

**Infrastructure Committee**

16 May 2024

**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 Pūroko**

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

**Executive Summary | Whakarāpopototaka Matua**

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The Queenstown Lakes District Council (QLDC) Traffic and Parking Bylaw 2018 (the bylaw) regulates parking and the use of roads and public spaces under Council's control.

The bylaw was adopted by Council at its 13 December 2018 meeting and came into effect on 1 March 2019.

The parking restrictions proposed for approval in this report fall under three 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:

- No parking off a roadway restriction
- No stopping restriction
- Parking restriction change

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 | Kā Tūtohuka**

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That the Infrastructure Committee:

1. **Note** the contents of this report;
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 Attachment B**. These will come into force once signed or marked.

**Prepared by:**



**Name:** Hugo de Cosse Brissac  
**Title:** Roading Engineer

6 April 2024

**Reviewed and Authorised by:**



**Name:** Tony Avery  
**Title:** General Manager of Property & Infrastructure

15 April 2024

**Context | Horopaki**

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1. The bylaw regulates parking and the use of roads and public spaces under the Council's control.
2. Changes to existing restrictions or the implementation of new restrictions requires a Council resolution prior to implementation. Decision making on these changes is delegated to the Infrastructure Committee.
3. Regular changes to traffic restrictions (including parking controls) are required throughout the Queenstown Lakes 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 the 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, the Council is required to act reasonably and give due consideration to those potentially affected by the restriction.

**Analysis and Advice | Tatāritaka me kā Tohutohu**

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6. This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.

**Parking Requirements in the District**

7. 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.

8. As transport strategies are developed, 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.
9. 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**

10. 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.
11. Planning for the management of traffic demand and parking in the future is underway, with various transport strategies being developed.
12. Regulation of parking is required to address current issues and support the future direction of traffic and parking management.

#### **District Plan considerations and implications**

13. The District Plan outlines the requirements for parking and traffic to complement the Council's overall land use goals and objectives for district development.
14. 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**

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

#### **Proposed parking and restriction changes**

16. The proposed changes and restrictions are detailed in **Attachment A and Attachment B**.
17. The following table indicates new or changed, No Stopping restrictions that are not supported by specific national road user rules (such as not parking within 6 metres 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.

| <b>Road or Location</b>           | <b>Specific Description</b>          |
|-----------------------------------|--------------------------------------|
| Arthurs Point residential area    | No parking off a roadway restriction |
| Frankton (south) residential area | No parking off a roadway restriction |

|                            |                         |
|----------------------------|-------------------------|
| Cemetery Road (Queenstown) | No stopping restriction |
| Cheltenham Road            | No stopping restriction |
| Jack Hanley Drive          | No stopping restriction |
| Hanley's Farm Development  | No stopping restriction |
| Lake Avenue                | No stopping restriction |
| Maple Court                | No stopping restriction |
| Park Street                | No stopping restriction |
| Thompson Street            | No stopping restriction |

18. 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.

| <b>Road or Location</b> | <b>Specific Description</b> |
|-------------------------|-----------------------------|
| Beetham Street          | Parking restriction change  |
| Buckingham Street       | Parking restriction change  |
| Glenda Drive            | Parking restriction change  |
| Memorial Street         | Parking restriction change  |
| Shotover Street         | Parking restriction change  |
| Ramshaw Lane            | Parking restriction change  |
| Robins Road             | Parking restriction change  |

19. Option 1 Approve the parking restrictions and consultation as identified in this report.

Advantages:

- 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 Queenstown Lakes District
- Would improve the safety of roads for all users including pedestrians and cyclists
- Would improve the community's understanding of requirements for enforcement
- Is consistent with the Council's Enforcement and Prosecution Policy
- Enables effective and lawful enforcement

Disadvantages:

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

20. Option 2 Not approve the parking restrictions and consultation as identified in this report.

Advantages:

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

Disadvantages:

- Does not address safety and operational issues raised by the public and Council officers
- Will not improve road safety for all users
- Does not provide an opportunity to improve the community's understanding of enforcement requirements
- Is not consistent with the Council's Enforcement and Prosecution Policy
- Is not consistent with the Council's Traffic and Parking Bylaw
- Does not enable effective and lawful enforcement

21. 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

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### Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

22. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2021 because amended and additional parking restrictions are based on community feedback, Council officer recommendations and outputs from transport strategy requirements. Although there are several restrictions being presented, each 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.
23. The Council's Traffic and Parking Bylaw 2018 was adopted following consultation completed in accordance with section 156(1)(b) of the Local Government Act 2002. The bylaw details specific decision-making delegation to officers and the Infrastructure Committee (which is transferred to the Wānaka-Upper Clutha Community Board for matters to be considered within the Wānaka-Upper Clutha Ward). Decisions made under these delegations do not require further consultation.
24. 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; Waka Kotahi New Zealand Transport Agency.

25. The Council has completed a full bylaw review in 2018. Significant formal and informal engagement was completed with the community and key stakeholders.

#### **Māori Consultation | Iwi Rūnaka**

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

#### **Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka**

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27. This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK10021 Ineffective operations and maintenance of property or infrastructure assets within the QLDC Risk Register. This risk has been assessed as having a low residual risk rating.

28. The approval of the recommended option will allow Council to avoid the risk. This will be achieved by This shall be achieved by ensuring operational processes are consistent with legal and regulatory requirements to support education and enforcement activities.

#### **Financial Implications | Kā Riteka ā-Pūtea**

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29. The cost associated with installing the required signage and road markings will be met from current budgets.

#### **Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera**

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30. The following Council policies, strategies and bylaws were considered:

- Reference alignment with and consideration of the principles of the Vision Beyond 2050: Our Vision and Mission - QLDC
- Long Term Plan 2021-2031 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 2021
- The QLDC Disability Policy

31. The recommended option is consistent with the principles set out in the named policies.

32. This matter is not included in the Long Term Plan/Annual Plan.

#### **Legal Considerations and Statutory Responsibilities | Ka Ture Whaiwhakaaro me kā Takohaka Waeture**

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33. 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-Kiaka

34. 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 option is consistent with these objectives.

35. The recommended option:

- Can be implemented through current funding under the Long Term 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 | Kā Tāpirihaka

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|---|--|
| A | Additional parking restrictions applying to Queenstown Lakes District from 16 May 2024 |
| B | Designs relating to item description on Attachment A                                   |