

Traffic and Parking Subcommittee

30 January 2019

Report for Agenda Item: 1

Department: Property & Infrastructure

Confirm On-road Restrictions for the New Traffic and Parking Bylaw 2018

Purpose

- 1 The purpose of this report is to seek approval and confirmation of on-road parking restrictions across the district.
- 2 Minor changes are also recommended to the use of the Queenstown town centre, Arrowtown and Frankton mobility parking spaces.

Executive Summary

- 3 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.
- 4 The bylaw was adopted by Council at its 13 December 2018 meeting and was provided to the Minister of Transport within seven days as required under the Land Transport Act 1998. A public notice pursuant to section 157 of the Local Government Act 2002 and section 22AE of the Land Transport Act 1998 was the final step in confirming the bylaw.
- 5 The bylaw comes into effect on 1 March 2019 and Council has delegated the exercise of its decision-making by resolution to the Traffic and Parking Subcommittee.
- 6 The parking restrictions proposed for approval in this report are presented under three categories:
 - current on-road traffic and parking restrictions for confirmation
 - a new time restriction for three Queenstown town centre, two Arrowtown main street and one Frankton mobility parking space for confirmation
 - changes to the restrictions applying to CCS Disability Action Mobility Permit Holders enabling car park occupation for double the posted time restriction (without additional payment) in the following areas: P5, P10, P15, P30, P45, P60, P90 and P120, e.g. in a P30 space, permit holders can park for 60 minutes.
- 7 Changes are recommended to ensure all current on-road restrictions are confirmed and to improve availability and accessibility of car parks for mobility permit holders.

- 8 Stakeholder engagement completed during the bylaw review as well as submissions received during the special consultative procedure highlighted issues with the current mobility parking system and all-day time restrictions in centre areas. The recommendations contained in this report are in accordance with the feedback received and supported by the Wakatipu Access Group.

Recommendation

That the Traffic and Parking Subcommittee

1. **Note** the contents of this report and in particular;
2. **Approve** a maximum four-hour time restriction on the Mobility Parks located on Beach street 20m southwest of Rees Street kerb line; Brecon Street 5m southeast of the south-eastern kerb line of Duke Street; Memorial Street 89m northeast of the north-eastern kerb line of Camp Street in Queenstown from 1 March 2019.
3. **Approve** a maximum four-hour time restriction on the Mobility Parks located on Buckingham Street 33m east of the eastern kerb line of Ramshaw Lane and 125m east of the eastern kerb line of Ramshaw Lane in Arrowtown located from 1 March 2019.
4. **Approve** a maximum two-hour time restriction on the Mobility Parks located on Gray Street outside of Southern Community Laboratories 33m East of the eastern kerb line of McBride Street in Frankton
5. **Approve** changes to the restrictions applying to CCS Disability Action mobility permit holders enabling car park occupation for double the posted time restriction for no additional payment from 1 March 2019, including pay and display, in the following areas P5, P10, P15, P30, P60, P120, P180, P240. Noting that the extension of time permitted for occupation does not apply to bus stops, passenger pick up stands, clearways, loading zones, residential parks, carpool parks, or other restricted parks.
6. **Approve** and confirm the on-road and off-road parking restrictions as set out in Attachment A - Parking and traffic restrictions applying to Queenstown Lakes District from 1 March 2019 as of 18 January 2019.

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23/01/2019

Reviewed and Recommended
by:



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23/01/2019

Background

- 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 The bylaw was adopted by Council on 13 December 2018 and comes into effect 1 March 2019. To ensure all current parking restrictions are captured and can be applied under the new bylaw, pursuant to the delegation from Council, a Traffic and Parking Sub-Committee resolution is required to confirm on-road parking restrictions.
- 11 Following public consultation, and in response to issues raised by different industries and organisations, minor changes are recommended to on-road restrictions to improve safety, accessibility or availability of car parks.
- 12 Changes to existing restrictions or the implementation of new restrictions require a Traffic and Parking Sub-Committee resolution prior to implementation.
- 13 Regular changes to traffic restrictions (including parking controls) are required throughout the district, often in response to requests from the public or businesses regarding 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.
- 14 Of note, consistent with the governance agreement with, and the delegations of, the Wanaka Community Board, any future changes or new restrictions applying to Wanaka will be reported to the Wanaka Community Board for endorsement prior to consideration of the Traffic and Parking Sub-Committee.

Comment

Parking Requirements in the District

- 15 This report seeks to confirm the parking restrictions that are in place across the district to ensure enforceability under the new bylaw.
- 16 As work continues developing the Queenstown Town Centre Plan, Frankton Town Centre Plan and Wanaka 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.
- 17 A register has been created and an interactive map is available for the Queenstown town centre and Wanaka town centre restrictions; a link to this map can be found here:
<http://qldc.maps.arcgis.com/apps/webappviewer/index.html?id=6e493c58ca1842edb0a3ada3e3920c81>
- 18 Work is underway on interactive mapping traffic and parking restrictions for the whole district which will be available to the public on the QLDC website. Information on the restrictions applying across the district must be publicly available consistent with the requirements of the Land Transport Act 1998.

