

Traffic & Parking Subcommittee
14 December 2020

Report for Agenda Item | Rīpoata mot 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 consider proposed locations for additional and amendments to 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 the below categories. These restrictions either support the Land Transport (Road User) Rule 2004 (the Rule) or fall outside the Rule but are supported by the Queenstown Lakes District Council Traffic and Parking Bylaw 2018:
 - No Stopping restrictions
 - Formalisation of Bus stops in Arrowtown and Fernhill
 - Amendments to Loading zones in Arrowtown
 - Amendments to existing and new on-road parking restrictions to support national road user rules.
 - Additional entry requested at WCB 03/12/2020 – additional parking and P10 restriction Dunmore street, Wanaka.
- 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.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Council:

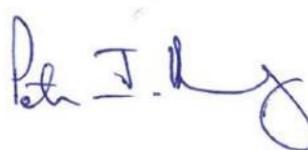
1. **Note** the contents of this report;
2. **Approve** changes to the new and existing restrictions applying to the on-road and off-road parking restrictions as set out in Attachment A - Additional parking restrictions, noting that these will come into force once signed or marked.

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24/11/2020

Reviewed and Authorised by:



Peter Hansby
General Manager, Property &
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7/12/2020

CONTEXT | HORPOAKI

- 6 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.
- 7 Changes to existing restrictions or the implementation of new restrictions requires a Council resolution prior to implementation.
- 8 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.
- 9 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.
- 10 In making decisions under the bylaw, Council is required to act reasonably and given due consideration to those potentially affected by the restriction.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

Parking Requirements in the District

- 11 This report seeks to approve new, amend existing, and remove some parking restrictions that are in place across the district. This will ensure enforceability under the bylaw.
- 12 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.
- 13 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

- 14 With sustained growth in the district leading to pressure on housing and higher demands for parking, inappropriate parking is becoming increasingly common.
- 15 Planning for the management of traffic demand and parking in the future is underway, with the Queenstown Integrated Transport Strategy and the Queenstown Town Centre Master Plan now complete, and both the Wanaka Transport Strategy and district parking strategy in progress.
- 16 Regulation of parking is required to address current issues and support the future direction of traffic and parking management.

District Plan considerations and implications

- 17 The district plan outlines the requirements for parking and traffic to complement Council’s overall land use goals and objectives for district development.
- 18 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

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

Proposed parking restriction changes

- 20 The proposed parking restrictions are detailed in Attachment A.
- 21 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 by Council under the Traffic and Parking Bylaw 2018.

Road or Location	Specific Description
Arrowtown Area	
Berkshire Street	NO STOPPING AT ALL TIMES on left side of road to allow for passing
Helms Court	NO STOPPING AT ALL TIMES on left side of road to allow lane keeping, protecting accesses, and allow for truck turning in cul-de-sac
Shaw Street (North)	NO STOPPING AT ALL TIMES on left to allow lane keeping, protecting accesses, and allow for truck turning in cul-de-sac.
Queenstown Area	
Mackinnon Terrace	NO STOPPING AT ALL TIMES on both sides to allow for lane keeping
Matakauri Place	NO STOPPING AT ALL TIMES on right allow for truck turning in cul-de-sac
Andrews Road	NO STOPPING AT ALL TIMES on right to allow lane keeping
Caples Place	NO STOPPING AT ALL TIMES on left allow for truck turning in cul-de-sac
Frankton Road	NO STOPPING AT ALL TIMES on left for protecting accesses
Isle Street	NO STOPPING AT ALL TIMES on left for protecting accesses
Panorama Place	NO STOPPING AT ALL TIMES on right to allow lane keeping, protecting accesses, and allow for truck turning in cul-de-sac.

