

QLDC Council**30 June 2016****Report for Agenda Item: 2A****Department: Property & Infrastructure****Queenstown Traffic and Parking****Purpose**

The purpose of this report is to confirm the implementation measures for traffic and parking elements of the Queenstown Town Centre Transport Strategy.

Executive Summary

This report recommends minor changes to parking, loading and bus stop provisions in the CBD and Town Centre. These changes are part of a wider strategy to address traffic and parking issues in Queenstown.

Recommendations

That Council:



- a. **Note** the content of this report;
- b. **Approve** the numbering of Central Business District (CBD) parking zones as follows:

<i>CBD Zone</i>	<i>Location</i>
1	Memorial Street (Camp Street intersection to Shotover Street intersection)
2	Duke/Brecon Street (lower Beacon Street from base of steps to Shotover Street intersection)
3	Shotover Street (Beach St to Stanley Street)
4	(Lower) Beach Street (from Steamer Wharf to Rees Street)
5	Rees Street
6	Church Street Church / Earl / Camp Street (Part) / Marine Parade (Part)
7	Camp Street (Man Street to Church Street)
8	Stanley Street (Stanley / Shotover Intersection – Coronation Drive)
9	Athol Street
10	Coronation Drive

- c. **Approve** a “No Return Within 1 Hour” restriction within each CDB parking zone;

d. **Prohibit** large campervans (motorhomes that do not fit in a single parking space) from public parking in the CBD;

e. **Approve** the changes to bus and coach parking in the CBD as follows:

	<i>Existing</i>	<i>Proposed</i>
Lower Beach Street	Loading Zone 	Bus Stop <i>Restrictions</i> No Parking Except Small Passenger Service Vehicles 0800 – 1800 15 mins max 1800 – 2200 60 mins max
Steamer Wharf	Bus Stop P15 (Only applies 0800 – 1800) 	Bus Stop <i>Restrictions</i> No Parking Except Passenger Service Vehicles 0800 – 1800 15 mins max 1800 – 2200 60 mins max

f. **Approve** the alternative uses of all existing loading zones in the CBD except Searle Lane and as follows:

	<i>Existing</i> Loading Zone	<i>Proposed</i> Loading Zone / Taxi Stand
All	Various restrictions	<i>Restrictions</i> No Parking Loading Zone 0600 – 1800 Taxi Stand 1800 – 0600

- g. **Decline** the extension of restricted parking time limits in the CBD and Town Centre; and
- h. **Approve** the scheme for directional signage for public car parks in the CBD and Town Centre.

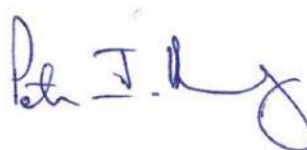
Prepared by:



Tony Pickard
Principal Planner Infrastructure

17/06/2016

Reviewed and Authorised by:



Peter Hansby
General Manager
Property and Infrastructure

17/06/2016

Background

- 1 Elements of the Queenstown Town Centre Transport Strategy have been brought before Council recently (December 2015, April 2016 and May 2016), and this report provides clarification on the immediate projects in the work programme.
- 2 The resolution from the Council meeting that addressed this matter most recently (26 May 2016) is as follows:

On the motion of Councillors Cocks and Forbes it was resolved that the Council:

- 1. Note the contents of this report; and*
- 2. Approve the implementation of a trial (from 1 July to 31 October 2016) of the following points:*
 - a. All the Queenstown CBD car parking spaces will be grouped into bays and numbered.*
 - b. No return times to the same "bay" will be implemented and enforced across the town centre, starting with the CBD.*
 - c. Campervans (over a size to be determined) will be prohibited from parking in the CBD and specific provisions for campervans will be made in the Boundary Street car park for day time use.*
 - d. Signage will be used to prohibit campervan parking (over a size to be determined) in the CBD and direct them to Boundary Street car park.*
 - e. Car parks in Duke Street (8), Athol Street (6) and all on-road car parks on Shotover Street (38) will be given a seasonal time limit of P15 between the hours of 3-6pm from July to October.*
 - f. Signage will also show that return within one hour (to the same bay of car parks) is prohibited.*

3. *Request officers report back to the next Council meeting in regards to coach and bus parking in the CBD, the extension of restricted parking time limits in the CBD until 8pm, the use of loading zones in the evening and how to improve directional signage for the car parking buildings.*

Councillor Stammers-Smith voted against the motion.

A motion to reinstate the Marine Parade car parks on a temporary basis pending discussion with Downtown QT was moved by Councillor Gazzard and seconded by Councillor Stammers-Smith.

The motion was lost.

