

Traffic & Parking Subcommittee
9 March 2020

Report for Agenda Item | Rīpoata mot e Rāraki take 1

Department: Finance, Legal & Regulatory

Title | Taitara Additional on-road and off-road restrictions for the Traffic and Parking Bylaw 2018

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

- 1 The purpose of this report is to consider proposed locations for additional on-road parking restrictions and for signs restricting vehicles parking off a roadway enabling enforcement to occur.

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. Council has delegated the exercise of its decision-making by resolution to the Traffic and Parking Subcommittee (the Subcommittee).
- 4 The parking restrictions proposed for approval in this report are presented under two categories:
 - No large passenger vehicle parking at all times in Hanleys Farm subdivision.
 - No parking off roadway at all times in Hanleys Farm subdivision.
- 5 Clause 20.2 of the bylaw restricts large passenger service vehicles parking on roads other than in the process of loading or unloading passengers.
- 6 Clause 21 of the bylaw restricts parking off a roadway.
- 7 Enforcement is subject to prescribed signage, however no signs are currently prescribed. A decision is required on locations to erect signage, such that enforcement can occur.
- 8 The locations proposed in this report have been identified for signage and subsequent enforcement due to potential damage to Council infrastructure and/or to address safety concerns due to compromised sightlines and high volumes of vulnerable road users. The preference is to erect signage as early as possible to remain consistent with other new subdivisions and ensure any parking issues are managed efficiently. Erecting signage early avoids disruption to the community as seen prior to signage erected in Lake Hayes Estate and Shotover Country.

9 A blanket restriction on parking off a roadway and associated enforcement is not considered appropriate. Some parking off a roadway is deemed satisfactory in some locations in our district, particularly older residential areas who do not have formed kerbing.

RECOMMENDATION | NGĀ TŪTOHUNGA

10 That the Traffic & Parking Subcommittee:

1. **Note the contents of this report, in particular, that the recommended direction is consistent with other new subdivisions in the district and that expediting the installation of signage will avoid issues growing.**
2. **Approve enforcement of vehicles parking off a roadway and large passenger vehicles parking in the following location to prevent potential damage to amenity infrastructure and/or address safety concern with the areas for enforcement as detailed below:**

Road or Location	Specific Description
Hanleys Farm Subdivision	No parking off roadway at all times. No large passenger vehicle parking at all times.

3. **Direct Council officers to erect signage as detailed below for subsequent enforcement of vehicles parking off a roadway and large passenger vehicles parking in the following location to prevent potential damage to amenity infrastructure and/or address safety concerns**

Road or Location	Specific Description
Hanleys Farm	
Jack Hanley Drive	No Parking Off a Roadway No Large Passenger Service Vehicle Parking Hanleys Farm

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24/02/2020

Reviewed and Authorised by:



Anthony Hall
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24/02/2020

CONTEXT | HORPOAKI

- 11 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.
- 12 Changes to existing restrictions or the implementation of new restrictions require a Traffic and Parking Sub-Committee resolution prior to implementation with the exception of areas that fall under the Wanaka Community Board.
- 13 Regular changes to traffic restrictions (including parking controls) are required throughout the district, often in response to requests from the public or businesses regarding 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.
- 14 Issues have been identified in certain locations across the district where parking in this manner is causing damage to Council's above and below ground infrastructure and increasing risk to road user safety by blocking sight lines and narrowing roadways.
- 15 The special consultative procedure for the new bylaw specifically sought public feedback on the ability for Council to infringe or remove vehicles parked off a roadway or in parks and reserves that were potentially damaging assets or creating safety issues. Over 97% of respondents supported this.
- 16 To enforce the new restriction, signage is required although no signs are currently prescribed under the Road User Rule: Traffic Control Devices. It is proposed to use "No Parking Off a Roadway No Large Passenger Vehicle Parking In Hanleys Farm" signs, which provides Council a clear infringement ability.
- 17 To prevent a plethora of signage and focus enforcement resource, a decision is required on locations that signage will be erected.
- 18 In making decisions under the bylaw, Council is required to act reasonably and given due consideration to those potentially affected by the restriction.
- 19 In recommending locations based on potential infrastructure damage, addressing safety concerns and consistency with other new subdivisions in the district this also recognises that there are some areas within the district where parking off a roadway is practically necessary.
- 20 As such, a blanket restriction on parking off a roadway and associated enforcement is not recommended.
- 21 A Subcommittee resolution is required to approve locations for signage and subsequent enforcement.

- 22 On 2nd April 2019 the T&P subcommittee adopted the following principles for parking off a roadway
- Ensuring the safety of high numbers of road users (motor vehicles, cyclists, pedestrians including children)
 - Protecting above and below ground infrastructure
- 23 Consideration will also be given to other options to improve safety and address infrastructure risk, such as broken yellow line markings or 'post and chain' fences, which may be implemented as well as restricting parking off a roadway.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

Parking Requirements in the District

- 24 This report seeks to approve new and amend existing parking restrictions that are in place across the district to ensure enforceability under the bylaw.
- 25 As work continues developing the Queenstown Town Centre Plan, Frankton Town Centre Plan and Wanaka Town 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.
- 26 A register has been created and an interactive map is available for the Queenstown town centre and Wanaka town centre restrictions; a link to this map can be found here: <http://qldc.maps.arcgis.com/apps/webappviewer/index.html?id=6e493c58ca1842edb0a3ada3e3920c81>
- 27 Work is underway on interactive mapping traffic and parking restrictions for the whole district which will be available to the public on the QLDC website. 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

- 28 With both visitor and population growth in the district leading to pressure on housing and higher demands for parking, parking off a roadway is becoming increasingly common.
- 29 Planning for managing 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 the Wanaka Transport Strategy and district parking strategies in progress.
- 30 Regulation of off roadway parking is required to address current issues and support the future direction of traffic and parking management.

