any proposed changes to parking controls will be deferred until a later time.

Advantages:

- 16 No cost will be incurred in implementing the changes

Disadvantages:

- 17 An opportunity will be lost to balance the recent increase in the availability of unrestricted parking on Brownston Street (between Dungarvon St and McDougall St) with the conversion of unrestricted parking in the Dungarvon St carpark.
- 18 Minor changes to parking controls will not be implemented leaving anomalies unaddressed. Examples are the extension of the P60 time restriction on Ardmore St outside the Caltex petrol station and the proposal to better utilise the bus stop outside the i-site office in Ardmore St to better utilise this space.
- 19 Option 2 Adopt the parking changes as recommended by the Hearings Panel (refer paragraph 11)

Advantages:

- 20 The Hearings Panel has provided considered responses to the matters raised by people who have feedback to the parking proposals. The composition of the panel ensures that the decisions are being made in the context of directions being developed by the transport strategy. The nature of the parking recommendations (low cost, signage) means that there are no significant concerns around the strategy having not yet been adopted.

Disadvantages:

- 21 The nature of feedback on parking means that within the community there will be people that disagree with the recommended parking changes.
- 22 Option 3 Adopt parking changes with amendments from those recommended by the Hearings Panel

Advantages:

- 23 None.

Disadvantages:

- 24 Possible amendments may not have been considered through the consultation and deliberation process.
- 25 This report recommends Option 2 for addressing the matter.

Significance and Engagement

- 26 The factors to be considered in assessing the significance of the matters addressed by this report are fourfold. These, and the assessment are outlined in the following table

Factor	Assessment
Importance to the Queenstown Lakes District	Low. The proposed changes are of low impact in terms of physical changes.
Community Interest	Medium-High. The matters are of high importance to Wanaka residents and businesses (and their customers), particularly in consideration of charging for parking.
Inconsistency with existing policy and strategy	Medium. The proposal is consistent with developing strategies.
The impact on the Council's capability and capacity	Low. The implementation of the parking changes is a relatively low cost undertaking that would be met through existing budgets.

27 Accordingly this matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy.

28 *Risk*

29 This matter relates to the strategic risk SR1 Current and future development needs of the community (including environmental protection), as documented in the Council's risk register. The risk is classed as high. This matter relates to this risk because this report deals with the management of the roading resource in the context of growing traffic and parking demands in Wanaka.

30 The recommended options mitigate the risk by proposing parking time restrictions to manage the competing demands on kerb space and public off-street parking.

Financial Implications

31 The proposed changes will require installation of new signs where regulatory changes are approved. Funding from the parking operations and maintenance budgets has been set aside for this activity.

Council Policies, Strategies and Bylaws

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

- The Significance and Engagement Policy

33 The recommended option is consistent with the principles set out in the named policy.

34 This matter is included in the 10-Year Plan/Annual Plan through provision in the Council's parking operations and maintenance budget.

Local Government Act 2002 Purpose Provisions

35 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 parking controls appropriate to meeting and managing parking demands in the Wanaka township are in place.
- 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

36 The persons who are affected by or interested in this matter are visitors, residents and businesses who rely on parking in the Wanaka township.

37 The Council has undertaken consultation over the proposals as described earlier in this report. Awareness of the consultation process was heightened through a public meeting convened by the Community Board and media interest.

Legal Considerations and Statutory Responsibilities

38 Parking changes are enabled pursuant to Clause 7 of the Council's Traffic and Parking Bylaw 2012. This clause states:

7.1 The Council may, from time to time, by resolution (subject to the erection of the required signs under the Traffic Control Devices Rule 2004, or under any amended or substituted Rules made under the Land Transport Act 1998), declare any road, or part of any road, or public place, or part of any public place, to be a restricted parking area.

7.2 The Council may, by resolution, in respect of any restricted parking area:

7.2.1 Determine the time period or time periods between which parking restrictions shall have effect;

7.2.2 Declare the number and situation of parking spaces within each restricted parking area;

7.2.3 Declare the maximum time allowed for parking in any parking

39 The recommendations of this report are framed to give effect to the option preferences set out in paragraphs 12 to 56 of this report.

