

Infrastructure Committee

28 November 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

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

Executive Summary | Whakarāpopototaka Matua

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 two 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 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

That the Infrastructure Committee:

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

Prepared by:



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Title: Roading Engineer

28 November 2024

Reviewed and Authorised by:



Name: Tony Avery
Title: General Manager Property and
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30 October 2024

Context | Horopaki

1. The Queenstown Lakes District Council Traffic and Parking Bylaw 2018 (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 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

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 B.

Proposed parking and restriction changes

16. The proposed changes and restrictions are detailed in Attachment A and B.
17. The following table/s indicates new or removed, "No stopping at any time" 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.
18. The following table/s indicate restrictions to vehicle/s from turning to the left or turning to the right of the path of travel that can be made by resolution by Council under the Traffic and Parking Bylaw 2018.
19. The following table/s 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
Ballarat Street (EAST)	No stopping
Beach Street	No left or right turns
Birse Street	No stopping
Coronation Drive	Parking restriction change
Glenda Drive	N/A
Gorge Road	Parking restriction change
Lauder Street	No stopping
Lochy Road	No stopping
Olivers Place	No stopping
Peppercorn Terrace	No stopping
Red Oaks Drive (SOUTH)	N/A
Ross Street	No stopping
Southberg Avenue	No stopping
Stanley Street	No stopping
Sydney Street (SOUTH)	No stopping
Venus Place	No stopping

20. 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.

21. 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

22. 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

23. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2024 because amended and additional parking restrictions are based on community feedback, Council officer recommendations and outputs from transport strategy requirements. 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

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 very high residual risk rating.

28. The approval of the recommended option will allow Council to avoid the risk. This will 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

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

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 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
- 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

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-Kīaka

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

A	Traffic and Parking restrictions for the Queenstown Lakes District Council for meeting 28 November 2024
B	Designs relating to item description on Attachment A

Attachment A – Traffic and Parking restrictions for the Queenstown Lakes District Council for meeting 28 November 2024

Map Ref.	QLDC Bylaw 2018 or Land Transport Road User Rule 2004	RAMM Road Id	Road Name	Description of issue	Restriction Type	Action Required	Hours of operation	Physical works completed
Item 1	QLDC Bylaw and/or LTRUR 2004	111	Ballarat Street (EAST)	Town bypass has made Ballarat Street (east) a no through road. Can accommodate parking on one side as it is not carrying through traffic.	No stopping	Remove no stopping lines and mark parking bays	At all times	N
Item 2	QLDC Bylaw and/or LTRUR 2004	134	Beach Street	No left or right turns into Beach Street as part of street upgrades	No left or right turns	Install no left or right turns signs	At all times	Y
Item 3	QLDC Bylaw and/or LTRUR 2004	41	Birse Street	Vehicles parking beside solid centre line	No stopping	Install no stopping lines	At all times	N
Item 4	QLDC Bylaw and/or LTRUR 2004	109	Coronation Drive	Gap in mobility parking network. Demand for access to courthouse. Main Ballarat Street car park is a work site and removed mobility parking bays that are close to courthouse.	Parking restriction change – mobility parking bay	Convert parking space to mobility parking space	At all times	N
Item 5	QLDC Bylaw and/or LTRUR 2004	2782	Glenda Drive	Motorists frequently parking vehicles illegally across driveway	n/a	Mark parking bays to assist motorist to park vehicles	At all times	N
Item 6	QLDC Bylaw and/or LTRUR 2004	1603	Gorge Road	Motorists parking vehicles all day	Parking restriction change – 15-minute time limit	Install P15 signs	At all times	N
Item 7	QLDC Bylaw and/or LTRUR 2004	2885	Lauder Street	Motorists parking vehicles between driveways restricts motorists turning into and out of angled parking bays	No stopping	Install no stopping lines	At all times	N
Item 8	QLDC Bylaw and/or LTRUR 2004	157	Lochy Road	Motorists unable to manoeuvre in turning head	No stopping	Install no stopping lines	At all times	N
Item 9	QLDC Bylaw and/or LTRUR 2004	1772	Olivers Place	Sight distance around parked vehicles	No stopping	Install no stopping lines	At all times	N