District Plan considerations and implications

- 31 The district plan outlines the requirements for parking and traffic to complement Council's overall land use goals and objectives for district development.
- 32 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.
- 33 While changes will occur in the district over time, there will remain areas for which parking off a roadway will continue.

Principles for determining areas to erect signage restricting parking off a roadway

- 34 Clause 20 of the bylaw outlines the restrictions for Passenger Service Vehicles.

20.2 No large passenger service vehicle shall be parked on any road other than a parking place or transport station set aside for such vehicles, unless the vehicle is in the process of loading or unloading passengers.

20.3 No passenger service vehicle exceeding 2,000 kilograms in tare weight or goods service vehicle exceeding 4,000 kilograms in tare weight shall be parked on any road between midnight and 5.00am, except where such overnight parking has been specifically authorised by the Council.

- 35 Clause 21 of the bylaw outlines the restrictions for motor vehicles parking off a roadway.

21.1 A person must not stop, stand or park a motor vehicle on that part of a road which is laid out as a lawn or cultivated area, including a grass plot, a flower bed or a shrubbery.

21.2 A person must not stop, stand or park a vehicle off a roadway in any reserve, park or similar land used for public recreation, and which is under the Council's control, except:

- a) in an area designed and constructed to accommodate a parked vehicle; or*
- b) where the Council has given specific permission to stop, stand or park the vehicle in that place.*

Proposed areas for signage

- 36 The Property and Infrastructure, Parks and Recreation, and The Regulatory teams have identified locations for potential signage. Full details of the locations proposed, including maps, can be found at Attachment B.

37 A summary of the recommended locations for signage:

Road or Location	Specific Description	Reason for Restriction
Hanleys Farm Area		
Hanleys Farm	Jack Hanley Drive at entrance to Hanleys Farm Subdivision	Potential damage to Council infrastructure, protect the above ground infrastructure (such as cultivated grass), to address safety concerns due to compromised sightlines and high volumes of vulnerable road users in Hanleys Farm subdivision. Remain Consistent with other new subdivisions in the District. To ensure any parking issues are managed efficiently. Erecting signage early avoids disruption to the community as seen prior to signage erected in Lake Hayes Estate and Shotover Country.

38 Should the location be approved by the Subcommittee, signs stating ‘No Parking Off a Roadway No Large Passenger Vehicle Parking In Hanleys Farm’ will be erected. It is proposed that for a period of two weeks following the signs being in place that vehicles will be left with information that the restriction is to be enforced.

39 Consistent with Land Transport Act 1998 requirements, a register including the restrictions will be available to the public on the Council website and in hard copy by request.

40 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:

41 Option 1 Approve the on-road and off-road restrictions as identified in this report

Advantages:

42 Supports the feedback received during bylaw consultation to address issues associated with vehicles parking off a roadway

43 Reduces the risks of costs incurred to repair damaged infrastructure

44 Improves the safety of roads for all users including pedestrians and cyclists

45 Improves the community’s understanding of requirements for enforcement

46 Is consistent with the Council’s Enforcement and Prosecution Policy

47 Enables effective and lawful enforcement

Disadvantages:

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

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

- 51 No cause for conflict with vehicle owners receiving infringements for parking off a roadway in restricted areas
- 52 Will not result in displacement of vehicles to other areas

Disadvantages:

- 53 Does not support the feedback received during bylaw consultation to address issues associated with motor vehicles parking off a roadway
 - 54 Risks of costs required to repair damaged infrastructure remain
 - 55 Will not improve road safety for all users
 - 56 Does not provide an opportunity to improve the community's understanding of enforcement requirements
 - 57 Is not consistent with the Council's Enforcement and Prosecution Policy
 - 58 Does not enable effective and lawful enforcement
- 59 This report recommends **Option 1** for addressing the matter because as it addresses issues raised during the stakeholder engagement and the Special Consultative Procedure completed for the Traffic and Parking Bylaw 2018; provides the platform for improved safety and protecting infrastructure and risk of associated costs to remediate infrastructure damages. It is consistent with other new subdivisions in the district. It is best to get signage in as soon as possible to avoid issues growing such as Lake Hayes Estate and Shotover Country.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:**> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA**

- 60 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 officers recommendations and outputs from master planning requirements.

61 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.

62 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

63 The Council has not sought the specific views of iwi during this consultation process.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

64 This matter relates to the Strategic/Political/Reputation 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.

65 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

66 It is anticipated that the cost associated with installing the required signage will be met from current budgets.

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

67 The following Council policies, strategies and bylaws were considered:

- Alignment with and consideration of the principles of the Vision Beyond 2050, in particular 'Active travel is an integral part of an accessible and safe network for all our people'
- 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

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

69 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

70 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

71 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	Additional parking and traffic restrictions applying to Queenstown Lakes District from 9 March 2020 as of 23 March 2020.
B	Proposed locations for signage restricting vehicle parking on and off a roadway