

Traffic & Parking Subcommittee
10 March 2022

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 – Arawata Terrace

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

- 1 The purpose of this report is to assist the Subcommittee to consider proposed requisite amendments to parking restrictions to safely facilitate public transport routes and passage of emergency vehicles.

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 Queenstown Lakes District Council, with support from the public transport operating authority Otago Regional Council (ORC), is proposing improved bus stop infrastructure for delivery as a second tranche to the PT Mode Shift Minor Improvements Programme (Low Cost Low Risk) in the Whakatipu basin. This requires changes to existing on-street parking.
- 5 The parking restrictions proposed 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 at all times restrictions
- 6 The locations proposed in this report have been identified for marking or signage and subsequent enforcement to address safety and operational needs for emergency vehicles and public transport services raised by the public, Councillors, on behalf of the public or identified by Council officers or service operators.
- 7 Consultation has been undertaken via mail-out and community notices. This complies with Council's requirements to consult under the Local Government Act 2002 (LGA) s82 and that information has been included for the Subcommittee's consideration.

RECOMMENDATION | NGĀ TŪTOHUNGA

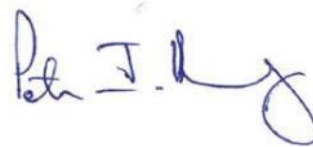
- 8 That the Traffic & Parking Subcommittee:
1. **Note** the contents of this report and in particular the public consultation undertaken and documented in relation to the amendments to parking restrictions.
 2. **Approve** changes to the new and existing restrictions applying to the on-road and off-road parking restrictions as set out in Attachment A - Additional parking restrictions. These will come into force once signage and road marking is complete.

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CONTEXT | HORPOAKI

- 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 for emergency service vehicles as well as public transport services requires a Council resolution prior to implementation. Council has delegated the authority to make changes to public parking to the Traffic & Parking Sub Committee.
- 3 The Council has committed to the Climate Action Plan 2019/2022 and funding the delivery of Mode Shift Public Transport Minor Improvements (LCLR) in the Whakatipu Basin in the Ten Year 21/31 and 22/23 Annual Plans. Investment in mode shift improvements is a cornerstone to delivering on Council's commitment to making public transport, walking, and cycling everyone's first travel choice as part of the climate action climate action plan.
- 4 Minor Improvements to public transport infrastructure and requisite traffic restrictions (including parking controls) are required throughout the district, often in response to requests from the public or businesses citing public transport needs, and/or safety or accessibility concerns. Opportunities for improvements are also identified by staff when considering changes in public transport and parking use patterns, demand, or as the development or master planning of town centres continues.
- 5 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 public transport and emergency vehicles getting through.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

Parking changes to facilitate proposed public transport infrastructure in the district

- 6 This report seeks to restrict, amend or remove permitted parking that is in place to enable public transport infrastructure. This will ensure enforceability under the bylaw.
- 7 Information on the restrictions applying across the district must be publicly available consistent with the requirements of the Land Transport Act 1998.

District Plan considerations and implications

- 8 The District Plan outlines the requirements for parking and traffic to complement Council's overall land use goals and objectives for district development.
- 9 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

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

Relevant considerations

11 Clause 5.1 of the bylaw provides:

5.1 In making a resolution under this bylaw, the Council will take into account the following considerations, if and to the extent they are relevant and in proportion to the significance of the decision:

- (a) the purpose of this bylaw;
- (b) the statutory context of the relevant bylaw-making power under section 22AB of the Land Transport Act 1998 and/or Part 8 of the Local Government Act 2002, as the case may be;
- (c) the public interest in a safe and efficient road transport system and the Council’s contribution to that objective in relation to roads under its control;
- (d) the likely effect of the decision on members of the public or categories of the public;
- (e) the nature and extent of the problem being addressed by the proposed decision and the reasonably available options for addressing the problem (if any) apart from making a resolution under this bylaw;
- (f) the public interest in protecting from damage land and assets which are owned or under the control of the Council.