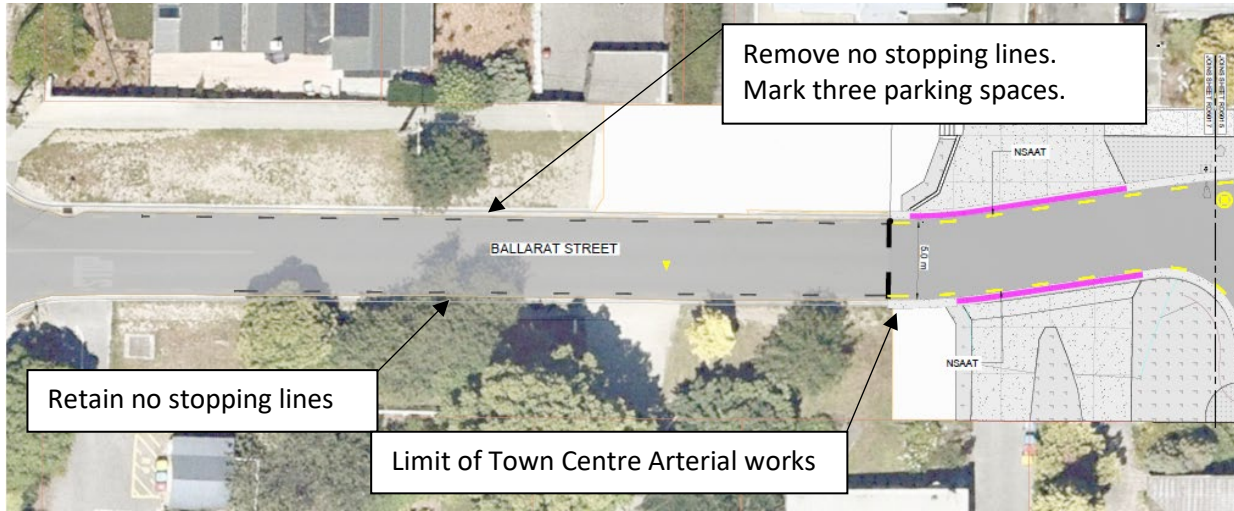
Attachment A – Traffic and Parking restrictions for the Queenstown Lakes District Council for meeting 28 November 2024

Item 10	QLDC Bylaw and/or LTRUR 2004	2632	Peppercorn Terrace	Sight distance around parked vehicles	No stopping	Install no stopping lines	At all times	N
Item 11	QLDC Bylaw and/or LTRUR 2004	2606	Red Oaks Drive (SOUTH)	Two buses stopped in the bus stop blocks through traffic	n/a	Re mark bus stop	At all times	N
Item 12	QLDC Bylaw and/or LTRUR 2004	40	Ross Street	Vehicles parking beside solid centre line	No stopping	Install no stopping lines and mark parking bays	At all times	N
Item 13	QLDC Bylaw and/or LTRUR 2004	179	Southberg Avenue	Motorists unable to manoeuvre in turning head	No stopping	Install no stopping lines	At all times	N
Item 14	QLDC Bylaw and/or LTRUR 2004	114	Stanley Street	Vehicles parking in this bay impacts traffic signal operation on Stanley and Shotover intersection	No stopping	Install no stopping lines	At all times	N
Item 15	QLDC Bylaw and/or LTRUR 2004	108	Sydney Street (SOUTH)	Unused driveway, vehicle parked here would be parking on a footpath	No stopping	Remove no stopping lines	At all times	N
Item 16	QLDC Bylaw and/or LTRUR 2004	2053	Venus Place	Motorists unable to manoeuvre in turning head	No stopping	Install no stopping lines	At all times	N