Comment

- 3 This report addresses item number 3 from that resolution and provides further information on items 2a – d, f.

CBD Parking Bays – Numbering of Bays and No Return times

- 4 One cause of congestion/parking problems in the Central Business District (CBD) comes from a number of local users swapping car parks throughout the day to effectively allow themselves all day parking for free. The proposed solution for this is to implement a “no return time” of 60 minutes, so that opportunities for the use of time restricted spaces is available to all users.
- 5 The use of the term “bays” has been discussed and it is now considered that this will lead to ambiguity, and has been substituted by “zones”. To add clarity, these will be preceded with “CBD Zone”.
- 6 This is shown below in Figure 1 and in Attachment A.

<i>CBD Zone</i>	<i>Location</i>
1	Memorial Street (Camp Street intersection to Shotover Street intersection)
2	Duke/Brecon Street (lower Beacon Street from base of steps to Shotover intersection)
3	Shotover Street (Beach St to Stanley Street)
4	(Lower) Beach Street (from Steamer Wharf to Rees Street)
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Campervans – size limit

- 7 Campervans range in size from around 5m in length upwards, with the larger vehicles being generally in excess of 7 metres. As the length increases, so does the width in some cases – see Attachment B for indicative sizes.
- 8 Car parking spaces in and around the CBD (and Town Centre) are generally 5 metres long by 2.5 to 2.6 metres wide, and are designed for a suitably sized vehicle to manoeuvre into, with sufficient room to open doors. Campervans that are too large for these spaces overhang the footpath, project into the road carriageway, or project into the adjacent spaces. The negative effects are therefore on parking space availability and on the safety of road and footpath users.
- 9 Larger campervans, generally defined as motorhomes, i.e., those that will not fit into a single car parking space will be directed to suitable Town Centre Parking (in Boundary Street Car Park). Signage will show this directional information on the arterial approaches and signage on the CBD Zoned parking bays will show no parking for campervans.

Loading Zones

- 10 Loading zones in the CBD and Town Centre are most heavily utilised during the day. Standard hours are described as 06.00 to 18.00. After this time, these spaces can be utilised to provide secondary uses.
- 11 Currently there are a variety of timings associated with both primary and secondary uses, which is confusing. Having considered the possibility of allowing general parking, including parking with restricted time limits and later use as taxi stands, officers now recommend a simpler approach. All CBD Loading Zones (except Searle Lane which is anomalous) will operate 0600 – 1800, and as Taxi Stands 1800 – 0600. This will be supported with clearer, standardised signage.

CBD Bus stops

- 12 With the exception of the conversion of two existing loading bays on Lower Beach Street (to Bus Stops), there is no change to these locations at this time.
- 13 For Lower Beach Street, the two identified bays will be bus stops with a 15 minute maximum waiting time from 06.00 to 18.00. From 18.00 to 22.00 this duration will be increased to a maximum of 60 minutes, to allow “dinner” trips, where drivers may accompany their passengers.



Figure 2

- 14 The bus / coach bay adjacent to Steamer Wharf will retain its current maximum duration of 15 minutes throughout the day (06.00 – 18.00) and will then have the same restrictions as Lower Beach Street (see above).



Figure 3

- 15 Separately, Boundary Street will provide for overnight parking (unoccupied) for larger buses / coaches, and provision will also now be made for smaller buses, which can utilise the campervan spaces that will be marked out adjacent to Gorge Road. These will not be provided free of charge.

Extension of restricted parking time limits

16 The possible extension of restricted parking time limits in the CBD presents a number of issues.

- a. Generally restrictions are currently signed until 10.00pm, and changing to 8.00pm will add another timed layer and consideration should be given to the need to keep things simple across the CBD.
- b. The level of enforcement may need to be increased dramatically. This is understood to include doubling up of staff due to the increased level of threat to staff as the evening progresses.
- c. It would assist in the general aim to “keep things moving”, if a 60 minute or 120 minute limit is imposed, but this would be most effective if a longer period, i.e., through to 10.00pm can be considered. This has not been researched at length however, as the request was to consider a change to 8.00pm only.
- d. At this time therefore, it is the opinion of officers that the extension is not warranted, but should be revisited when the wider Town Centre / Fringes parking provisions are reviewed.
- e. Feedback has been sought from Downtown QT.

Signage changes

17 Directional signage for campervans (parking and prohibition) will be installed on existing and new platforms on the main approaches to the town centre. Similarly existing car park direction signage will be updated.

18 *Feedback from NZTA is awaited, as they are currently also reviewing signage.*

19 The general vicinity for any additional sites will be identified as shown on Attachment C, but will be on the three arterial routes, Frankton Road, Gorge Road and Lake Esplanade.

