

Traffic & Parking Subcommittee
16 September 2021

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

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

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

EXECUTIVE SUMMARY | WHAKARĀPOPOTANGA 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 six categories. 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:
 - Loading Zone signage – Hallenstein Street by the new Alex apartments
 - Heavy Vehicle limit – Lake Street
 - P5 Restriction – Brecon Street Carpark (Childcare)
 - One-way Restriction – Chinese Village carpark
 - No Parking off a Roadway Restrictions
 - No Stopping Restrictions
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 Traffic & Parking Subcommittee:

1. **Note** the contents of this report; and
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 and B], noting that these will come into force once signed or marked.

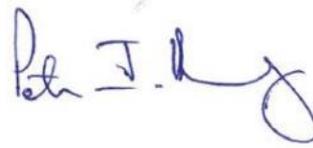
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30/08/2021

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2/09/2021

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 Council's control.
2. Changes to existing restrictions or the implementation of new restrictions requires a Council resolution prior to implementation.
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. 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.
5. 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

6. This report seeks to approve new and amend existing parking restrictions that are in place across the district. This will ensure enforceability under the bylaw.
7. As work continues developing the Queenstown Town Centre Plan and Frankton 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.
8. 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

9. With both visitor and population growth in the district leading to pressure on housing and higher demands for parking, inappropriate parking is becoming increasingly common.
10. 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 Wānaka Transport Strategy and district parking strategy in progress.
11. Regulation of parking is required to address current issues and support the future direction of traffic and parking management.

District Plan considerations and implications

- 15. The district plan outlines the requirements for parking and traffic to complement Council’s overall land use goals and objectives for district development.
- 16. 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

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

Proposed parking and restriction changes

- 18. The proposed changes and restrictions are detailed in Attachment A.
- 19. 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 of Council under the Traffic and Parking Bylaw 2018.

| Road or Location | Specific Description |
|---------------------------|---|
| Glenorchy-Queenstown Road | NO STOPPING AT ALL TIMES To improve road safety by preventing people parking on the shoulder at the beginning of Mount Crichton track. There is a safe car park provided already for track users. Install No Parking signage at track entrance - as per Attachment B |
| Hamilton Road | NO STOPPING AT ALL TIMES Formalise parking bays (Hockey sticks) and No Stopping lines in accordance with 1m rule for accessway - as per Attachment B |
| Coronet Peak Road | NO STOPPING AT ALL TIMES – as per Attachment Bben |

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

| Road or Location | Specific Description |
|---------------------|---|
| Hallenstein Street | Install ‘Loading Zone 6am-6pm’ signage to allow for enforcement - as per Attachment B |
| Brecon Street | Install P5 signage restrictions to allow enforcement – as per Attachment B |
| Lake Street | ‘No Heavy vehicle’ signage to be installed, entrance and exit of street - as per Attachment B |
| Arrow River Reserve | ‘One Way’ signage to be installed – as per Attachment B |
| Hallenstein street | NO PARKING OFF ROADWAY to allow enforcement in areas – as per Attachment B |

| | |
|------------------|--|
| Glenda Drive | NO PARKING OFF ROADWAY to allow enforcement in areas – as per Attachment B |
| Atley Road | NO PARKING OFF ROADWAY to allow enforcement in areas – as per Attachment B |
| Brodie Avenue | NO PARKING OFF ROADWAY to allow enforcement in areas – as per Attachment B |
| Bullendale Drive | NO STOPPING AT ALL TIMES – as per Attachment B |

Options

Option 1:

21. Approve the parking restrictions and consultation as identified in this report

Advantages:

- 22. 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.
- 23. Can improve the safety of roads for all users including pedestrians and cyclists.
- 24. Can improve the community’s understanding of requirements for enforcement.
- 25. Is consistent with the Council’s Enforcement and Prosecution Policy.
- 26. Enables effective and lawful enforcement.

Disadvantages:

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

Option 2: Not approve the on-road and off-road restrictions and consultation as identified in this report

Advantages:

- 29. No cause for conflict with vehicle owners receiving infringements for parking in restricted areas
- 30. Will not result in the displacement of vehicles to other areas

Disadvantages:

- 31. Does not address safety and operational issues raised by the public and council officers.
- 32. Will not improve road safety for all users

33. Does not provide an opportunity to improve the community's understanding of enforcement requirements
34. Is not consistent with the Council's Enforcement and Prosecution Policy
35. Is not consistent with the Council's Traffic and Parking By-law
36. Does not enable effective and lawful enforcement
37. 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

38. 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 several 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.
39. 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.
40. 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.
41. 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

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

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

43. 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.

44. 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 | NGĀ RITENGA Ā-PŪTEA

45. 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

46. 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
- Wānaka Transport Strategy 2008 supporting an appropriate transport network and parking provision
- QLDC Disability Policy

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

48. 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

49. 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

50. The recommended option:

- 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 recommendation in this report is appropriate and within the ambit of Section 10 of the Act because it

will ensure the effective administration of parking services 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 | Additional parking restrictions applying to the Queenstown Lake District from 18 September 2021 |
| B | Designs relating to item description on Attachment A |