Attachments

- A Wanaka Parking Proposals
- B Hearings Panel Report
- C Brownston Street Carpark (Bullock Creek Lane) – new parking restriction
- D Ardmore Street – new parking restriction

Attachment A: Wanaka Parking Proposals

The options:

Zone 1 changes. It is within this area that parking demands are at their highest. We want to consider introducing a free parking / paid parking regime where:

- Parking in the Dunmore St carpark would be free for the first hour and cost \$2 for the second hour. The maximum stay of 2 hours would still apply.
- On-street parking in this area would remain free for the first half hour, but cost \$2 to park for an hour. This would extend the allowable parking time in on-street carparks to an hour.

P1: Admore St. At the moment from the pedestrian crossing down, a P20 restriction generally applies on the northern side of the road, and a P60 on the other side. It is proposed that we apply the same controls to this area as proposed for the rest of the Zone 1 streets.

P2: Application of P120 parking restrictions to 30 carparks in Brownston Street carpark. The remaining spaces in this carpark would be subject to a 10-hour parking restriction.

P3: Limore St. Near the top of the Manley Lane steps has become increasingly popular for commuter parking. It is proposed that opportunities be explored to increase the available parking within the road reserve. Nearby neighbours and landowners would be consulted before any physical changes were put in place and a P10-hour parking restriction would be applied.

P4: Dunganon St Carpark. We propose a maximum parking time of 4 hours in this carpark to make visitor access to the town centre easier. The restriction would follow the construction of the angle parking on Brownston Street (P5).

P5: Construction of new angle parking on Brownston Street is presently underway. Completion of this carpark will provide an area for all-day parkers no longer able to park in the Dunganon Street carpark (P4). This area would be subject to a 10-hour parking restriction.

P6: Parking would be removed over time on the southern side of Brownston Street to improve traffic flow.

P7: Sheltered and secure cycle parking would be installed in the Dunganon St, Dunmore St, and Brownston St off-street carparks.

P8: A P120 parking restriction would be applied to Lakeside Road.

P9: The bus-stop in this section of Admore St is under-utilised. Initially we intend to open up use of this stop to any passenger service vehicles.

P10: Four parking spaces on Admore St outside the Calver Station are currently unrestricted. We intend to make these spaces P60 to match the restrictions applying to other spaces nearby.



WANAKA PARKING

Options

- ZONE 1**
Introduce pay and display machines on street and in Dunmore St carpark, initial period of free parking followed by paid parking.
- P1**
Extension of Zone 1 parking restrictions up Admore St, to pedestrian crossing (both sides of road).
- P2**
Introduction of P140 parking restrictions in Brownston St carpark (roughly 30 carparks). Remainder of P10 hours.
- P3**
Formalise commuter parking in Limore St.
- P4**
Introduce P140 parking in the Dunganon St carpark.
- P5**
Formalise parking (unrestricted) on northern side of Brownston St.
- P6**
Remove parking on southern side of Brownston St.
- P7**
Install sheltered bicycle parking facilities in Brownston St, Dunmore St and Dunganon St carparks.
- P8**
Extend P120 parking on Lakeside Rd.
- P9**
Allow all passenger service vehicles to use bus stop.
- P10**
Apply P60 restriction to Admore St spaces outside Calver.
- P11**
Lakeside Road parking to be addressed through the Lakeside Development Plan.

The map shows some of the measures we're considering. You can have your say on these and make your own suggestions through the online survey on the Council's website - Go to the "Consulting on" section at www.qldt.govt.nz. We're seeking your feedback by Monday 18 October.



Attachment B: Hearings Panel Report

This report outlined the points raised in verbal and written feedback through the consultation on the Wanaka Parking Proposals. The Panel's responses are set out in bold italics.

A. General Comments (directed at the town centre in general)

Availability to parking in Wanaka

- Parking is not a problem except over the summer peak and Fridays after work; and it is simply a case of walking a little further. There is always a park if you are patient.
- Has parked in Wanaka for many years – seldom has difficulty finding a carpark.
- Commuters need dedicated areas.
- Council needs to work with Cardrona and Treble Cone Skifields to find alternative parking for skifield workers.
- Parking problems are likely to be resolved when shops and supermarket open at Three Parks.
- Consider park and ride options, and possibly a limited bus service.
- Further restrictions/ charging will not work while there are not good alternatives to driving in place.