20 Further signage on junctions within the CBD will be added, or improved, along with specific signs to inform the “no campervans” in the CBD.

21 All signage will be in accordance with the Traffic Control Devices Manual.

Options

22 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.

23 Option 1 - Accept the changes. Identify and number CBD parking zones, make minor changes to bus stops, make changes to loading bay provisions and improve directional signage for public car parks.

Advantages:

24 If implemented with the agreed changes from the Council's resolution from the May 2016 meeting, these changes will assist with reducing traffic congestion and parking issues.

25 If implemented together, the effects will be enhanced.

Disadvantages:

26 There will be minor inconvenience caused through the changes, which will be short term.

27 Option 2 Do not accept the changes.

Disadvantages:

28 If no action is taken to address traffic and parking issues in the CBD and Town Centre then the situation will worsen for the foreseeable future.

29 This report recommends Option 1 for addressing the matter.

Significance and Engagement

30 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because the overarching Strategy (Queenstown Town centre Transport Strategy) has previously been adopted (December 2015).

Risk

The report to the December Council meeting described the risk associated with the strategy as relating to

"the strategic risk SR1: Current and future development needs of the community (including environmental protection), as documented in the Council's risk register. The risk is classed as high. This matter relates to this risk because it is fundamental to the future performance of the transport system."

31 This report is a key element in the management of the risk because it provides governance oversight of the strategy impacts.

Financial Implications

32 The implementation tasks are already included within the existing budgets.

Council Policies, Strategies and Bylaws

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

- a. Significance and Engagement Policy
- b. Queenstown Town Centre Transport Strategy 2015
- c. Traffic and Parking Bylaw
- d. Traffic control Devices Manual.

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

35 This matter is included in the 10-Year Plan/Annual Plan through the provision of \$150k per annum. The business case work set out in the strategy may result in changes to the long term plan, which would generally be addressed in the development of the 2018-28 long term plan.

Local Government Act 2002 Purpose Provisions

36 The recommended option:

- a. 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 planning and implementing transport improvements for the Queenstown town centre.;
- b. Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- c. Is consistent with the Council's plans and policies; and
- d. 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.

Consultation: Community Views and Preferences

37 The persons who are affected by or interested in this matter are the district's residents and businesses, and visitors to the district.

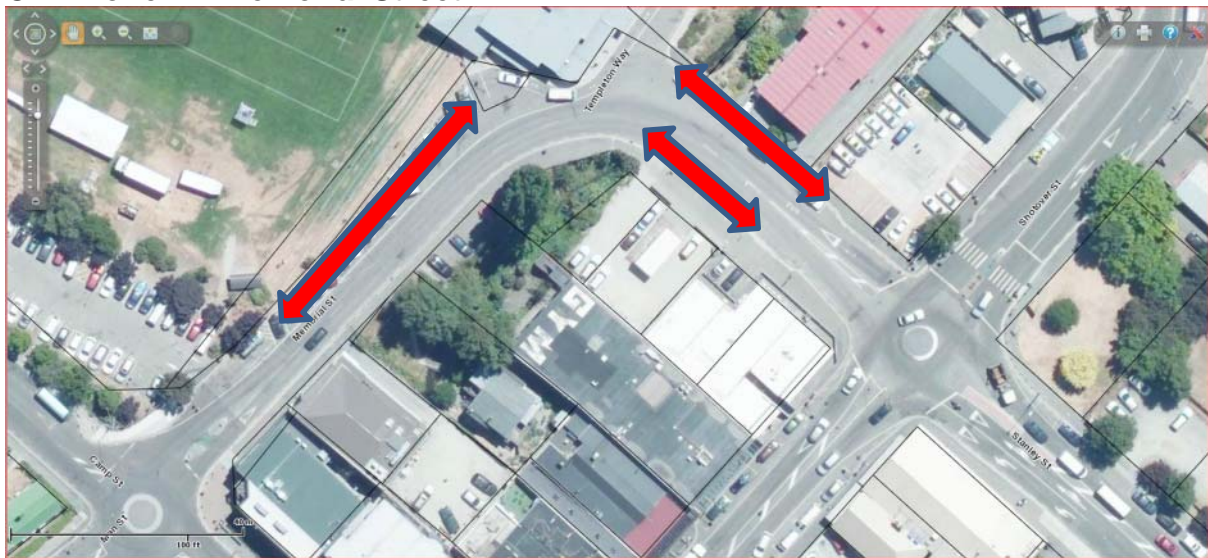
38 The Council has undertaken public consultation over the strategy. This is detailed in the report on the strategy to Council's December meeting.