12 The purpose of the bylaw is to regulate parking and the use of vehicles or other traffic on roads and other public places in the Queenstown Lakes District. The other matters are addressed in the discussion below.

Proposed parking restriction changes

13 The proposed parking restrictions are detailed in Appendix A.

14 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, not parking within 6m of a bus stop), but support general national road user rules (such as inconsiderately blocking passage) and can be made by resolution of the Subcommittee under the Traffic and Parking Bylaw 2018 under delegation from the Council.

| Road or Location | Specific Description |
|---|--|
| Fernhill | |
| Arawata Terrace (See Appendix A.1 and A.2) | <p>NO STOPPING AT ALL TIMES on both North and South bound sides of road as shown in Appendix A.1 – Arawata Terrace Proposal MapMap.</p> <ol style="list-style-type: none"> 1. It is in the direction of the bus route and for safety and accessibility reasons the path should remain clear of parked vehicles, so buses do not have to move over on to the opposing traffic lane. 2. Continuation of existing no stopping lines on either side of Williams Street intersection. |

| | |
|--|---|
| | <ol style="list-style-type: none"> 3. Eliminates the need for buses or emergency service vehicles to pull out onto the opposite traffic lane to avoid parked vehicles. 4. Through consultation it was determined that the community's preference was to restrict parking on the southern side of Arawata Terrace to allow rubbish trucks to pick up bins from properties on this side of the road, which will result in the additional loss of on street parking but has been incorporated into the proposal. 5. Both the restrictions in the north and south side are required. |
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15 The Summary of Consultation is provided below and in the attachments.

Options

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

Advantages:

- 16 Facilitates Public Transport as a mode choice to offset loss of on-street car parking.
- 17 Improves safety and certainty of passage for emergency service vehicles.
- 18 Encourages off-street parking in commercial, residential and high-density areas.
- 19 Improves level of service for transport infrastructure.
- 20 Supports the requests from the public to improve access and safety, and address issues raised by Council officers to improve the operation of public transport and parking in the district.
- 21 Can improve the safety of roads for all users including pedestrians and cyclists
- 22 Can improve the community's understanding of requirements for enforcement
- 23 Is consistent with the Council's Enforcement and Prosecution Policy
- 24 Enables effective and lawful enforcement to maintain operability and consistent level of service in public transport infrastructure.
- 25 Facilitates climate action by providing high quality public transport and active travel infrastructure that is continuously improving.

Disadvantages:

- 26 Reduction of available on-street car parking available.
- 27 Will result in more on-street parking in commercial, residential and high-density areas.
- 28 May cause conflict with vehicle owners receiving infringements for parking in restricted areas.

- 29 May result in displacement of vehicles to areas that are not subject to the restrictions.
- 30 Dissatisfies the opposing resident and property owners

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

Advantages:

- 31 Avoid loss of on-street parking
- 32 Avoid dissatisfying the opposing resident and property owner.
- 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 Limited Transport mode choices and perpetuates car dependencies.
- 36 Improves safety and certainty of passage for emergency service vehicles.
- 37 Unsatisfactory level of service, operability and unlawfulness for public transport infrastructure.
- 38 Does not address safety and operational issues raised by the public and Council officers.
- 39 Will not improve road safety for all users
- 40 Does not provide an opportunity to improve the community's understanding of enforcement requirements
- 41 Is not consistent with the Council's Enforcement and Prosecution Policy
- 42 Does not enable effective and lawful enforcement
- 43 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.
- 44 Does not facilitate climate action impeding on continuous improvement in providing high quality public transport and active travel infrastructure.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 45 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. The proposed restrictions will directly affect a small number of residents, ratepayers and visitors. It is considered that the proposed amendments provide a wider public benefit to offset the local impact.

