

**Wānaka Community Board**  
**3 December 2020**

**Report for Agenda Item | Rīpoata mot e Rāraki take : 7**

**Department: Property & Infrastructure**

**Title | Taitara Additional parking restrictions under the Traffic and Parking Bylaw 2018**

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

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

**EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA MATUA**

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- 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 five 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:
  - New parking restrictions in one location; No Stopping signage, Timaru Creek Road
  - Hatching required on non-standard parking space, Helwick Street
  - No stopping restrictions, Little Street, Dungarvon Street, Helwick Street, Russell Street, Stone Street, Tenby Street, Tenby Street West and Gordon Road
- 5 Heavy Vehicle restriction proposed for the full length of MacPherson Street.
- 6 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**

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That the Wānaka Community Board:

1. **Note** the contents of this report;
2. **Approve** the following changes to new and existing restrictions applying to the on-road and off-road parking restrictions, noting that these will come into force once signed or marked:

Wanaka Urban/No Stopping restrictions								
Road	Restriction	Suburb	Issue Description	Resolution	Side	Length	Start	End
Little Street	No Stopping at all times	Wanaka Urban	Vehicles parking too close to intersection	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections and ensure clear two way traffic	Both	110	10	120
Dungarvon Street	No Stopping at all times	Wanaka Urban	Vehicles parking too close to intersection	NO STOPPING AT ALL TIMES to ensure lane keeping and ensure clear two way traffic NO STOPPING AT ALL TIMES across access ways.	Both	72	544	617
Helwick Street	No Stopping at all times	Wanaka Urban	Vehicles parking too close to intersection	NO STOPPING AT ALL TIMES to ensure lane keeping and ensure clear two way traffic NO STOPPING AT ALL TIMES across access ways.	Both	33	436	469
Russell Street	No Stopping at all times	Wanaka Urban	Non-standard parking space	Mark hatching to stop parking in a non-standard space	Right	8	81	90
Stone Street	No Stopping at all times	Wanaka Urban	Street is narrow	NO STOPPING AT ALL TIMES to ensure lane keeping and ensure clear two way traffic	Left	386	605	991
MacPherson Street	No Heavy vehicles	Wanaka Urban	Street being used as rat run for heavy vehicles	'No Heavy vehicle' signage to be installed	All	0	470	214
Tenby Street	No Stopping at all times	Wanaka Urban	Vehicles parking too close to intersection	See Dungarvon Street	Both	45	0	45
Tenby Street West	No Stopping at all times	Wanaka Urban	Vehicles parking too close to intersection	See Dungarvon street	Both	32	0	2
Wanaka Rural/No Stopping restrictions								
Road	Restriction	Suburb	Issue Description	Resolution	Side	Length	Start	End

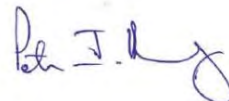
Gordon Road	No Stopping at all times	Wanaka Rural	Vehicles blocking access to pump station	NO STOPPING AT ALL TIMES across access ways.	Right	14	216	230
<b>Hawea Rural/No Stopping Restrictions</b>								
Road	Restriction	Suburb	Issue Description	Resolution	Side	Length	Start	End
Timaru Creek Road	No Stopping at all times	Lake Hawea	Vehicles parking on narrow stretch of road to access walking track	NO STOPPING AT ALL TIMES (Signage) for approx. 400m	Right	112	4	116
<b>Wanaka Urban/Parking Restrictions</b>								
Road	Restriction	Suburb	Issue Description	Resolution	Side	Length	Start	End
Helwick Street	Disabled Park	Wanaka	Allow for disabled parking now Post Office has been relocated to Paper Plus.	DISABLED PARK (Signage) Yellow hockey sticks, disabled logo, allow for increased in width of parking space from 2m to 3.4m. Install white edge lines to delineate carriageway width of 2.8m	Right	372	1609	1991

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 23/11/2020

Reviewed and Authorised by:



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23/11/2020

## CONTEXT | HORPOAKI

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- 7 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.
- 8 Changes to existing restrictions or the implementation of new restrictions requires a Council resolution prior to implementation.
- 9 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.
- 10 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.
- 11 In making decisions under the bylaw, Council is required to act reasonably and give due consideration to those potentially affected by the restriction.

## ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

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### Parking Requirements in the District

- 12 This report seeks to approve new and amend existing parking restrictions that are in place in Wānaka. This will ensure enforceability under the bylaw.
- 13 As work continues developing the Wānaka Town Centre Plan, further 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.
- 14 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

- 15 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.
- 16 Planning for traffic demand management and parking in the future is underway, with the Wānaka Transport Strategy and district parking strategy in progress.
- 17 Regulation of parking is required to address current issues and support the future direction of traffic and parking management.

**District Plan considerations and implications**

- 18 The District Plan outlines the requirements for parking and traffic to complement Council’s overall land use goals and objectives for district development.
- 19 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**

- 20 Enforcement will only occur when parking areas are appropriately marked and/or signed.

**Proposed parking and restriction changes**

- 21 The proposed parking changes and restrictions are detailed below and in Attachment A.
- 22 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
Tenby Street	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections and ensure clear two way traffic, BOTH sides.
Tenby Street West	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections and ensure clear two way traffic, BOTH sides.
Helwick Street	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections and ensure clear two way traffic, BOTH sides.
Stone Street	NO STOPPING AT ALL TIMES to ensure lane keeping and ensure clear two way traffic, LHS side only.
Little Street	NO STOPPING AT ALL TIMES to ensure lane keeping at intersections and ensure clear two way traffic, BOTH sides.
Dungarvon Street	NO STOPPING AT ALL TIMES to ensure lane keeping and ensure clear two way traffic NO STOPPING AT ALL TIMES across access ways, BOTH sides.
Timaru Creek Road	NO STOPPING AT ALL TIMES signage for approx. 400m to ensure lane keeping and ensure clear two way traffic, RHS only.

- 23 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
Russell Street	Mark hatching to stop parking in a non-standard space

Road or Location	Specific Description
MacPherson Street	'No Heavy vehicle' signage to be installed, entrance and exit of street.
Helwick Street	Disabled Park signage installation, Yellow Hockey sticks with disabled logo, white edge lines to delineate live lane with park - RHS only, outside Paper Plus.

**MacPherson Street heavy vehicle restriction**

- 24 The Council has received customer complaints regarding MacPherson Street being used as a “rat run” for heavy vehicles bypassing the roundabout.
- 25 It is proposed to install no heavy vehicle access signage at the entrance to Macpherson Street at each end of both State Highway and Ballantyne Road.

**Options**

- 26 Option 1: Approve the parking restrictions and consultation as identified in this report

*Advantages:*

- 27 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.
- 28 Can improve the safety of roads for all users including pedestrians and cyclists
- 29 Can improve the community’s understanding of requirements for enforcement
- 30 Is consistent with the Council’s Enforcement and Prosecution Policy
- 31 Enables effective and lawful enforcement

*Disadvantages:*

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

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

*Advantages:*

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

*Disadvantages:*



- 37 Does not address safety and operational issues raised by the public and Council officers.
- 38 Will not improve road safety for all users
- 39 Does not provide an opportunity to improve the community's understanding of enforcement requirements
- 40 Is not consistent with the Council's Enforcement and Prosecution Policy
- 41 Does not enable effective and lawful enforcement
- 42 This report recommends **Option 1** for resolving the matter because it addresses issues raised by the public and Council officers to improve safety and operations.

### CONSULTATION PROCESS | HĀTEPE MATAPAKI:

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

- 43 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 a number of 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.
- 44 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.
- 45 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 and NZTA.
- 46 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

- 47 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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- 48 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.

49 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**

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50 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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51 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

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

53 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**

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54 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**

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55 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	Additional parking restrictions applying to Queenstown Lakes District
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