Attachments

- A CBD Parking Zones
- B Campervans – Indicative sizes
- C Signage locations

Attachment A: CBD Parking Zones

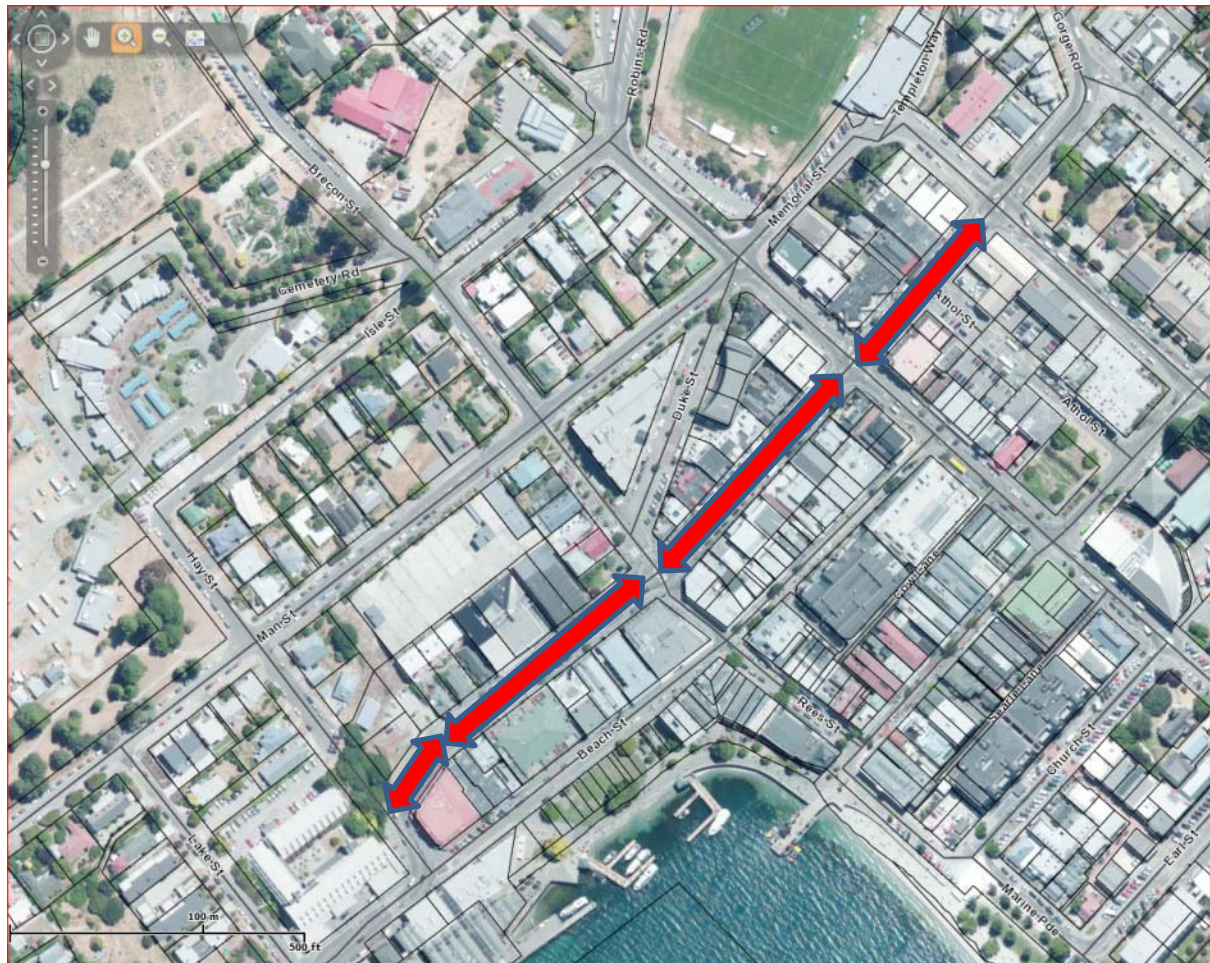
CBD Zone 1 – Memorial Street



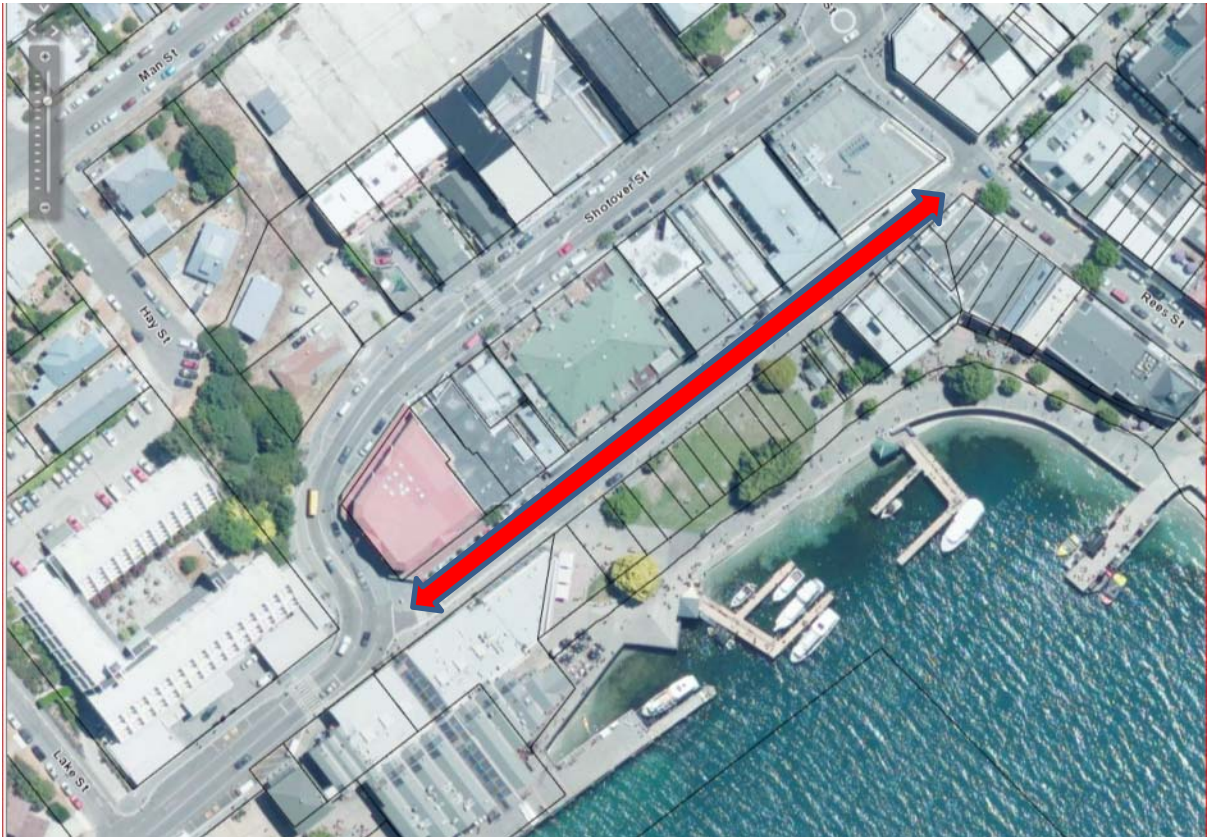
CBD Zone 2 – Duke / Brecon Street



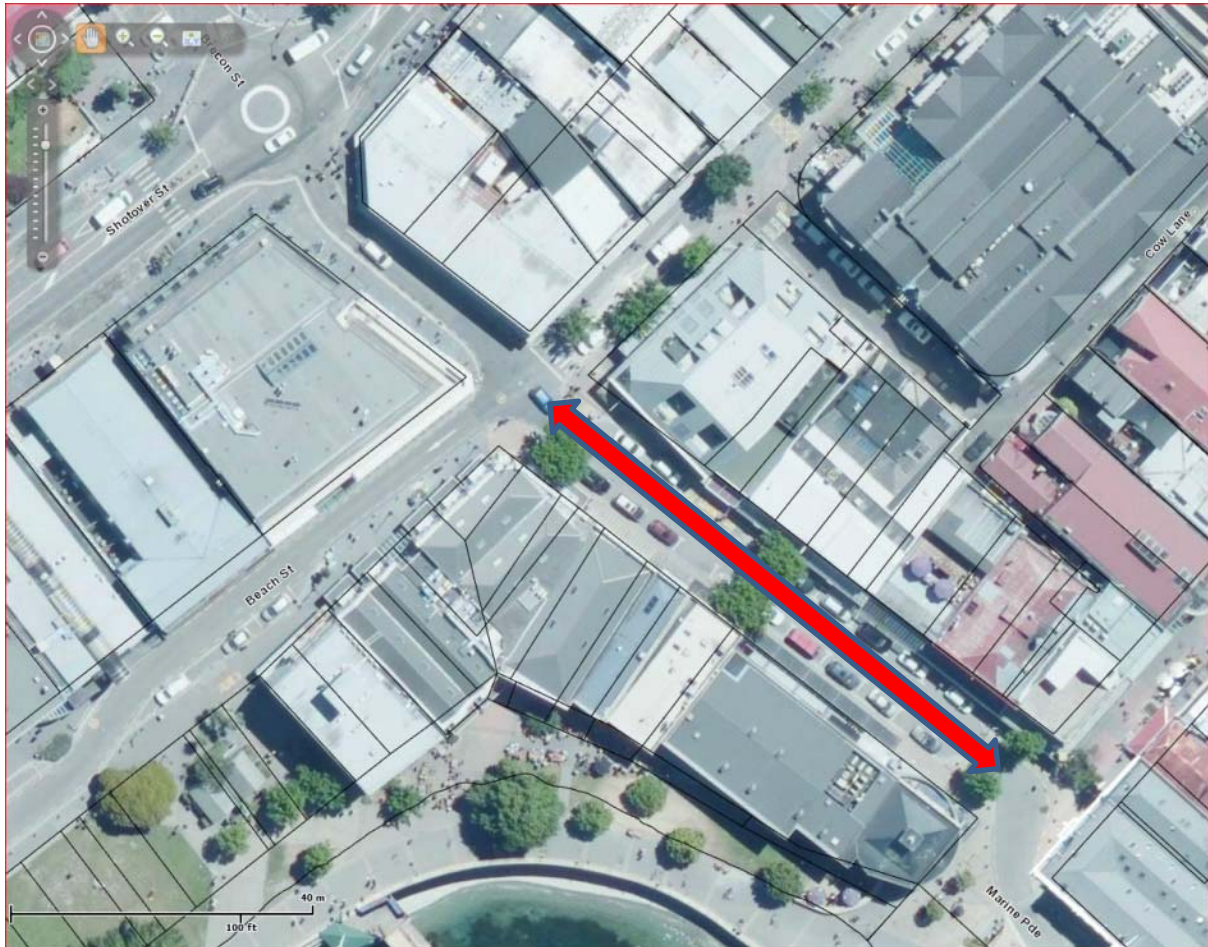
CBD Zone 3 – Shotover Street



CBD Zone 4 – Lower Beach Street



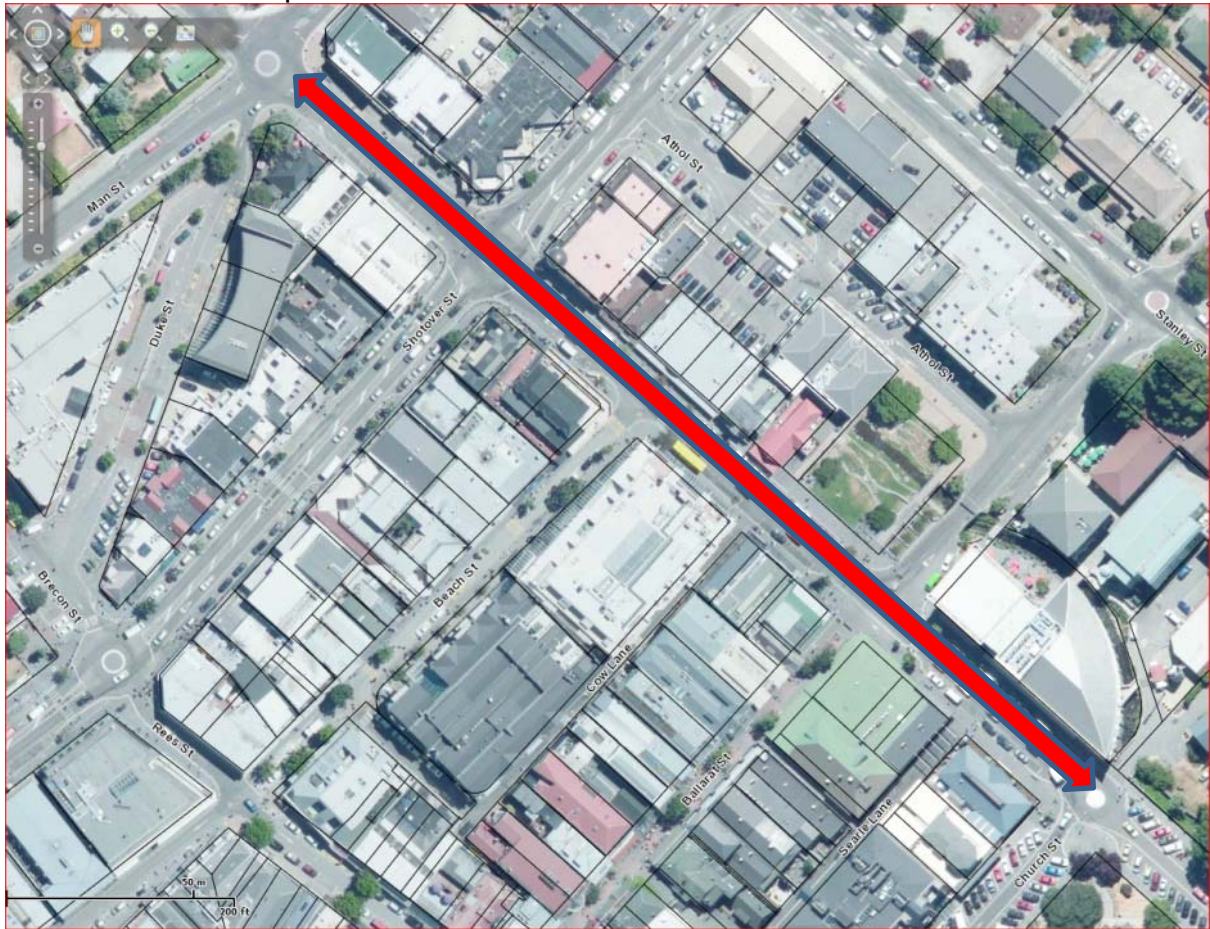
CBD Zone 5 – Rees Street



CBD Zone 6 – Church Street



CBD Zone 7 – Camp Street



CBD Zone 8 – Stanley Street



CBD Zone 9 - Athol Street



CBD Zone 10 – Coronation Drive



Attachment B: Campervans – Indicative sizes

For comparison:

- Holden Commodore (Sedan) - length 4966mm width 1898mm
- Ford Ranger (Ute) Double Cab – length 5362mm width 1977mm (average)
- Toyota Hilux (Ute) Double Cab – length 5255mm width 1760mm