Increasing parking supply

- Plan for construction of a multi-level parking building in the town centre, funded by a levy on town centre businesses. This could be associated with initiatives to make the town centre car free.
- Council should get a bigger development levy to pay for infrastructure such as parking instead of allowing further growth.
- Add more parking by extending into the Pembroke Park.
 - Double the size of the existing Dungarvon Street carpark and keep half the resulting area as 24hr parking / half for 3hr parking
 - Acknowledge that the eastern side of Pembroke Park is appropriate for carparking – swap lakefront and Ardmore Street parking areas for an extended parking area on Pembroke Park.
- Do not consider taking parts of Pembroke Park to provide additional parking
- Wanaka needs more parking but shouldn't have to pay for it.
- Work with the Bullock Bar to encourage them to make their land available for public parking.
- Provide additional parking in the Showgrounds.
- Pull out the Ardmore Street beautification and return the parking.
- Council needs to buy additional land for parking.
- Provide additional long term parking by developing the grassed area at the top of Little Street.
- Extend the P60 parking near the library (Bullock Creek Lane) to provide for library users.

District Plan

- New builds should have to provide off-street parking.
- Businesses should have to provide parking for at least half their staff.

- Backpacker accommodation should provide for their visitors.

Pedestrianisation

- Ardmore St, Helwick St and the Lakefront in Zone 1 should be pedestrianised. Would make Wanaka more of a location and give people priority for views as opposed to cars.
- Close Helwick St to traffic – provide access to a parking building at the Dunmore Street carpark via Dunmore Street.
- Block off Helwick and Ardmore Street – only allow rented golf carts to get around.

Campervans

- Don't provide for campervans – make these park as far away as possible from the town centre.
- Need a dedicated area for parking campervans.
- Provide large bays for angle parking in Dungarvon St, where the bus stops are.

Miscellaneous

- Proposals are devoid of analysis.
- Paid parking and P240 parking in Dungarvon Street is unfair to full time non-seasonal workers.
- Very little research behind the proposals.
- Concerned about the focus on visitors at the expense of the locals.
- Council needs to stop removing parking.
- Better signage required on the location of parking for visitors arriving in Wanaka (including campervan parking).
- There should be free parking for people who work all day in town. People have moved here for the small town feel.
- Council should take over New World supermarket and apply a 45min time restriction, with no campervans.
- Introduce a shuttle bus system to allow people to park more remotely
- Remove the supermarket from the town centre – it is causing chaos.
- Would like to see more mobility parks (and enforcement of those provided).

Hearings Panel Responses:

The Panel noted that commuters needed dedicated areas and they should be directed to Brownstown, Lismore and Ardmore St areas. They suggested that the land at the Ardmore St and Ballantyne Road triangle be investigated as a parking.

A map was suggested with clear colour coding of places for long term commuter/worker parking.

The Panel asked that there be more investigation on how to address parking for ski field workers in winter. It was suggested talking with the employers about areas that could be used for ski field worker parking.

The Panel noted that the consideration of use of the showgrounds for parking should be discussed during the review of the Reserve Management Plan.

B. Comments on the specific options put forward by the Consultation Material

Zone 1: Town Centre Core

Charging for Parking

- Charging proposals would change Wanaka's small town character and its attractiveness to residents and visitors alike.
- Many do not see the pressure on parking that would warrant charging for parking, as opposed to tighter time restrictions.
- Wanaka is already an expensive place to live - the charging proposal will impact on the locals who will be affected year round.
- The idea is a money raising idea of QLDC.
- Charging will push parking out into residential streets on the periphery of the town centre.
- Charging will encourage people to shop elsewhere such as Three Parks, which will have free parking.
- Consider exemptions for :
 - Locals. It is the tourists that are placing pressure on the parking resource.
 - Pensioners.
 - Motorcycles and scooters.
- Paid parking shouldn't happen before Three Parks commercial area is opened.
- Parking problems are limited to the peak seasons – if charging is introduced it should only apply at those times.
- Will place pressure on the New World supermarket parking and other businesses carparks, which are already under pressure.
- Considered by a few to be good approach to controlling parking.
- Some support for proposals so long as the first 30 minutes parking is free. One comment was that this approach may be confusing.
- One comment made the point that if we don't introduce charging now the problems will compound and no action will have been taken.