Attachment B – Designs relating to item description on Attachment A

Item 1

Ballarat Street – remove no stopping lines on one side and mark parking bays



Attachment B – Designs relating to item description on Attachment A

Item 2

Beach Street – restrict left and right turns into Beach Street from Camp Street



Attachment B – Designs relating to item description on Attachment A

Item 3

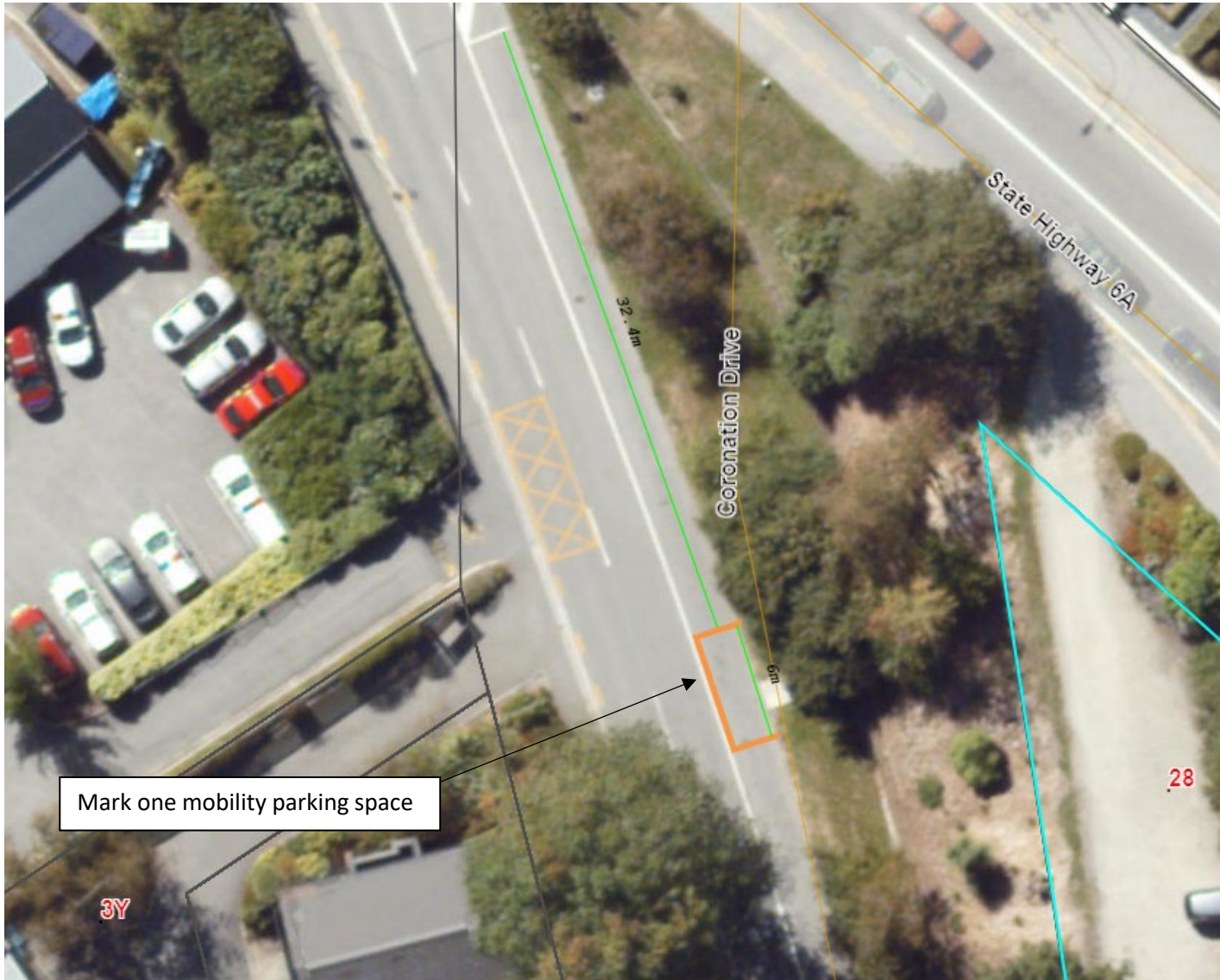
Birse Street – install no stopping lines



