

**QLDC Council
24 August 2016**

Report for Agenda Item: 2

Department: Property & Infrastructure

Queenstown Town Centre Transport Strategy – Evening Parking Restrictions

Purpose

To consider the implementation of evening parking restrictions in Queenstown Central Business District (CBD).

Recommendation

That Council:

1. **Note** the contents of this report;
2. **Note** the costs associated with extending the time restricted parking from 8 or 9am – 6pm as existing, to 8am - 10pm and the additional associated parking enforcement within the Queenstown CBD;
3. **Agree** to implement a trial for the extension of time restricted parking from 8 or 9am – 6pm as existing, to 8am - 10pm and the additional associated parking enforcement within the Queenstown CBD for 12 months from the week commencing 3 October 2016; and
4. **Agree** to amend 19 parking meters on Memorial St, Stanley Street, Athol Street, Camp Street, Earle Street and Marine Parade from 8 or 9am – 6pm as existing, to 8am - 10pm for the duration of the extension of the time restricted parking trial, to provide consistency of metered parking times in the Queenstown CBD.

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15/08/2016

Background

- 1 Following a report to Council on 30 June 2016 <http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Full-Council-Agendas/2016/30-June-2016/2a-Queenstown-Traffic-and-Parking.pdf> officers were requested to undertake further investigations and to report back to Council on the costs and feasibility of extending parking restriction times in the Queenstown CBD to 8pm (from 6pm currently).
- 2 The specific issues with evening parking are based on officer's observations and following consultation with Queenstown CBD businesses.
- 3 The principal issue is the lack of available parking in the Queenstown CBD between 6.00pm and 10.00pm, to provide parking for short time users e.g. diners, as a result of people parking for long durations, as no enforcement can be undertaken after 6pm currently.
- 4 There is no information that the period 6.00pm to 8.00pm is any different to the longer period i.e. 10.00pm, but it is recognised that the longer period may provide more opportunity and correspondingly require more monitoring and enforcement.

Consultation

- 5 Advice was sought from NZ Police (Senior Sergeant John Fookes, Area Prevention Manager) on the possible increased risk to Council staff from enforcing parking restrictions after 6pm.
- 6 Following discussions with the Police it is believed that there are minimal health and safety concerns to Council Officers for the enforcement of the proposed extended time restricted parking.
- 7 Downtown QT (as representatives of the Queenstown Chamber of Commerce) were also consulted and offered support to the intention of investigating the extension of parking restrictions.
- 8 They highlight that the main motivation for their businesses would be to release carparks taken up by night-time workers, to allow diners somewhere to park. However, there was a preference for a mix of parking times, with 120 minutes being a suitable length of parking period for diners, rather than the existing time restricted parking times.

Resourcing

- 9 Extending the evening parking time restrictions throughout the Queenstown CBD, will require additional resourcing for the Enforcement Team i.e. for patrols and a slight increase in additional workload for the current administrative staff e.g. processing waiver applications.
- 10 It is proposed that two staff would be employed for the duration of the trial, to enable the effective enforcement of the CBD for the extended parking times.

- 11 Based on two additional staff, for a 12 month trial, these costs would be in the region of \$82,000. This includes staff time, ticket machines and body cameras. This may eventuate as being self-funding but would need to be from existing enforcement budgets initially.
- 12 Costs for changes to existing signage and changes to parking meter programmes will be in the low thousands, and come from the Town Centre Strategy budget.

Parking Times

- 13 In addition to the extension of time restricted parking to 8pm, consideration has also been given to an extension to 10pm, to promote a greater increase in parking accessibility for users e.g. diners after 6pm, while still providing the ability for long term parking.
- 14 Officers have considered the existing parking times available in the Queenstown CBD throughout the day, which are a mix (of 10, 15, 30 and 120, 240 minutes) through timed restricted and metered parking, in addition to the comments from Downtown QT for 120 minute (P120) parking.
- 15 It is considered that the current times already provide an appropriate mix of options, and if more specific P120 parking was introduced, this may be confusing for customers to have the change of rules after 6pm.
- 16 It is recommended to extend the current rules and times for a longer period i.e. to 10pm.
- 17 The extended period, would also align with the intention of the current trials to increase the availability of parking spaces.