Mobility Parks Time Restriction

- 19 During the recent bylaw consultation, the Wakatipu Assess Group (WAG) submitted and presented to the hearings panel a request to restrict high use mobility parks in the Queenstown town centres and Arrowtown Buckingham street to a time limit of four hours. In Frankton a two-hour maximum is recommended on Gray Street. At present there are no time limits applying to any mobility parks.
- 20 The Queenstown parks identified were Beach Street, Brecon Street, Memorial Street and two parks on Buckingham Street in Arrowtown. These parks are located close to essential services and can be occupied all day; preventing turn over and reducing opportunities for members of the accessibility community to park close to appointments or easily access the town centres for social interactions. A two hour maximum restriction to the carpark on Gray Street outside the Southern Community laboratories in Frankton is recommended to assist with greater turn over and flexibility for users. A map is included at Attachment B.
- 21 Future mobility parking provision will be identified and consulted on through the district's numerous master and transport plans that are underway.

CCS Disability Action mobility permit holders Double Allocated Time

- 22 The bylaw review process also identified that several other Territorial Authorities enhance accessibility and availability for CCS Disability Action Mobility Permit Holders by allowing double the allocated time restriction (without additional payment where metered), or in zones where mobility parks are unavailable. In this scenario, a P30 would become a P60; P120 would become a P240, and a pay and display ticket expiring at 11:00am would be valid until 12:00pm when a CCS Disability Action Mobility Permit was displayed in the vehicle's dashboard.
- 23 Although previously applied as an unwritten rule in the district, the practice has become increasingly inconsistent and this report seeks to formalise and clarify the parking restrictions applicable to CCS Disability Action Mobility Permit Holders.

Options

- 24 This report seeks approval and confirmation of on-road and off-road restrictions throughout the district as presented.

Option 1 – Approve and confirm the on-road and off-road restrictions and changes to mobility parking restrictions and administration

Advantages:

- 25 Supports the feedback received during bylaw consultation for changes to mobility parking
- 26 Existing parking restrictions throughout the district are confirmed
- 27 Is consistent with the Council's Enforcement and Prosecution Policy
- 28 Enables effective and lawful enforcement

Disadvantages:

29 There are no material disadvantages identified in confirming the on-road and off-road restrictions and changes to mobility parking restrictions and administration

Option 2 Not approve and confirm the on-road and off-road restrictions and changes to mobility parking restrictions and administration

Advantages:

30 There are no material advantages identified to not confirming the on-road and off-road restrictions and changes to mobility parking restrictions and administration

Disadvantages:

31 Does not support the feedback received during bylaw consultation

32 Existing parking restriction are not confirmed

33 Does not support Council's Enforcement and Prosecution Policy

34 Does not enable effective and lawful enforcement

35 This report recommends **Option one** as it addresses issues raised during the stakeholder engagement and the Special Consultative Procedure completed when reviewing the Traffic and Parking Bylaw 2018; and confirms existing on-road and off-road restrictions for enforcement post 1 March 2019.

Significance and Engagement

36 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because the existing parking restrictions are familiar to the public and the mobility parking changes are consistent with the Wakatipu Access Group submission group and feedback received from public engagement.

Risk

37 This matter relates to the strategic risk SR3 - Management Practice - working within legislation, as documented in the Council's risk register. The risk is classed as low.

38 This matter relates to this risk because it ensures operational processes are consistent with legal and regulatory requirements to support education and enforcement activities.

Financial Implications

39 It is anticipated that the cost associated with new signage in the mobility parks identified will be met from current budgets

Council Policies, Strategies and Bylaws

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

- 10-Year Plan 2018-2028 strategic framework contributing to efficient and effective infrastructure and a responsive organisation
- Traffic and Parking Bylaw 2012 as existing regulation
- Queenstown Integrated Transport Strategy supporting improved network performance and customer experience for all modes and improved liveability and visitor experience
- Wanaka Transport Strategy 2008 supporting an appropriate transport network and parking provision.

41 The recommended option is consistent with the principles set out in the named policies.

42 This matter is not explicitly identified in the 10-Year Plan/Annual Plan

Local Government Act 2002 Purpose Provisions

43 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.

Consultation: Community Views and Preferences

44 The persons who are affected by or interested in this matter are residents/ratepayers; 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 following section 155 of the Local Government Act 2002 during 2018. Significant formal and informal engagement was completed with the community and key stakeholders.

Legal Considerations and Statutory Responsibilities

46 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.

Attachments

- A Parking and traffic restrictions applying to Queenstown Lakes District from 1 March 2019 as of 18 January 2019.
- B Mobility parking areas recommended for time restrictions changes