

Traffic & Parking Subcommittee
15 April 2021

Report for Agenda Item | Rīpoata moto e Rāraki take : 2

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 reconsider the proposed bus stop location at Fernhill in Lordens Place for additional amendments to parking restrictions with due consideration to additional information on the consultation and consolation undertaken.

EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA MATUA

- 2 The 14 December 2021 Traffic & Parking Subcommittee resolution approved the proposed Lordens Place Bus Stop and parking changes in Fernhill, however the resolution requires a review to include due consideration of the public consultation undertaken.
- 3 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.
- 4 The bylaw was adopted by Council at its 13 December 2018 meeting and came into effect on 1 March 2019.
- 5 The parking restrictions proposed at the Lordens Place Bus Stop in Fernhill 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 restrictions
 - Formalisation of Bus stops in Fernhill
- 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.
- 7 Full consultation information has been included for due consideration.

RECOMMENDATION | NGĀ TŪTOHUNGA

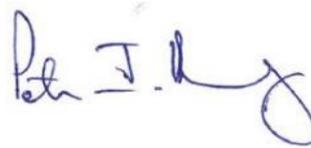
- 8 That the Traffic & Parking Subcommittee:
1. **Note** the contents of this report and in particular the public consultation undertaken and documented in relation to the proposed Lordens Place Bus Stop and parking changes in Fernhill;
 2. **Agree** that with further due consideration to the public consultation carried out by Council officers to ratify the part of the 14th December 2020 Traffic & Parking Subcommittee resolution to formalise a new public transport bus stop at Lordens Place in Fernhill as approved in the 14 December 2020 Traffic & Parking Subcommittee Report for Agenda Item 1: Additional Parking Restrictions under the Traffic and parking Bylaw 2018.

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31/03/2021

Reviewed and Authorised by:



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CONTEXT | HORPOAKI

- 9 The Traffic & Parking Subcommittee resolved to approve the recommendations in the 14 December 2020 Report for Agenda Item 1: Additional Parking Restrictions under the Traffic and parking Bylaw 2018 so far as they provided changes to the new and existing restrictions applying to the on-road and off-road parking restrictions to enable the formalisation of a new public transport bus stop at Lordens Place.¹
- 10 However, officers omitted to report on the public consultation that had been carried out in relation to the creation of the bus stop and parking changes for due consideration by the committee as part of the committees' decision making. The purpose of this report is to put the details of the public consultation before the committee and to seek a resolution is to ratify the prior resolution made on 14 December 2020 having made due consideration for the consultation process.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 11 The analysis of parking requirements in the district, strategic direction for traffic and parking, district plan considerations and implications, enforcement, and the proposed parking changes remain unaltered from the Traffic & Parking Subcommittee 14 December 2020 Report for Agenda Item 1 Additional Parking Restrictions under the Traffic and parking Bylaw 2018 (Attachment A).
- 12 The Summary of Consultation is provided below and in the attachments. The purpose of this report is to reconsider the resolution made on 14 December 2020 with due consideration to the consultation undertaken and thereby to ratify the decision made.

Options

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

Advantages:

- 14 Improve lawfulness and level of service for transport infrastructure.
- 15 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.
- 16 Can improve the safety of roads for all users including pedestrians and cyclists
- 17 Can improve the community's understanding of requirements for enforcement
- 18 Is consistent with the Council's Enforcement and Prosecution Policy

¹ As set out in (Attachment A) Traffic & Parking Subcommittee 14 December 2020 Report for Agenda Item 1 Additional Parking Restrictions under the Traffic and Parking Bylaw 2018 Attachment 1A – Additional Parking restrictions: Figure 1: Fernhill Road: No Stopping at all times / Bus Stop.

- 19 Enables effective and lawful enforcement to maintain operability and consistent level of service in public transport infrastructure.

