

**Wānaka Community Board  
3 December 2020**

**Report for Agenda Item | Rīpoata moto e Rāraki take 6**

**Department: Community Services**

**Title | Taitara Parking Restrictions at the Roy's Bay Marina**

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

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The purpose of this report is to recommend a new parking restriction at the Roy's Bay Marina, Wānaka under section 17(2)(a) of the Reserves Act 1977.

**RECOMMENDATION | NGĀ TŪTOHUNGA**

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That the Wānaka Community Board:

1. **Note** the contents of this report;
2. **Approve** the proposed new parking restriction of a four (4) hour time limit at the Roy's Bay Marina, noting that these will come into force once signed or marked.

Prepared by:



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(Secondment)  
19/11/2020

Reviewed and Authorised by:



Thunes Cloete  
General Manager,  
Community Services  
20/11/2020

## CONTEXT | HOROPAKI

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- 1 The Roy's Bay Marina Reserve car park accommodates a large number of activities on Lake Wānaka. The Marina Access provides for the Wānaka Yacht Club (WYC) at the western end, boat and trailer parking in the centre, and public all day parking available to the east – near the Lakeside Road intersection.
- 2 The ability for the public to park within the unmarked parking spaces has resulted in all of the parking spaces being used by construction workers and non-reserve users all day. As a result, parking is not available for users of the Roy's Bay Marina Reserve, who are unable to park within the boat and trailer parking spaces.
- 3 The restriction is proposed to be a time limit of four (4) hours, to discourage all day parking. The proposed restriction anticipates that it will address the current parking situation at the Roy's Bay Marina.

## ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

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### Parking Requirements in the District

- 4 The new parking restriction at the Roy's Bay Marina will be enforceable under the bylaw and the Reserves Act 1977.

### Enforcement

- 5 Enforcement will only occur when the new limit has been appropriately marked and/or signed within the areas described in Attachment A.

### Options

- 6 **Option 1:** Approve the proposed four (4) hour parking restriction.

#### *Advantages:*

- 7 Supports requests from the public to improve the availability of parking for reserve and marina users, and seeks to improve the operation of parking in the District.
- 8 Will reduce nuisance for reserve and marina users who are unable to access these parking spaces if they are full with all-day parking.

#### *Disadvantages:*

- 9 A parking restriction will be placed on a number of car parks within the Roy's Bay Marina not permitting all day parking, meaning that all-day carparking may shift to another area near the Wānaka CBD.

- Option 2:** Reject the proposed parking restriction as identified in this report.

#### *Advantages:*

- 10 No change to the parking in the Roy’s Bay Marina, enabling members of the public to use these parks all day.

*Disadvantages:*

- 11 All day parking means that reserve and marina users are not able to park within the Marina Access area.
- 12 This report recommends **Option 1** for addressing the matter because it enables reserve and marina users to park within these spaces, and will discourage all day parking by members of the public.

**CONSULTATION PROCESS | HĀTEPE MATAPAKI:**

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**SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA**

- 13 This matter is of low significance, as determined by reference to the Council’s Significance and Engagement Policy because there will be little impact on Council’s function if the recommended option is approved.
- 14 The persons who are affected by or interested in this matter are the residents/ratepayers of the Wānaka community, and in particular, Roy’s Bay Marina users.
- 15 The issue has been raised through many Requests for Services (RFS), as members of the public have identified the concern of all day parking in this area for Marina users.

**MĀORI CONSULTATION | IWI RŪNANGA**

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

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

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- 17 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.
- 18 The approval of the recommended option will support the Council by allowing avoidance of 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 | NGĀ RITENGA Ā-PŪTEA**

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- 19 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**

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- 20 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;
- Parks and Open Spaces Strategy 2017;
- QLDC Disability Policy;
- Wānaka Lakefront Reserve Management Plan 2014.

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

22 This matter is not included in the Ten Year Plan/Annual Plan

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

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23 This report satisfies the decision-making requirements of Council under the new bylaw pursuant to section 17(2)(a) of the Reserves Act 1977 and the Local Government Act 2002. The report provides a robust platform for decisions to restrict parking and control vehicle use on land under Council's control.

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

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24 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**

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A	Aerial photograph depicting proposed parking restriction location
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# Roys Bay Marina Wanaka



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