

Infrastructure Committee

16 October 2023

Report for Agenda Item | Rīpoata moto e Rāraki take [1]

Department: Property & Infrastructure

Title | Taitara: Additional parking restrictions under the Traffic and Parking Bylaw 2018 - Robins Road Active Travel

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to recommend various new (and updates to existing) parking restrictions.

Executive Summary | Whakarāpopototaka Matua

The Queenstown Lakes District Council (QLDC) Traffic and Parking Bylaw 2018 (the bylaw) regulates parking and the use of roads and public spaces under Council's control.

The bylaw was adopted by Council at its 13 December 2018 meeting and came into effect on 1 March 2019.

The parking restrictions proposed for approval in this report fall under one category: No Stopping Restrictions. These restrictions support the Land Transport (Road User) Rule 2004 (the Rule) and are supported by the Queenstown Lakes District Council Traffic and Parking Bylaw 2018.

The locations proposed in this report have been identified by Council Officers for marking or signage and subsequent enforcement to address safety and operational concerns raised by the public, through Active Travel Business case and design process.

The majority of these lines have been temporarily installed as part of QLDC Alliance project since October 2022.

Options were tested to retain parking; however minimum lane widths and footpath widths could not be kept if No Stopping Restrictions were not installed

Letter drops were done to all affected businesses in December 2020.

QLDC representatives met with Queenstown Primary School to discuss the concept designs in 2021.

Final design drawings were uploaded to the QLDC comms page in December 2021 and were fully public.

The designed route is consented by Otago Regional Council (ORC), Department of Conservation (DOC) and has Waka Kotahi New Zealand Transport Agency (Waka Kotahi) approval and have been through all internal QLDC Gateways.

The Council has funding confirmed and a signed agreement with Waka Kotahi for the delivery of this area of the active travel route and QLDC have a contractor awarded for the works.

Recommendation | Kā Tūtohuka

That Infrastructure Committee:

1. **Note** the contents of this report and;
2. **Approve** changes to the new and existing restrictions applying to the on-road parking restrictions as set out in this document. These will come into force once signed or marked.

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15 September 2023

Reviewed and Authorised by:



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15 September 2023

Context | Horopaki

1. The Queenstown Lakes District Council Traffic and Parking Bylaw 2018 (the bylaw) regulates parking and the use of roads and public spaces under the Council's control.
2. Changes to existing restrictions or the implementation of new restrictions requires a Council resolution prior to implementation. Decision making on these changes is delegated to the Infrastructure Committee.
3. 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.

4. In making decisions under the bylaw, the Council is required to act reasonably and give due consideration to those potentially affected by the restriction.
5. The District Plan outlines the requirements for parking and traffic to complement the Council's overall land use goals and objectives for district development.
6. 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.

QLDC Active Travel and Mode Shift

7. The Council in partnership with *Way To Go* undertook the development of the Wakatipu Active Travel Network Single Stage Business Case in 2019.
8. In 2020 the Council began the next phase of the project, referred to as Pre-Implementation i.e. Design and consenting on the routes classified as the "Stage 2 package", Waka Kotahi is delivering "Stage 1"
9. The Council completed several designs and associated consenting in 2021, with route C5 (Arthurs Point to Queenstown) being one of the projects completed and awaiting funding to progress into the Delivery Phase.
10. The Council submitted an application to Waka Kotahi in 2022 for Transport Choices Funding for route C5 and was successful and approved by council. Funding has been provided however with short and strict time frames for implementation.
11. As part of the C5 route No stopping lines are required to allow the construction of the active travel footpath between property numbers 21 to 47 Robins Road.
12. The majority of these locations have already been marked temporarily as part of QLDC Alliance project in October 2022. This request looks to make these temporary markings permanent. These markings will be installed in 2024 for footpath widening as part of the Robins Road Sewer upgrade in 2024.
13. The immediate project at hand requires eight parks to be removed as part of the C5 Construction where a widened footpath is to be constructed.
14. This contract has been awarded to meet Waka Kotahi funding timelines.

15. The parking spaces to be removed on Robins Road are highlighted below in the drawings.

Parking Requirements in the District

16. This report seeks to approve new and amend existing parking restrictions that are in place on Robins Road. This will ensure enforceability under the bylaw.

17. As transport strategies are developed, changes and adjustments will be required to achieve short-term and long-term objectives. These will be reported when identified allowing for signage and any other on-road requirements to support the restrictions.

18. Information on the restrictions applying across the district must be publicly available consistent with the requirements of the Land Transport Act 1998.

Enforcement

19. Enforcement will only occur when appropriately marked and/or signed within the areas described in this document.

20. 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 six metres of an intersection) but support general national road user rules (such as inconsiderately blocking passage) and can be made by resolution of Council under the Traffic and Parking Bylaw 2018.