Disadvantages:

- 20 May cause conflict with vehicle owners receiving infringements for parking in restricted areas.
- 21 May result in displacement of vehicles to areas that are not subject to the restrictions.
- 22 Dissatisfy the opposing resident and property owner; despite reasonable and practicable consolation and mitigations for risk going forward.
- 23 Option 2: Not approve the parking restrictions as identified in this report

Advantages:

- 24 Avoid dissatisfying the opposing resident and property owner.
- 25 No cause for conflict with vehicle owners receiving infringements for parking in restricted areas
- 26 Will not result in the displacement of vehicles to other areas

Disadvantages:

- 27 Unsatisfactory level of service, operability and unlawfulness for public transport infrastructure.
- 28 Does not address safety and operational issues raised by the public and council officers.
- 29 Will not improve road safety for all users
- 30 Does not provide an opportunity to improve the community's understanding of enforcement requirements
- 31 Is not consistent with the Council's Enforcement and Prosecution Policy
- 32 Does not enable effective and lawful enforcement
- 33 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

- 34 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 restriction will affect a relatively small number of 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.

- 35 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.
- 36 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; ORC, NZTA.
- 37 The Council has completed a full bylaw review during 2018. Significant formal and informal engagement was completed with the community and key stakeholders.
- 38 Affected residences were informed via letters (See Attachment B)
- 39 One resident (occupying tenant) adjacent to the proposed bus stop opposed the proposal due to concern of increased noise, interference with rubbish and recycling bins, and safe entry/access from their driveway (See Attachment C). The owner of the resident endorsed the resident's opposition.
- 40 Council officers provided confirmation to the opposing resident and land-owner that the site design and operations proposed were already sensitive to the issues of noise/loitering – in that the bus stop which previously operated as a terminus (a location where busses wait), would now operate as a drop-off point (with very little trip demand as a pick up point) and hence no shelter or other structures that encourage waiting were being proposed. Further, the bus would wait/idle would occur further down the route at Treetops Terrace in Sunshine Bay, and as such would not usually create sustaining noise or attract loitering to the proposed Fernhill bus stop. This was communicated to the opposing resident and owner (See Attachment C and D).
- 41 Council officers instructed the design engineers to check and ensure adequate clearance for safe entry/access to the owner/residences drive-ways were maintained, and that minimal interference with rubbish and recycle bins had been catered for in the design. Once confirmed, confirmation was communicated to the opposing resident, owner and owner's consulting agent (See Attachment C, D and E).
- 42 Council officers advised the opposing resident and owner that the proposed site has an existing grade separation and retaining wall that provides to some degree a better mitigation to noise than it would have otherwise, and that going forward the situation would be observed and monitored once operable. If noise impacts persisted – further light-weight, low maintenance/cost-effective planting could then be considered to add a bit of additional screening over/above the existing retaining wall on the property boundary which has an existing screening effect. This was communicated to the opposing resident and owner (See Attachment C and D).

43 There were no further correspondences with the opposing residence, or owner's agent, and only practical coordination matters were discussed with the owner from that point going forward.

> MĀORI CONSULTATION | IWI RŪNANGA

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

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

45 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.

46 The approval of the recommended option will support the Council by the risk to be avoided. 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

47 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

48 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
- Queenstown Integrated Transport Strategy supporting improved network performance and customer experience for all modes and improved liveability and visitor experience
- QLDC Disability Policy
- QLDC Bus Stop Policy

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

50 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 TAKOHA KA WAETURE

51 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 Council’s legal advisors have advised that the consolation process that has been carried out is appropriate subject to the Council reconsidering the resolution made on 14 December 2020 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

52 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

A	Attachment A - Traffic & Parking Subcommittee 14 December 2020 Report click here Note that the draft minutes of that meeting also form part of this agenda.
B	Attachment B - Lordens PI - Consultation Letter XXX Fernhill Rd
C	Attachment C - Lordens PI - Consultation Letter XXX Fernhill Rd Resident Feedback and Response
D	Attachment D - Lordens PI - Consultation Letter XXX Fernhill Rd Owner Feedback and Response
E	Attachment E - Lordens PI - Consultation Letter XXX Fernhill Rd Owner Agent Feedback and Response