vehicle specifications

[Cooking & Entertaining](#)[Sleeping & Bathroom Facilities](#)[The Vehicle](#)

The Vehicle, safety Features & inclusions

Sleek, compact & easy to drive, the HiTop is packed with features.

Vehicle Make

Toyota Hiace Super Long Wheel Base

Vehicle Dimensions

Length - 5.38m	Width - 1.88m
Height - 2.80m	Interior Height - 2.10m

Safety


2 seatbelts in the driver's cab	1 seatbelt in the main cab
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[Child and Booster seat info](#)

Other Features

12V battery / 240V mains power

Air-con: Drivers Cab



vehicle specifications

[Cooking & Entertaining](#)[Sleeping & Bathroom Facilities](#)[The Vehicle](#)

The Vehicle, safety Features & inclusions

The Venturer is a breeze to drive & is packed with safety features

Vehicle Make

Mercedes-Benz

Vehicle Dimensions

Length - 6.00m – 7.20m	Width - 2.00m
Height - 2.80m – 3.00m	Interior Height - 1.90m

Safety


2 seatbelts in the driver's cab	0 seatbelt in the main cab
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[Child and Booster seat info](#)

Other Features

12V battery / 240V mains power

Air-con: Drivers Cab



vehicle specifications

Cooking & Entertaining

Sleeping & Bathroom Facilities

The Vehicle

The vehicle, safety features & inclusions

The Outbender is packed with safety features for your adventure.

Vehicle Make

Volkswagen or Mercedes

Vehicle Dimensions

Length - 6.9-7.22m

Width - 2.25-2.28m

Height - 3.03-3.25m

Interior Height - 2.10-2.15

Safety

2 seatbelts in the driver's cab

2 seatbelts in the main cab

[Child and Booster seat info](#)

Other Features

Air-con: Drivers Cab

Heating: Main Cab



vehicle specifications

Cooking & Entertaining

Sleeping & Bathroom Facilities

The Vehicle

The vehicle, safety features & inclusions

An easy to drive vehicle, this is one popular vehicle packed with extra features.

Vehicle Make

Mercedes-Benz

Vehicle Dimensions

Length - 7.10m – 7.40m

Width - 2.25m – 2.28m

Height - 3.03m – 3.25m

Interior Height - 2.10m – 2.15m

Safety

2 seatbelts in the driver's cab

4 seatbelts in the main cab

[Child and Booster seat info](#)

Personal safe

Other Features

12V battery / 240V mains





campervan dimensions

Length - 7.00m

Width - 2.00m

Height - 2.80m

Interior Height - 1.94m



campervan dimensions

Length - 7.10m

Width - 2.25m

Height - 3.25m

Interior Height - 2.10m



campervan dimensions

Length - 7.10m

Width - 2.25m

Height - 3.25m

Interior Height - 2.10m



Vehicle Dimensions

Overall Width	1.70m
Overall Height	2.70m
Interior Height	1.95m
Overall Length	4.9m