Attachment B – Designs relating to item description on Attachment A

Item 4

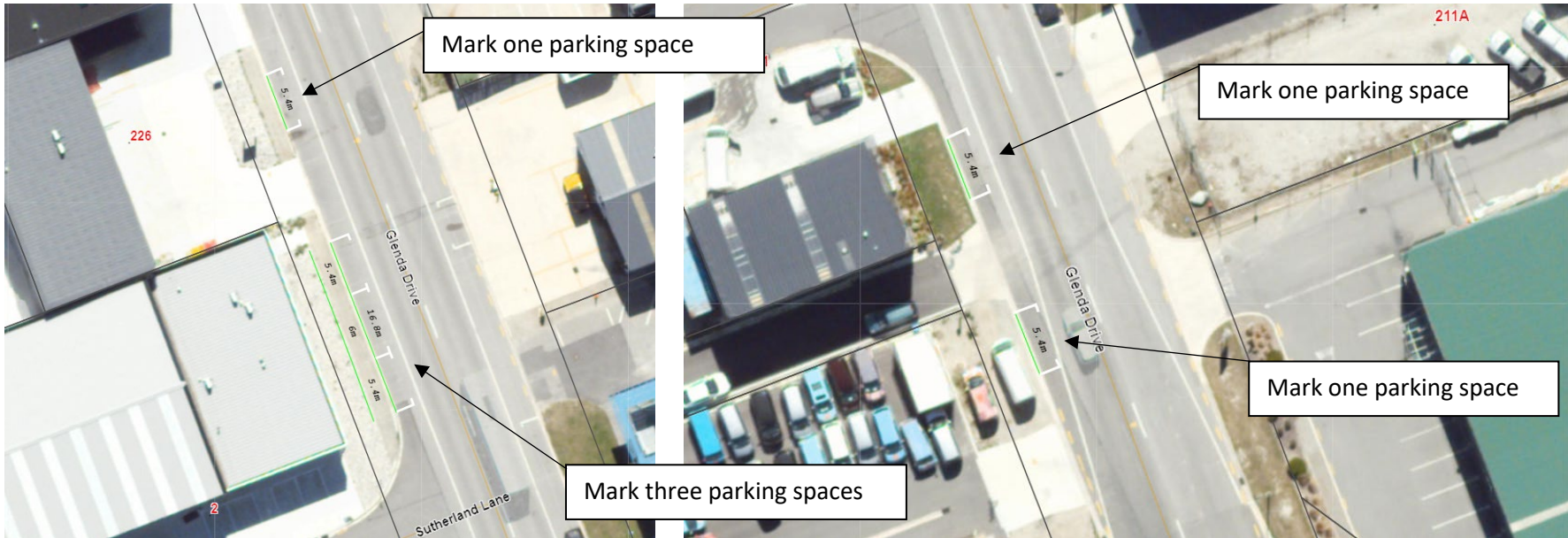
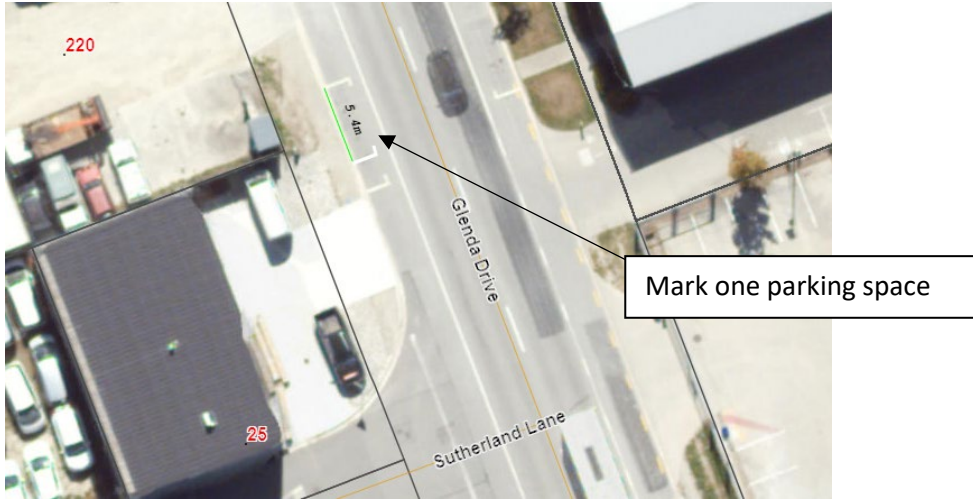
Coronation Drive – convert car parking space to a mobility parking bay



Attachment B – Designs relating to item description on Attachment A

Item 5

Glenda Drive – mark parking bays to assist vehicles parking legally



Attachment B – Designs relating to item description on Attachment A

Item 6

Gorge Road – introduce time restriction to one parking bay (P15)



