

**Traffic & Parking Subcommittee**  
**2 December 2021**

**Report for Agenda Item | Rīpoata moto e Rāraki take 3**

**Department: Property & Infrastructure**

**Title | Taitara Queenstown Town Centre Parking Provisions**

**PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO**

- 1 The purpose of this report is to seek approval for the changes to control of parking, resulting from the Town Centre Street Upgrades Programme, Queenstown Town Centre Arterial - Stage 1 and Lakeview roading infrastructure.

**RECOMMENDATION | NGĀ TŪTOHUNGA**

- 2 **Approve** the changes to parking as detailed in this report and attachments (summarised in table below).

<i>Project</i>	<i>Road</i>	<i>Restrictions</i>	<i>Page</i>	
Street Upgrades	Brecon St	Bus stop	58	
		P5	58	
		P240	59, 60	
		Small Passenger Service Vehicle (Taxi)	61	
		No Stopping At All Time (NSAAT)	58-64	
		Isle St	NSAAT	60
		Man St	P5	62
			NSAAT	61 – 63
		Brecon / Duke St	Shared Zone	64
			NSAAT	64
	Rees St	Shared Zone	66, 67	
	Beach St	Shared Zone	69, 70. 72-74	
	Church St	Mobility	76	
	Earle St	NSAAT	77	
Lakeview	Park St	Bus Stop	82, 83	
		P240	79-82	
		Mobility (P240)	79, 82	
		NSAAT	79-83	
	Man St	Bus Stop	86	
		NSAAT	85, 86	
	Isle St (Extension)	Shared Zone	90	
		Loading Zone	89-92	
		NSAAT	93	
	Hay St	NSAAT	93	

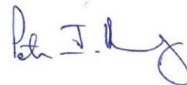
Arterial Stage 1	Melbourne St	P10 (Pick up and drop off 8.30 – 9.30am, 2.30 – 3.30pm School Days) P120 (At all other times)	103 103
	Sydney	NSAAT	102
	Henry St	Loading Zone	107
	Beetham St	NSAAT	104
	Ballarat St	NSAAT	106
	Malaghan St	NSAAT	107
	Gorge Rd	NSAAT	108, 109
	Shotover St	NSAAT	108
Displacements	Brisbane St	P15 Mobility	117 117
	Rees St	Loading Zone Mobility	118 118
	Gorge Rd	Car Pool (7.00am – 7.00pm, Monday to Friday)	119
	Hallenstein St	P10 (Pick up and drop off 8.30 – 9.30am, 2.30 – 3.30pm School Days) P120 (At all other times)	119

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17/11/2021

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18/11/2021

## CONTEXT | HOROPAKI

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- 3 The Town Centre Street Upgrades work, Queenstown Town Centre Arterial - Stage 1 and Lakeview plans contain changes to parking provisions in these areas to ensure efficient use of shared space and to allow the arterial and other roads to function. These works are progressing ahead of the main body of the Masterplan interventions as shovel ready projects and although are already committed - formal approval of these changes is required to allow enforcement.
- 4 A Comprehensive Parking Management Plan has been initiated to address parking within the town centre and district wide. This may not be completed before construction of these projects but the approach will be taken that parking demand needs to be managed, rather than simply increased, especially in the town centres. Consequently, lower levels of private car parking will be present in the town centre, especially in the Central Business District.
- 5 The opportunity to request approval of displacements, including temporary changes, within the town centre has also been included.

## ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

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### Parking Management

- 6 The progression of parking management within the town centre includes the new approaches identified in the Queenstown Town Centre Business Case and Town Centre Masterplan. The new emphasis is on reducing private car parking, prioritising walking and cycling, and ensuring the continued operation of the town centre through adequate provision of loading. Other users, for mobility and Small Passenger Service Vehicles (taxis) have also had provisions included.

### Shared spaces

- 7 Shared spaces are envisaged as zone parking in the Bylaw. These zones aim to eliminate the segregation of road users, as pedestrians and cyclists also share the roadway and, as such, no formal footpaths are required. Unlike shared paths, which are just for pedestrians and cyclists, shared zones include motor vehicles as well. This approach is popular in Europe and is becoming more common in New Zealand. The shared space on the lakeside from Rees Street through to Church Street is the model for this in Queenstown.

The concept relies on the removal of typical street elements including line-markings, signage and kerbs, with the addition of extra street furniture such as seats, cycle parking and landscaping. This results in an intentional level of ambiguity so that drivers proceed with caution and at slow speeds. Shared zones often do not provide any specific provision for moving cyclists, as the low vehicle speeds make it easy for them to interact with other users. In shared zones, the needs and comfort of pedestrians are paramount. People

cycling and driving in shared zones are expected to act like guests, travelling in a way that is consistent with a walking pace, and are legally required to give way to pedestrians.

These zones will also allow loading (of both passengers and goods) without the need for formed bays. The key element of this is that the users must be actively engaged in loading and unloading (to the satisfaction of officers of Council). Similarly, holders of mobility permits are allowed to utilise these spaces, up to a maximum of thirty minutes, unless specified otherwise. Small Passenger Service Vehicles (taxis) can operate in these areas for pick up and drop off, but cannot park, waiting for business.

### **Marked bays**

8 Where marked bays are retained, the following uses still apply:

Parking – these may be free, or time restricted and may be charged.

Loading zones - within a dedicated loading zone, loading and unloading of goods or passengers may occur up to the time identified by signage.

Mobility parking - within a mobility parking space, permit holders are allowed to park for the duration identified by signage.

Bus stops – buses and coaches can utilise these spaces to allow passengers to board and alight only.

Small Passenger Service Vehicles (taxis) – permitted users only.