- 46 The persons who are more widely 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; Otago Regional Council (ORC) and Ritchie's (PT services operator) Waka Kotahi, emergency service vehicle operators and those that depend on emergency services.
- 47 The owners of 22, 26 and 28 Arawata Terrace, a collection of three adjacent properties held under one ownership also use their property for group meditations and accommodate visitors regularly. The owners have been consulted. The owners are opposed to the proposal and remain concerned with the proposed loss of on-street parking.
- 48 The Council has completed a full bylaw review during 2018. Significant formal and informal engagement was completed with the community and key stakeholders.
- 49 Because residents adjacent to the proposed stops are more directly affected, to comply with its consultation obligations under s 82 of the LGA 2002 the Council has provided information about the changes to affected residences and sought their comment.
- 50 The ORC and its contracted public transport service operator Ritchie's have been consulted formally with onsite review of current operations. Ritchies (contracted public transport service provider) and the Otago Regional Council as the territorial authority for Public Transport operations have expressed strong support and desire to ascertain the proposed amendments having logged recent and historical history at this site.
- 51 Affected residences were informed via letters of the proposed amendments to parking restrictions, and messaging was shared on Council's Facebook page about the proposed changes.
- 52 The Council has completed an online consultation for Arawata Terrace proposal. Feedback was received via Let's Talk platform, as well as via emails and phone calls to Council Officers.
- 53 There were 16 page visits, accessed through various channels. There were 9 submissions through the web survey with supporting text comments, one additional submission via email.
- 54 Several submissions indicated that conflict of vehicles in the narrow carriageway with street side rubbish bins has been an ongoing issue and that there is a preference to amend and restrict parking on the South side of Arawata Terrace to secure a through route in the carriageway for emergency and public transport vehicles.
- 55 Professional advice sought by Council has indicated that to do so still requires amending and restricting parking on the northern side of the carriageway. This was

communicated in a follow up notification to those who submitted, and a posting on the consultation web page.

- 56 The proposal was updated to include amendments to parking on both sides of the road.

> MĀORI CONSULTATION | IWI RŪNANGA

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

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 58 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.
- 59 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

- 60 The cost associated with installing the required signage and road markings will be met from current budgets in both Annual Plan 2021/2022 and 2022/2023; Wakatipu - Minor Improvements Low Cost Low Risk (TR).

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

- 61 The following Council policies, strategies and bylaws were considered:
- Climate Action Plan (2019/2022)
 - Improved level of service in public transport is in alignment with Vision Beyond 2050 in the TYP 21/31 promoting alternate mode choice.
 - 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
- 62 The recommended option is consistent with the principles set out in the named policy/policies:
- QLDC Bus Stop Policy (2008)
 - Queenstown Lakes District Council Traffic and Parking Bylaw 2018 (the bylaw)
- 63 This matter is included within 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

64 This report satisfies the decision-making requirements of Council under the bylaw pursuant to the Land Transport Act 1998 and the Local Government Act 2002. The bylaw provides a robust platform for the decisions to restrict parking and control vehicle use that are implemented on land under council's control. The Council's legal advisors have advised that the consultation and follow up engagement process that has been carried out is appropriate subject to the Council resolution as requested by the report and the outcome of this agenda item being communicated to the parties consulted with.

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

65 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 proposal to implement improved roading network and public transport infrastructure will promote social, economic, environmental, and cultural well-being by providing good quality, and reliable infrastructure, and performance of regulatory functions in a way that is most cost effective that caters for all residences, businesses, and visitors in the district. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act.
- 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 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 | NGĀ TĀPIRIHANGA

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|---|---|
| A | Attachment A – Proposed Designs Appendix A.1 Arawata Terrace Proposal Map Appendix A.2 Arawata Terrace Engineering Plan |
| B | Consultation Summary Appendix B.1 - Arawata Terrace_Consultation Summary_Feb22 Source: https://letstalk.qldc.govt.nz/proposed-parking-changes-arawata-terrace (WEB URL shows initial proposed media). |