

**Traffic & Parking Subcommittee**  
**12 August 2019**

**Report for Agenda Item | Rīpoata moto e Rāraki take 1**

**Department: Property & Infrastructure**

**Title | Taitara Amendments to on-road restrictions for 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 consider proposed locations for amendments to existing on-road 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. Council has delegated the exercise of its decision-making by resolution to the Traffic & Parking Subcommittee (the Subcommittee).
- 4 The parking restrictions proposed for approval in this report are presented under a single category:
  - Amendments to existing on-road parking restrictions on Camp Street in the Queenstown CBD.
- 5 The locations proposed in this report have been identified for amended signage and subsequent enforcement due to the change-opportunity presented by the relocation of the Camp Street Transport Hub to Stanley Street as part of the Town Centre Master Plan.
- 6 Under a separate project, and not covered in this report, the NZ Transport Agency in cooperation with Queenstown Lakes District and Otago Regional Council will relocate the Queenstown town centre bus stops from Camp Street to Stanley Street. This will free up an area required for the redevelopment of the O'Connells Mall, provide much-needed loading zone capacity in the town centre, and provide a higher quality public transport hub. The Transport Agency is leading the construction and delivery programme of the new hub, which will include the creation of new no stopping areas, bus shelters, ski racks, rubbish bins, CCTV and signage. Consultation and resolution of parking changes on State Highway 6A are being managed by the Transport Agency. Parking displacements to Coronation Drive were addressed under a previous report to the QLDC Traffic and Parking Subcommittee.

**RECOMMENDATION | NGĀ TŪTOHUNGA**

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- 7 That the Traffic & Parking Subcommittee:

1. **Note** the contents of this report;
2. **Approve** changes to the new and existing restrictions applying to the on-road parking restrictions as set out in Attachment A - Additional parking and traffic restrictions applying to Queenstown Lakes District from 1 March 2019 as of 22 May 2019.

| Road or Location  | Specific Description  |
|---|---|
| <b>Queenstown Area</b>  |   |
| Camp Street EB Corner of Shotover Street (1)  | Retain existing Loading Zone signage, usage and enforcement of loading zone at all times.   |
| Camp Street EB Mid-stretch between Shotover and Ballarat Street Nearest to KFC (2)                        | Change from Transport Bus Stop signage, usage and enforcement to loading zone at all times  |
| Camp Street EB Corner of Ballarat Street (3)  | Change from Transport Bus Stop signage, usage and enforcement to loading zone at all times  |
| Camp Street WB Corner of Shotover Street (4)  | Change from Transport Bus Stop signage, usage and enforcement to loading zone at all times  |
| Camp Street WB Mid-stretch between Shotover and Ballarat Street Nearest to O'Connells Shopping Centre (5) | Change from Transport Bus Stop signage, usage and enforcement to loading zone at all times – recognising that this space will be utilised as construction area during O'Connells Shopping Centre refurbishment. |
| Camp Street WB Corner of Ballarat Street (6)  | Change from Transport Bus Stop signage, usage and enforcement to loading zone at all times  |

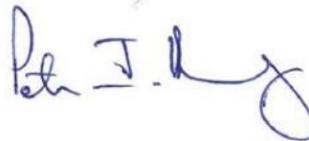
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22/07/2019

Reviewed and Authorised by:



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General Manager, Property &  
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26/07/2019

## CONTEXT | HOROPAKI

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- 8 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.
- 9 Changes to existing restrictions or the implementation of new restrictions require a Traffic & Parking Subcommittee resolution prior to implementation.
- 10 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.

## ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

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### Parking Requirements in the District

- 11 This report seeks to approve new, amend existing and remove some parking restrictions that are in place across the district to ensure enforceability under the bylaw.
- 12 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.
- 13 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>
- 14 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

- 15 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.

### District Plan considerations and implications

- 16 The district plan outlines the requirements for parking and traffic to complement Council's overall land use goals and objectives for district development.

17 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.

18 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.

19 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:

20 Option 1: Approve the on-road restriction amendments as identified in this report

Advantages:

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

22 Improves the community's understanding of requirements for enforcement

23 Is consistent with Town Centre Master Plan

24 Meets the increasing demand for passenger and goods loading zones in the Town Centre.

25 Is consistent with the Council's Enforcement and Prosecution Policy

26 Enables effective and lawful enforcement

Disadvantages:

27 May result in displacement of vehicles to areas that are not subject to the restrictions.

28 May cause criticism toward conversion of old transport hub to loading zones rather than private vehicle parking

29 May entice/confuse SPSV drivers and private SPSV drivers to use loading zones

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

Advantages:

31 Will not cause criticism toward conversion of old transport hub to loading zones rather than private vehicle parking

32 Will not entice/confuse SPSV drivers and private SPSV drivers to use loading zones

Disadvantages:

33 Will not improve road safety for all users

- 34 Does not provide an opportunity to improve the community's understanding of enforcement requirements
  - 35 Is not consistent with the Council's Enforcement and Prosecution Policy
  - 36 Does not enable effective and lawful enforcement
  - 37 Is not consistent with Town Centre Master Plan
  - 38 Does not meet the increasing demand for passenger and goods loading zones in the Town Centre.
- 39 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 loading zones and safety of users.

### CONSULTATION PROCESS | HĀTEPE MATAPAKI:

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

- 40 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.
- 41 The persons who are affected by or interested in this matter are residents/ratepayers; visitors; business associations; emergency services; ORC; and NZ Transport Agency.
- 42 The Council has completed a full bylaw review during 2018. Significant formal and informal engagement was completed with the community and key stakeholders.
- 43 The ORC operates the Orbus services in Queenstown and are a key driver in the relocation of the Camp Street Transport Hub to Stanley Street hub. As the service no longer intends to utilise the Camp Street locations – ORC have no further interest or stake in the reinstatement of Camp Street for other uses.
- 44 The NZ Transport Agency are a keys stakeholder in the operations of the Orbus services in Queenstown and in leading the construction programme of Stanley Street are a key driver in the relocation of the Camp Street Transport Hub to Stanley Street hub. As the service no longer intends to utilise the Camp Street locations – NZ Transport Agency have no further interest or stake in the reinstatement of Camp Street for other uses.
- 45 QLDC Regulatory was engaged to determine the optimal reinstatement plan for Camp Street, acting as a conduit to the businesses that use the area and representing the user demand for increasing drop-off and loading zones.
- 46 Notification of the proposed changes were issued to the Chamber of Commerce acting as a conduit to the business in the area.

### > MĀORI CONSULTATION | IWI RŪNANGA

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

### RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

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48 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.

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 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

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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, 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
- Wanaka 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 | Amendments to parking and traffic restrictions applying to Queenstown Lakes District from 12 August as of 14 October 2019 |
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