Attachment B – Designs relating to item description on Attachment A

Item 7

Lauder Street – install no stopping lines



Attachment B – Designs relating to item description on Attachment A

Item 8

Lochy Road – install no stopping lines



Attachment B – Designs relating to item description on Attachment A

Item 9

Olivers Place – install no stopping lines



Attachment B – Designs relating to item description on Attachment A

Item 10

Peppercorn Terrace - install no stopping lines



Attachment B – Designs relating to item description on Attachment A

Item 11

Red Oaks Drive – re mark bus stop



Attachment B – Designs relating to item description on Attachment A

Item 12

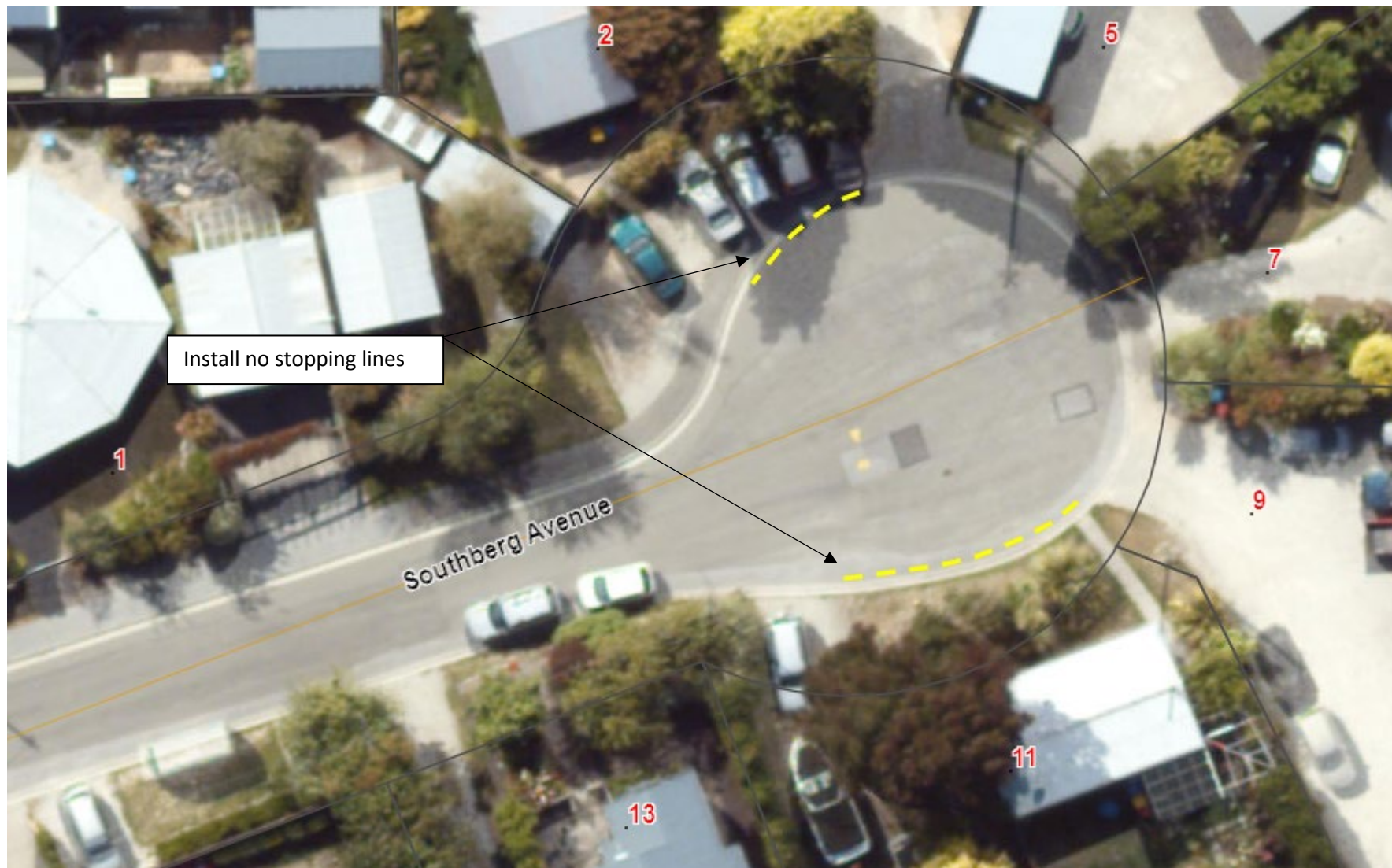
Ross Street – install no stopping lines and mark parking bays to assist vehicles parking legally