Pay and Display Machines

- Pay and display machines are an eyesore
- Because there is not a big parking problem, the cost of installing pay and display machines would be a waste of money.
- Needs to be a clear and compelling case presented for parking meters before a decision is made to install them. Parking meters need to be shown to be an excellent solution to a major problem.
- More information is needed on the technology and how the free parking/paid parking proposal would work.
- Would support more diligent enforcement over pay and display machines.
- Poor compliance will not necessarily be solved through parking meters.

Enforcement

- More support needs to be given to parking officers in Wanaka. Council and police need to deal with the abuse levelled at parking enforcement staff.
- Enforcement is inconsistent, and pay and display would not change this.
- Need better enforcement rather than parking charges.
- Consider wheel clamping the overstaying vehicles.
- Need to change parking fines, which are presently not an effective deterrent.
- Council needs a dedicated parking warden resource – people know when the warden isn't in Wanaka.

Time Restrictions

- Consider applying a general P60 parking restriction in the town centre core – the P30 restriction is too short for most reasons for visiting the town centre. An alternative suggestion was to make all parking P120.
- Need to look at the balance between all day parking and P120 – to provide for people wanting to stay for longer than the 30 mins in the core area, but not park all day.
- Needs to be a permit approach that allows business owners/employees to park near their businesses outside of peak seasons.
- Important to have at least one area in town where you can leave your car overnight if necessary.
- Agreement with P10hr parking for reduced use of parking for storing vehicles.
- Extend the time restrictions for loading zones to 15 minutes – the 5 minute restriction is impractical.

Hearings Panel Response:

Given the level of community opposition to the introduction of pay and display machines, the Panel does not support the introduction of parking charges at this point in time.

The Panel recommends that the current parking limits remain in the town centre

The Panel seek that Council establish measures of acceptable levels of compliance with parking controls and provide recommendations for changes to driver education and parking enforcements to achieve those levels.

The Panel is concerned at the reports of abuse levelled at Council parking officers by people within the Wanaka Community and would in principle support council initiatives to provide greater support to parking officers.

P2: Brownston St Carpark

- It is not clear where the commuters displaced by the new time restrictions would go – there are not many alternative streets.
- Brownston Street carpark must be kept available for commuters.
- This area should be leased out to private operators and turned into a parking building.

Hearings Panel Response:

The Panel supports the eventual transition of this carpark from an unrestricted parking area to a short term carpark meeting shopper and visitor (including business visitor) demands.

The transition, however, should be timed to coincide with increases in commuter parking at peripheral CBD locations such as Lismore Street, upper Ardmore Street and Ardmore Street between Dungarvon and McDougall Streets.

The Panel recommends the application of P60 minutes time restrictions to the three unrestricted spaces adjacent to the Library (Bullock Creek Lane)

P3: Lismore St

- Make this area a campervan parking area.
- This area should remain free all day parking.
- Supports the tidying up of this area for safety reasons.
- Marking of parking bays in this area would provide a few additional carparks.
- Concern about potential safety of increasing parking in this area where traffic volumes are increasing.

Hearings Panel Response:

The Panel supports the proposal as consulted on to formalise long term parking for commuters in the section of Lismore Street near Money Lane steps.

The development of peripheral commuter parking spaces here and at other locations should be pursued if feasible, to enable the transition of unrestricted spaces in the town centre to short stay parking.

P4: Dungarvon Street Carpark

- The P240 restriction is too long – suggests P120.
- Opposed to removal of all-day carparking – if this all day parking is to be removed it must be replaced elsewhere.
- Local workers need to park somewhere – consider exempting locals from the time restrictions.
- A 5-6 hour restriction would be better than P240 because it will better provide for part-time workers.
- Does not support any restriction on overnight parking here as visitors need to park for 14-16 hours.
- Support for time restrictions in Dungarvon St, Dunmore and Brownston Street carparks – would free up parking in those areas.
- Concerned that restrictions would mean parking further away from workplace – would feel uncomfortable walking the additional distance after dark.
- Retain at least half of the Dungarvon St carpark for commuters – otherwise they will be clogging up local streets or the lakefront.
- Busses should use this carpark overnight – they are an eyesore in Upton Street, etc.