Road Name	Specific Description	Side of Road	RPS
Robins Road	No Stopping at any time – already in place since 2022	Left	RP 145 - 354
Robins Road	No Stopping at any time – Required for 2024 project	Left	RP 102 - 145
Robins Road	No Stopping at any time – Required for 2023 project	Left	RP 383 -431

Advantages:

- Would improve the safety of roads for all users including pedestrians and cyclists
- Enables the Whakatipu Active Travel Project to continue by providing space for the shared pathway
- Enables current 100% funding from Waka Kotahi to be fully utilised
- Is consistent with the Council's Enforcement and Prosecution Policy
- Enables effective and lawful enforcement

Disadvantages:

- May result in displacement of vehicles to areas that are not subject to the restrictions
- May cause conflict with vehicle owners receiving infringements for parking in restricted areas

23. Option 2 – No Parking Removed

Advantages:

- Parking opportunities stay the same
- No cause for conflict with vehicle owners receiving infringements for parking in restricted areas
- Will not result in the displacement of vehicles to other areas

Disadvantages:

- The Whakatipu Active Travel Project does not have sufficient space to provide a shared pathway therefore does not meet minimum requirements
- Whakatipu Active Travel Project cannot continue in this location
- Does not address safety and operational issues raised by the public and Council officers
- Will not improve road safety for all users
- Does not provide an opportunity to improve the community's understanding of enforcement requirements

- Is not consistent with the Council's Enforcement and Prosecution Policy
- Is not consistent with the Council's Traffic and Parking Bylaw
- Does not enable effective and lawful enforcement
- Does not support mode shift or emissions reduction

24. This report recommends Option One [1] for addressing the matter because removal of the parking enables the construction of the shared pathway for the active travel.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

25. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because Active Travel is of importance to Queenstown Lakes District, there is available funding for Active Travel implementation, community consultation has been undertaken, council officer recommendations, outputs from transport strategy requirements and there is an impact on Climate Change.
26. The Council's Traffic and Parking Bylaw 2018 was adopted following consultation completed in accordance with section 156(1)(b) of the Local Government Act 2002. The bylaw details specific decision-making delegation to officers and the Infrastructure Committee (which is transferred to the Wānaka-Upper Clutha Community Board for matters to be considered within the Wānaka-Upper Clutha Ward). Decisions made under these delegations do not require further consultation.
27. The Council completed a full bylaw review in 2018. Significant formal and informal engagement was completed with the community and key stakeholders.
28. The persons who are affected by or interested in this matter are residents and ratepayers of the Queenstown Lakes, with a direct impact on road users and businesses on Robins Road.
29. The Council has undertaken public consultation in December 2020 and January 2021 with proposed changes and alignments for Active Travel Routes provided. *Way to Go* had previously been out to public consultation during the business case process in 2019.
30. The consultation asked the following question "*What is your position on the proposal to remove some on-street carparking along Gorge Road and Robins Road to allow space for improved walking and cycling facilities?*" 126 people answered the question, 78 people were in favour, 16 were opposed and 32 people were neutral.
31. The Consultation report is attached to this document.

32. Consultation included a 2-month consultation period for online submission and letter drops to key areas, such as Gorge Road and Robins Road to ensure that those businesses or residents most affected were notified and had an opportunity to submit. The consultation summary is attached to this application.
33. Public consultation summaries and updated drawings were uploaded to the QLDC Let's Talk webpage and corresponding social media posts in March 2022.
34. Council representatives met with Queenstown Primary School to discuss the project and concept designs in early 2021 with a request to widen the footpath at the crossing location.
35. Final detailed design drawings were uploaded to the QLDC consultation page in December 2022 outlining all proposed changes and were fully publicly available and have been since.

Māori Consultation | Iwi Rūnaka

36. The Council has consulted with both Aukaha and Te Ao Marama Incorporated during the design phases of the project.
37. Neither Aukaha or Te Ao Marama Incorporated provided any objection or comment on urban active travel routes. Their focus was on the A8 route by the Kawarau River.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

38. This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK10029 Ineffective compliance management practices within the [QLDC Risk Register](#). This risk has been assessed as having a low residual risk rating.
39. The approval of the recommended option will support the Council by allowing us to avoid the risk. This shall be achieved by ensuring operational processes are consistent with legal and regulatory requirements to support education and enforcement activities].

Financial Implications | Kā Riteka ā-Pūtea

40. The Active Travel Route C5 has 100% funding by Waka Kotahi for the delivery of various aspects of the route which must be used by May 2023. QLDC currently has a contract in place with a contractor to undertake the works.
41. The funding opportunity is up to a maximum of \$8 million dollars.

Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

42. The following Council policies, strategies and bylaws were considered:

- i. Alignment with and consideration of the principles of the Vision Beyond 2050
 - ii. Long Term Plan 2018-2028 strategic framework contributing to efficient and effective infrastructure and a responsive organisation
 - iii. Traffic and Parking Bylaw 2018 as existing regulation
 - iv. Parks and Open Spaces Strategy 2017
 - v. Masterplans / Integrated Transport PBC's for Queenstown and Wānaka urban centres
 - vi. Wānaka Network Operating Framework
 - vii. Queenstown Transport Business Case
 - viii. Whakatipu Active Travel Network Business Case
 - ix. Queenstown Lakes District Spatial Plan
 - x. Climate and Biodiversity Action Plan
 - xi. Queenstown Lakes District Mode Shift Plan
- The recommended option is consistent with the principles set out in the named policy/policies.

43. This matter is included in the Long Term Plan/Annual Plan. Active Travel is covered in Volume 1 under “What we are planning for our transport”, “Key Support Strategies”, “Our consultation process” and “Transport capital works”

Legal Considerations and Statutory Responsibilities | Ka Ture Whaiwhakaaro me kā Takohaka Waeture

44. 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-Kiaka

45. The recommended option (Option 1):

- Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. The recommended option is consistent with these objectives.
- Can be implemented through current funding under the Long Term Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not significantly alter 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 | Kā Tāpirihaka

A	Queenstown Lakes District Council Public Consultation
B	C5 Construction Drawings