Attachment B – Designs relating to item description on Attachment A

Item 13

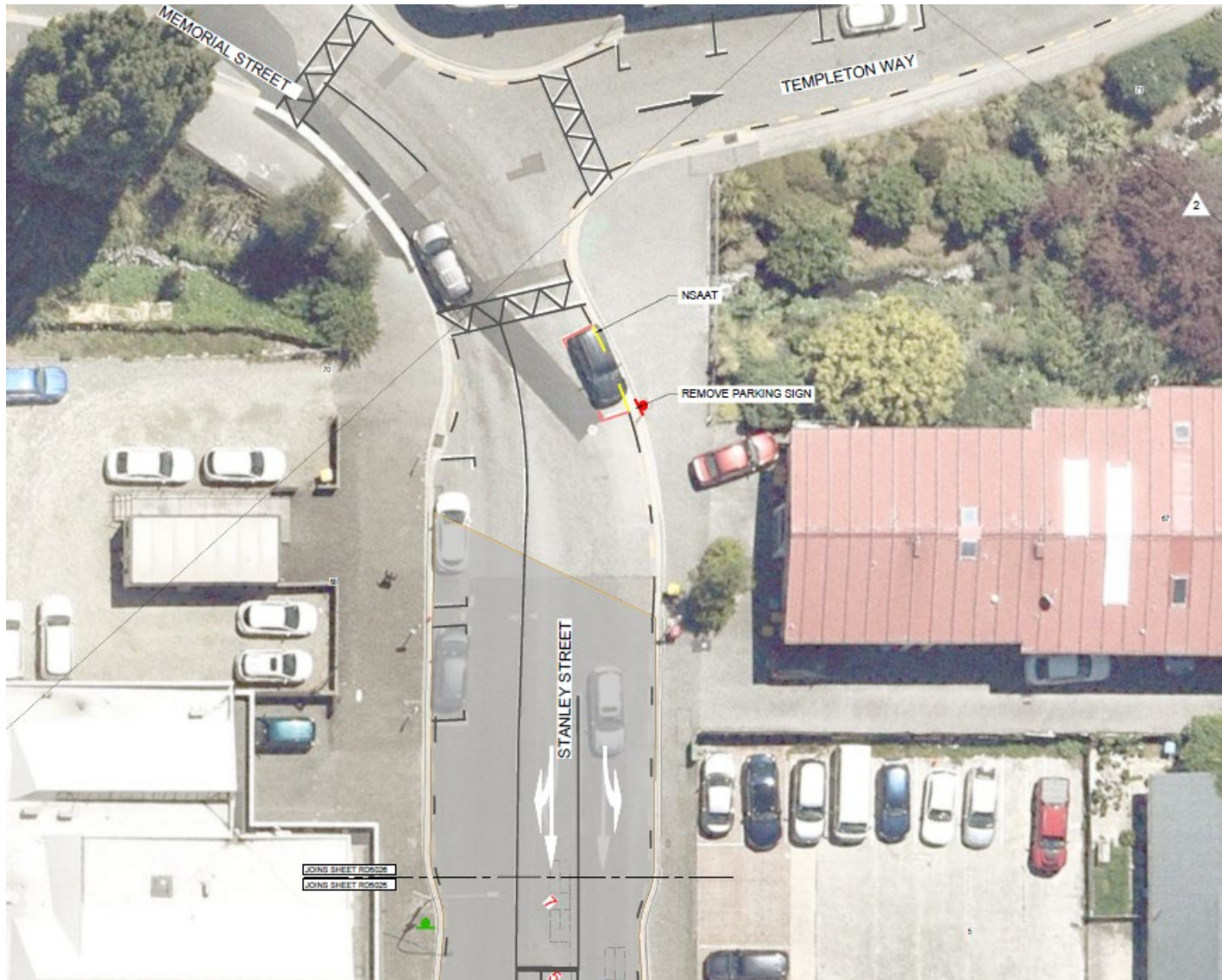
Southberg Avenue - install no stopping lines