- Remove the two carpark entrances on Dungarvon St between the carpark entrance and Brownston St – these prevent people exiting the carpark from seeing oncoming traffic.

Hearings Panel Response:

Given the recent additional angle parking recently installed on Brownston Street the Panel supports that a P240 minute time restriction be applied to all spaces within the Dungarvon Street carpark (with the exception of the existing mobility and P10 minute parking which would be retained unchanged).

The Panel requests that staff investigate potential safety issues at the carpark entrance and report back to the Wanaka Community Board.

P5 and P6: Brownston Street On-street Parking

- The new angle parking should be unrestricted.
- Support for the new angle parking and removal of parking along the southern side of the road.
- Removal of parking from south side of Brownston Street is unnecessary – will restrict use of the Community Network Centre. May affect businesses in this area.
- Removal of parking is supported given Brownston Street's traffic function.

Hearings Panel Response:

The Panel supports the removal of parking on the southern side of Brownston Street between Helwick Street and McDougall Street in order to reduce impediments to traffic flow on this road.

P7: Bike Parking

- Sounds nice but who's going to use it? There are already plenty of places to park bikes in town.
- Don't need sheltered bike parking – it hardly ever rains and bikes are water resistant.
- Provide additional bike parking outside Kai café.
- Sheltered and secure bike parking is a good idea. It should encourage commuters to bike in warmer months.
- More effort needed to provide for cycling. There should be bike locking stations in front of most shops and enabling bikes to be locked to existing posts.

Hearings Panel Response:

The Panel supports the proposal for bike parks and suggested a standardised look be applied.

The Panel also suggested investigating areas around town for bike stations with pumps/water/electric bike charging options.

P8: Lakeside Road

- The proposed P120 is too short – P240 would be enough to reduce the all-day parking there.
- The all-day parking here should not be removed – it is used by employees of nearby businesses, many of whom don't work set hours.
- Lakeside Road is a residential street – P120 is not appropriate.
- This on-street parking should remain unrestricted to provide for commuters.
- Need to think about safety issues around attracting more parking in this area. Already many children and others on bikes. Look at slowing traffic speeds.
- P120 may not work with the overflow parking associated with the marina at peak times
- Don't narrow the street further with additional on-street parking.
- Add more parking on Lakeside Road.
- Install a couple of P5 spaces adjacent to the new water feature to allow stopping and filling water bottles.

Hearings Panel Response:

The Panel recommends that no changes be made to parking along this section of road but that the matter be considered through the Lakefront Reserve Development Plan.

P9: Ardmore Street bus stop

- Supported

Hearings Panel Response:

The Panel recommends that the bus stop on lower Ardmore Street be replaced by a passenger service vehicle zone as this would better utilise the available space.

P10: Upper Ardmore Street

- Supported
- One suggestion was for this area to be P15, to allow quick access to businesses in this area,

Hearings Panel Response:

The Panel recommends that the unrestricted parking spaces on Ardmore Street outside the Caltex service station have a P60 minute parking restriction applied as this would bring the parking restrictions applying to this section of road into line with the rest of this section of Ardmore Street.