### **Proposed Changes**

- 9 The proposed changes will result in a number of losses of marked bays across the three project areas, noting that final plans may be slightly altered through the design process.
- 10 The provision of several shared spaces however, will compensate for the requisite operational aspects of the town allowing more freedom of deliveries for both passengers and goods, and ease of access for mobility users and SPSV.
- 11 Charging for some spaces (Paid Parking) is indicated on the attachments, however charges have not yet been fully detailed and signage will initially identify timing restrictions only. A full schedule of parking charge changes will be brought back to the Committee in 2022. Ongoing updates to the public will also be provided as the time frames for the later elements are confirmed.
- 12 Details of the current proposals are contained in three Attachments A, B and C.
- 13 Interim changes and other displacements are required to facilitate some works and are detailed in Attachment D.

### Changes to the Issuing of Parking Permits in the CBD

14 During construction works in the CBD, there will be issues around parking provision and constrained access. To address this, it is proposed that there is to be a reduction in annual parking permits to be issued over time. The issuing of these permits will be addressed on a case-by-case basis through Property & Infrastructure, based on space assessments and importance of the work for which the permit is required.

### Options identified

15 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:

16 Option 1 – Adopt the changes to parking as detailed in this report and shown in Attachments A, B, C and D.

#### Advantages:

17 Support place-making, amenity and good urban design outcomes as part of Town Centre Street Upgrades

18 Facilitate a transformational shift from private vehicle travel to public transport, walking and cycling

19 Actively manage parking supply and demand to support efficient and safe use of the transport system

20 Support the economic development of Queenstown

21 Assist the transition of parking during the construction works, to benefit local businesses and patrons.

#### Disadvantages:

22 Costs of implementing the changes to parking, as part of the wider works in the Town Centre

23 Risk that travel to the town centre will reduce if other parking and modal options are not improved over the same time period that the parking reductions indicated in this report are implemented.

24 Option 2 Do nothing

#### Advantages:

Nil.

#### Disadvantages:

- 25 The Town Centre Street Upgrades Programme and Arterial Stage 1 have progressed to detailed design and any changes to parking identified within the plans at this stage will add extra cost and delays to the project.
- 26 Not removing parking from the streets identified within the areas of shared space will detract from the process to improve the urban realm from having less parking spaces in the historic core.
- 27 The arterial will not be able to function effectively without removal of car parking.
- 28 Recommended Option: Option 1 Adopt the changes to parking as detailed in this report and shown in Attachments A, B, C and D. This will allow the effective operation of the town centre within these project areas and assist with the wider management of parking.

## CONSULTATION PROCESS | HĀTEPE MATAPAKI:

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### > SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 29 This matter is of [medium] significance, as determined by reference to the Council's Significance and Engagement Policy. The matter is of interest to the community.
- 30 QLDC has consulted the public on the proposals for the Town Centre Street Upgrades and Arterial Stage 1, via an online consultation. The Town Centre Street Upgrades project and The Arterials Stage 1 was approved through Council on 28th January 2021 as part of the Queenstown Business Case. Lakeview was approved by QLDC in October 2019.
- 31 Consultation on the proposed relocation of parking from Park Street to Brisbane Street has been undertaken via a letter distributed to properties directly affected by the proposals. Two responses were received; Happiness House was supportive of the proposals, however a resident on Brisbane Street was concerned over the lack of available parking for residents on Brisbane Street. The resident stated that permits for residents would be a way to mitigate the issue.

### > MĀORI CONSULTATION | IWI RŪNANGA

- 32 The Council has sought Iwi input as part of the Town Centre Masterplan.

## RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

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- 33 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00012 Core Infrastructure is Insufficient – Poor Infrastructure Planning, RISK00013 Core Infrastructure is Insufficient – Delays in Capital Delivery Programme, RISK00056 – Ineffective Provision for the Future Planning and Development Needs of the District within the [QLDC Risk Register](#). These risks have been assessed as having a moderate inherent risk rating.
- 34 The approval of the recommended option will support the Council by allowing us to implement additional controls for this risk.

## FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

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- 35 Financial implications as a result of these projects are identified as the Benefit Cost Ratio (BCR) and Wider Economic Benefits (WEBs) identified through the Queenstown Transport Business Case. The BCR represents the 'rate of return' of an activity or investment, or the value of benefits achieved (measured in dollars) for each dollar of cost incurred. WEBs are improvements in economic welfare that are acknowledged, but that have not been typically captured, in traditional cost-benefit analysis.
- 36 The individual schemes, which drive a change in parking supply, are of a significant cost to QLDC however it is estimated that a reduction in parking supply (and a move to alternative modes), and by-passing of traffic from the town centre will result in wider economic benefits to Queenstown.
- 37 Budgets for the major project elements are inclusive to those projects, and the costs of the temporary measures are minor.

## COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANUNIHERA

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- 38 Alignment with and consideration of the principles of the Vision Beyond 2050; in particular 'Our environment and services promote and support health, activity and wellbeing for all'

## LEGAL CONSIDERATIONS AND STATUTORY RESPONSIBILITIES | KA TURE WHAIWHAKAARO, ME KĀ TAKOHAKA WAETURE

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- 39 No legal advice has yet been sought during the development of the parking strategy, however the design work as part of the Queenstown Town Centre Arterial - Stage 1 and Town Centre Streetscapes and Lakeview has been advised upon to ensure consistency with legislative and regulatory requirements.

## LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

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- 40 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 Ten Year Plan and Annual Plan;
  - Is consistent with the Council's plans and policies; and
  - In isolation, as part of the Parking Strategy 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**

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A	Street Upgrades
B	Lakeview Roding Infrastructure
C	Arterial Stage 1
D	Interim / Displacement Measures