Peregrine Road	NO STOPPING AT ALL TIMES on left allow for truck turning in cul-de-sac
State Highway 6A	NO STOPPING AT ALL TIMES on left for protecting accesses
Wilmot Place	NO STOPPING AT ALL TIMES on both sides to allow lane keeping
Willow Place	NO STOPPING AT ALL TIMES on right to allow lane keeping
Arthurs Point Area	
Amber Close	NO STOPPING AT ALL TIMES on both sides associated with cycling upgrade
Arthurs Point Road	NO STOPPING AT ALL TIMES on right associated with cycling upgrade
Atley Road	NO STOPPING AT ALL TIMES on right and left associated with cycling upgrade
Frankton Area	
Elm Tree Avenue	NO STOPPING AT ALL TIMES on right to allow lane keeping
Frankton Road Accessway	NO STOPPING AT ALL TIMES on right to allow lane keeping
Grant Road	NO STOPPING AT ALL TIMES on left to allow lane keeping
Remarkables Crescent	NO STOPPING AT ALL TIMES on right to allow lane keeping
Riverside Road (West)	NO STOPPING AT ALL TIMES on left side of road to determine parking space
Robertson Street (West)	NO STOPPING AT ALL TIMES on both sides to allow lane keeping
Lake Hayes	
Erskine Street	NO STOPPING AT ALL TIMES on both sides to allow lane keeping
Longlands Street	NO STOPPING AT ALL TIMES on right for protecting accesses
Lorne Street	NO STOPPING AT ALL TIMES on right sides to allow lane keeping
Widgeon Place	NO STOPPING AT ALL TIMES on left to allow lane keeping, protecting accesses, and allow for truck turning in cul-de-sac.

22 The following table indicates new or changed timed and/or vehicle type restrictions that can be made by resolution by Council under the Traffic and Parking Bylaw 2018.

Road or Location	Specific Description
Arrowtown Area	
Buckingham Street (outside the New Orleans)	Change from LOADING ZONE 8am–10pm to 6am-6pm LOADING ZONE and 6pm-6am Permitted Small Passenger Service Vehicle Stand

Arrowtown-Lake Hayes Road (outside Amisfield, both sides)	NO STOPPING AT ALL TIMES except for buses
Queenstown Area	
Fernhill Rd (outside number 201)	NO STOPPING AT ALL TIMES except for buses

23 All other restrictions in Attachment A not mentioned above, support specific national road user rules (such as no parking within 1m of an access way).

Options

24 Option 1: Approve the parking restrictions as identified in this report

Advantages:

25 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.

26 Can improve the safety of roads for all users including pedestrians and cyclists

27 Can improve the community’s understanding of requirements for enforcement

28 Is consistent with the Council’s Enforcement and Prosecution Policy

29 Enables effective and lawful enforcement

Disadvantages:

30 May cause conflict with vehicle owners receiving infringements for parking in restricted areas.

31 May result in displacement of vehicles to areas that are not subject to the restrictions.

32 Option 2: Not approve the parking restrictions as identified in this report

Advantages:

33 No cause for conflict with vehicle owners receiving infringements for parking in restricted areas

34 Will not result in the displacement of vehicles to other areas

Disadvantages:

35 Does not address safety and operational issues raised by the public and council officers.

- 36 Will not improve road safety for all users
- 37 Does not provide an opportunity to improve the community's understanding of enforcement requirements
- 38 Is not consistent with the Council's Enforcement and Prosecution Policy
- 39 Does not enable effective and lawful enforcement
- 40 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

- 41 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 master planning requirements. Although there are a number of restrictions being presented, each restriction will affect a relatively small number 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.
- 42 It is considered that the Council's general consultation requirements under section 156(1)(b) of the Local Government Act 2002 would be complied with by through the recommendations in this report.
- 43 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.
- 44 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

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

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 46 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.
- 47 The approval of the recommended option will support the Council by allowing the risk to be avoided. 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

48 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

49 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
- Queenstown Integrated Transport Strategy supporting improved network performance and customer experience for all modes and improved liveability and visitor experience
- Parks and Open Spaces Strategy 2017
- Wanaka Transport Strategy 2008 supporting an appropriate transport network and parking provision
- QLDC Disability Policy

50 The recommended option is consistent with the principles set out in the named policy/policies.

51 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

52 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

53 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.

ATTACHMENTS | NGĀ TĀPIRIHANGA

A	Additional parking restrictions applying to Queenstown Lakes District 14 December 2020
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