Attachment B – Designs relating to item description on Attachment A

Item 14

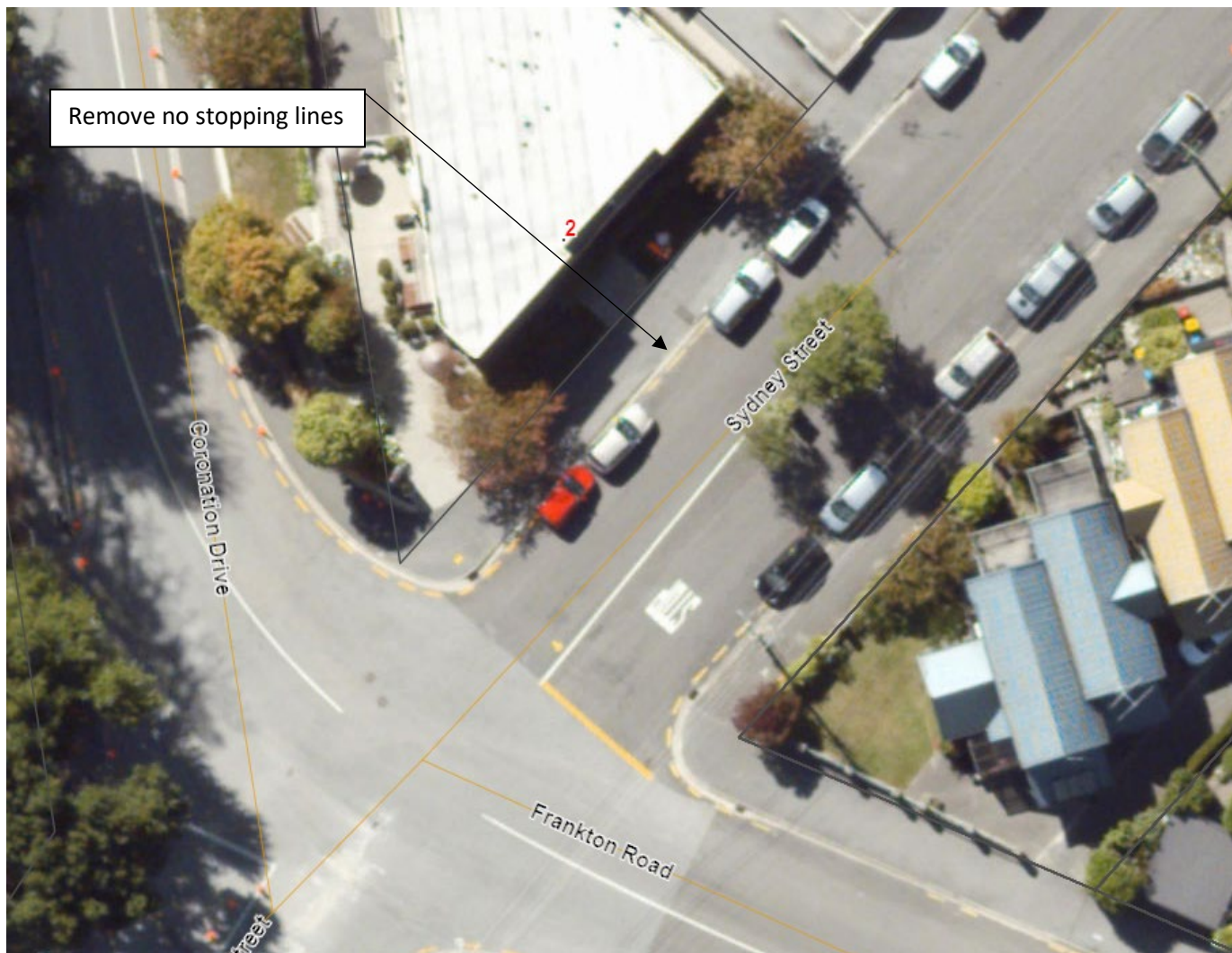
Stanley Street – install no stopping lines



Attachment B – Designs relating to item description on Attachment A

Item 15

Sydney Street (south) – remove no stopping lines



Attachment B – Designs relating to item description on Attachment A

Item 16

Venus Place – install no stopping lines