P11: Lakefront Reserve

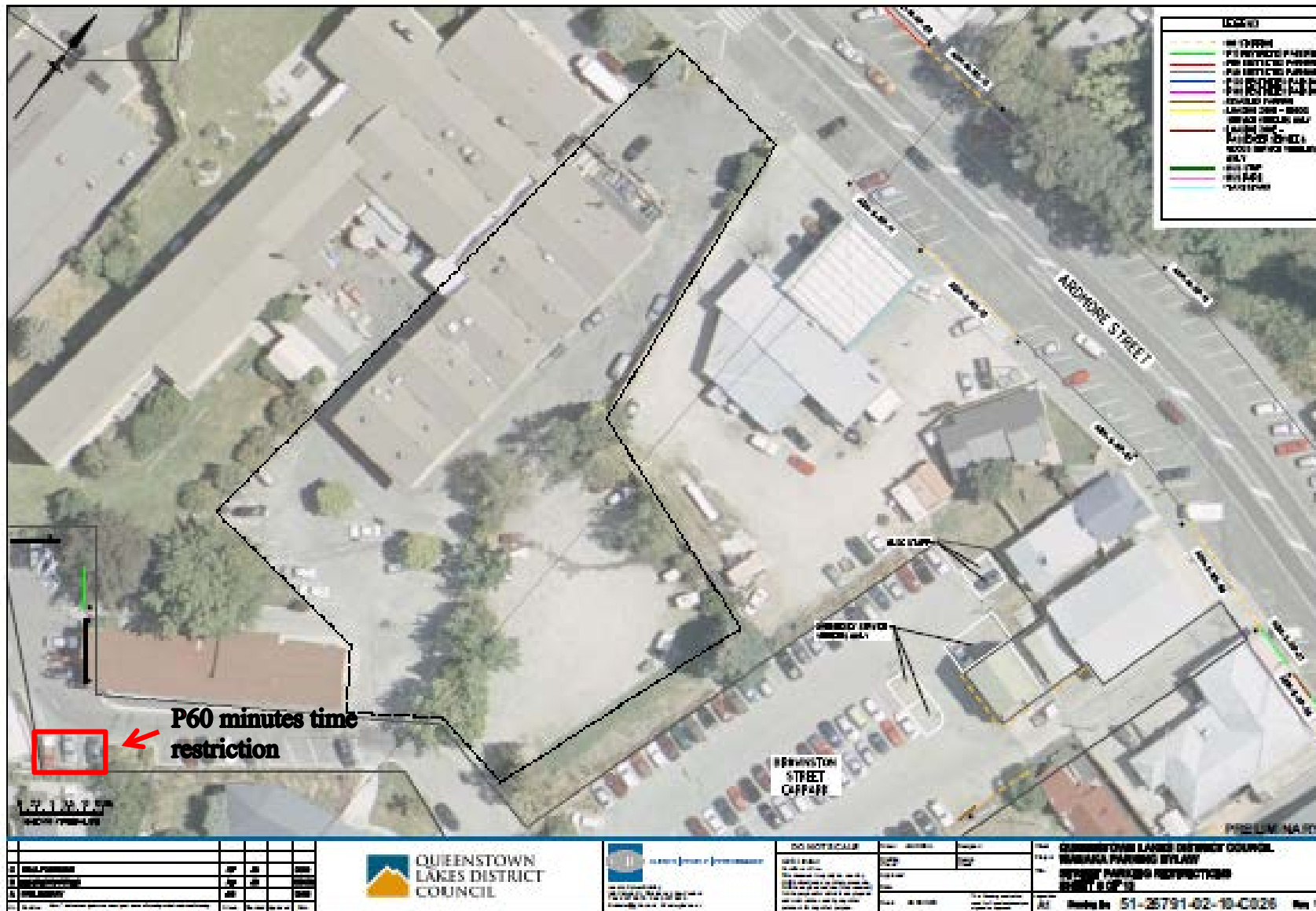
- Parking in this area needs to be dealt with at the same time as the rest of Wanaka town centre parking - there needs to be an integrated plan.
- It's a shame that the reserve is given over to parking, and a row of campervans doesn't improve the view.
- Stop taking away parking for extra table spaces.
- Area needs to be addressed – ridiculously shaped, congested carparks. Wanaka is missing the opportunity to have a really nice lakefront area like Queenstown's

- Make all of the lakefront parking P60.
- Don't provide additional parking on the Lakefront- this should be an open area uncluttered by parking.
- Suggests that the existing bus parking be relocated to Ballantyne Road. One comment asked that the bus stop be changed so that coach passengers were no longer alighting onto a traffic lane.

Hearings Panel Response:

The Panel supported the Lakefront Reserve parking being dealt with through the Lakefront Reserve Development Plan that is presently being prepared.

Attachment C: Brownston Street Carpark (Bullock Creek Lane) – new parking restriction



Attachment D: Ardmore Street – new parking restriction