Vehicle Dimensions

Overall Height	2.30m
Overall Length	7.70m
Overall Width	2.30m
Interior Height	2.10m



Vehicle Dimensions

Overall Length	7.70m
Overall Width	2.30m
Overall Height	3.50m
Interior Height	2.10m



Length: 4.6m
Width: 1.6m
Height: 1.8m



Length: 4.7m

Width: 1.68m

Height: 3m



Length: 4.7m

Width: 1.68m

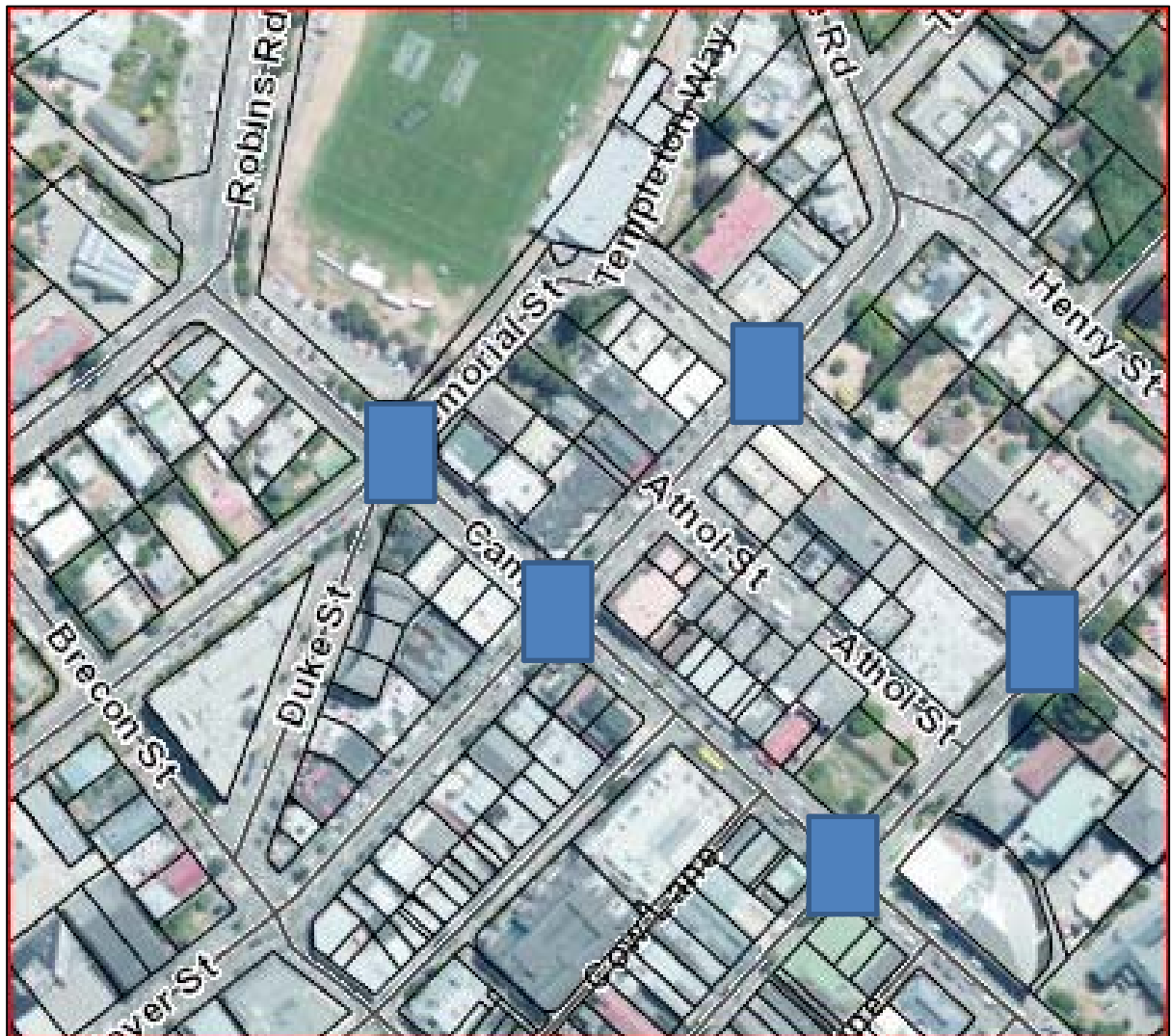
Height: 3m

Attachment C

Arterial Route Signage (approximate locations)



Intersection signage required



Preferred route for campervans