Signage & Parking Meters

- 18 The proposed extension of time restricted parking would require minor changes to signage and to the times for the parking meter programmes.
- 19 The signage is proposed to be amended through stickers to cover the existing times with the new times wherever possible, to reduce the need for new signage and the associated costs.
- 20 There are additional costs involved to alter the parking meter programmes, and to assist in the alignment of parking timings throughout the Queenstown CBD, it is recommended that the metered periods on Memorial Street, Stanley Street, Athol Street, Camp Street, Earle Street and Marine Parade are amended at the same time from 8 or 9am – 6pm, to 8am - 10pm. This would provide a consistent rule across the Queenstown CBD.
- 21 It is recommended that the trial is for 12 months, to cover the changes through all seasons and to allow effective monitoring. Monitoring would be through the periodic collection of feedback from the public (and business users) and activity reports from the Enforcement Team.

Options

22 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:

23 **Option 1:** Trial the extension of parking timing restrictions in the Queenstown CBD for a period of 12 months beginning in the week commencing 03 October 2016. This would result in parking restrictions from 8am to 10pm daily.

Advantages:

24 There would be increased turnover of parking spaces in the CBD, which would allow a more efficient use of the available resource, and benefit local users and visitors, as well as the CBD businesses.

Disadvantages:

25 The timing may possibly conflict with other trials.

26 **Option 2:** Defer any trial or implementation of **changes to the CBD public parking spaces until** the wider CBD and Town Centre parking provisions have been reviewed in accordance with the Queenstown Town Centre Transport Strategy.

Advantages:

27 A wider co-ordinated approach to CBD / Town Centre parking including extents of public paid parking, charging structure and Transport Improvement Fund can be considered together by Council.

Disadvantages:

28 The existing (evening) parking issues will remain for at least six months and possibly longer.

29 **Option 3 – Do nothing**

Advantages:

30 Existing trials and recent changes to parking and signage can be observed in isolation.

Disadvantages:

31 The evening parking issues will continue to worsen.

32 Council may be criticised for inaction.

33 This report recommends Option 1 for addressing the matter as it puts in place the most appropriate changes to provide greater accessibility for short term parking in the evening and provides a consistency of parking limits across the CBD.

Significance and Engagement

- 34 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because the overarching Strategy (Queenstown Town centre Transport Strategy) has previously been adopted (December 2015).

Risk

- 35 The report to the December Council meeting described the risk associated with the strategy as relating 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 it is fundamental to the future performance of the transport system.”

- 36 This report is a key element in the management of the risk because it provides governance oversight of the strategy impacts.

Financial Implications

- 37 The implementation tasks for the Queenstown Town Centre Transport Strategy are included within existing budgets.

- 38 The cost associated with extending the enforcement times would be incurred through the employment of additional parking officers for the duration of the trial, the altering of the parking meter software and the amendments to signage.

- 39 Based on two additional parking officers (contractors), for a 12 month trial, these costs would be in the region of \$82,000. This includes staff time, ticket machines and body cameras.

- 40 These costs are not budgeted; however, it is likely that these costs would be off-set from infringements issued.

Council Policies, Strategies and Bylaws

- 41 The following Council policies, strategies and bylaws were considered:

- a. Significance and Engagement Policy
- b. Queenstown Town Centre Transport Strategy 2015
- c. Traffic and Parking Bylaw
- d. Traffic Control Devices Manual
- e. Enforcement Strategy and Prosecution Policy

- 42 This matter is included in the 10-Year Plan/Annual Plan through the provision of \$150k per annum, which is for all Queenstown Town Centre Transport Strategy implementations.
- 43 The business case work set out in the strategy may result in changes to the long term plan, which would generally be addressed in the development of the 2018-28 10-Year Plan.

Local Government Act 2002 Purpose Provisions

- 44 The recommended option:
- a. 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 planning and implementing transport improvements for the Queenstown town centre.;
 - b. Can be implemented through current funding under the 10-Year Plan and Annual Plan;
 - c. Is consistent with the Council's plans and policies; and
 - d. 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

- 45 The persons who are affected by or interested in this matter are the district's residents and businesses, and visitors to the district.
- 46 The Council has undertaken public consultation over the Town Centre Strategy. This is detailed in the report on the strategy to Council's December meeting.
- 47 Limited consultation with Downtown QT and NZ Police has been undertaken specifically regarding the subject of this report.

Legal Considerations and Statutory Responsibilities

- 48 The Queenstown Lakes District Council Traffic and Parking Bylaw 2012 permits Council to determine the time period(s) for parking restrictions by resolution.