

**QLDC Council
13 December 2018**

Report for Agenda Item: 3

Department: Property & Infrastructure

Transport and Parking

Purpose

The purpose of this report is to request formal approval of several transport infrastructure implementations and parking changes.

Executive Summary

- 1 Several requests have been received from the Wanaka community and the Wanaka Community Board for additional parking restrictions and allowances in the township, to cope with changing demands and the requirement for additional turnover of central car parks.
- 2 Following increased demand for public transport, a number of new bus stops are required in the Wakatipu area.
- 3 Safety concerns have been raised with conflicting parking uses at 19 – 23 Shotover Street and 35 Fernhill Road.
- 4 The proposed Traffic and Parking Bylaw 2018 (the proposed bylaw) was publicly consulted on from 10 September – 12 October 2018, with a hearing held on 1 November 2018. The proposed bylaw, if adopted by Council on 13 December 2018, will revoke the current bylaw and come into effect from 1 March 2019. Given the urgency and demand for the changes and restrictions it is recommended that the Council resolves to adopt the recommendations outlined in this report.
- 5 The proposed bylaw has a savings clause which will ensure the recommendations, if adopted are carried through to the new bylaw on 1 March 2019.

Recommendation

That Council:

1. **Note** the contents of this report;
2. **Approve** Dedicated campervan parking bays on McDougall Street [as outlined in Attachment A].
3. **Approve** the vehicle size restricted parking bay on McDougall Street [as outlined in Attachment A].
4. **Approve** restricting parking on one parking bay on Brownston Street to 240 minutes, with no return within one hour, between the hours of 8:00 and 20:00, seven days a week, and no overnight parking [as outlined in Attachment A.]

5. **Approve** restricting parking in Ardmore Street car park to 240 minutes maximum, with no return within one hour, between the hours of 8:00 and 20:00, seven days a week [as outlined in Attachment A].
6. **Approve** five car parking spaces in Ardmore Street car park to be restricted to car pool permit holders only, to a maximum of ten hours daily, with no overnight parking [as outlined in Attachment A].
7. **Approve** verge parking off the roadway on Lismore Street where indicated by signs, subject to no overnight parking [and as outlined in Attachment A].
8. **Approve** restricting the marked bus stops at Lakefront Car Park to pick up and drop off only [as outlined in Attachment A].
9. **Approve** the restriction of a bus stop on Camp Street to vehicles with 22 seats and over [as outlined in Attachment B].
10. **Approve** the removal of three car parking spaces on Shotover Street, to be replaced with a bus stop for vehicles with 10 – 22 seats [as outlined in Attachment B].
11. **Approve** the installation of bus stops for use by Large Passenger Service Vehicles [outlined in Attachment B]:
 - a) Willow Place (Peninsula Road)
 - b) Lake Hayes - Arrowtown Road (adjacent to Amisfield Winery)
 - c) Ramshaw Lane
 - d) Fernhill Road (Heritage Hotel)
12. **Approve** the installation of new 'no parking lines' 19-23 Shotover Street for safety reasons [as outlined in Attachment C].
13. **Approve** the removal of one car parking space and the installation of 'no parking lines' at 135 Fernhill Road.

Note the above recommendations are required to meet safety concerns, user demand requirements and adapt for improvements to public transport in the district.

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14/11/2018

Reviewed and Authorised by:



Pete Hansby
General Manager
Property and Infrastructure

28/11/2018

Background

- 6 There are several infrastructure changes and parking restrictions that require amendment prior to the festive season. Under the Traffic and Parking Bylaw 2012 (the bylaw), a resolution from Council is required. The changes include:
 - a. Wanaka Parking Displacements
 - b. Public Transport Infrastructure
 - c. Other areas
- 7 Several of the changes outlined in this report represent changes in priorities of different modes of transport. Priority is given to walking, cycling, shared travel and public transport over private car provisions where it is practicable to do so.
- 8 The proposed Traffic and Parking Bylaw 2018 (the proposed bylaw) was publicly consulted on from 10 September – 12 October 2018, with hearings held on 1 November 2018. The proposed bylaw, if adopted by Council 13 December 2018, will revoke the current bylaw and come into effect from 1 March 2019. Given the urgency and demand for the changes and restrictions it is recommended that the Council resolves to adopt the recommendations outlined in this report.

Wanaka Parking Displacements

- 9 To coincide with the Lakefront Development Plan's initial stages, Ardmore Street Council office refurbishment, safety issues and various requests to address anticipated levels of parking, the implementations as detailed in Attachment A are requested. These include:
 - a. Additional temporary parking for vehicles in the campground / showground until the end of January 2019.
 - b. Dedicated campervan bays on McDougall Street.
 - c. Time restrictions imposed on one parking bay on Brownston Street.
 - d. New restrictions in the Council car park behind Ardmore Street offices.
 - e. Allowing verge parking on part of Lismore Street.
 - f. Bus stop changes in the lake front car park (adjacent to the Log Cabin).
- 10 The campground has capacity over the summer to accommodate several vehicles that would otherwise likely park on the lake front. An approximate number identified is 148 and parking will be permitted between the hours of 08.00 – 20.00 daily, after which the facility will be closed each day. This will continue until the end of January 2019.
- 11 On McDougall Street, there are four unrestricted public parking bays which are slightly wider than is required for standard cars. It is proposed that three of these will accommodate camper vans only, to both assist with parking displacement from the lake front – but also to give clear directions to campervan drivers. The fourth bay will remain as general parking, with restrictions prohibiting campervans and

large vehicles, to avoid sight line issues. All will be restricted 08.00 – 20.00 daily, no overnight parking.

- 12 In the easternmost parking bay on Brownston Street by Pembroke Park, a time restriction will be imposed to match the car park in Pembroke Park. This will allow for parking up to 240 minutes. The restrictions will be in place from 08.00 to 20.00 daily, and include no overnight parking, no return within 1 hour.
- 13 As the initial stage of the Lakefront Development Plan has been initiated (Mount Aspiring Car Park), the long term aim to remove car parking from the immediate lakefront needs to be signalled. The second stage, including a dedicated active travel path connecting to Stage 1, will be implemented in the second half of this financial year. The change in activity will be socialised through an activation of the Reserve, encouraging more people centric usage.
- 14 Physical barriers to parking will be introduced temporarily as part of the Lakefront Development Plan. This event, consisting of a temporary gathering area complete with information boards will be managed by the Parks and Reserves team and will also see increased pedestrian activity in the area.
- 15 Behind the Council's Ardmore Street offices, the car park will have new time restrictions allowing a maximum of 240 minutes parking, with no return within one hour. A car pool trial will be established, with similar conditions to the Queenstown scheme, being free parking, subject to a minimum of three qualifying users, for a maximum of ten hours per day, and no overnight parking. These measures are designed to assist the turnover of vehicles between the hours of 08.00 and 20.00 daily and to introduce the move away from free all day parking in the town centre.
- 16 A section of Lismore Street has been identified as having capacity to provide for formalised verge parking, which is otherwise prohibited by the Bylaw. This will provide free all-day parking close to town, with a restriction of no overnight parking.
- 17 Bus parking – lake front car park (adjacent to the Log Cabin). The two parallel bus bays are currently significantly oversubscribed and not being operated efficiently or safely. The signage and line marking will be upgraded to clearly signal its use as a bus stop, which allows for pick up and drop off only, no parking.

Public Transport infrastructure.

- 18 The Transport Improvements Fund project has identified the following requirements:

Willow Place / Peninsula Road

- a. This stop has been previously utilised as a bus stop on an informal basis. Recently, bus stop box markings had been covered during a re-seal activity because of the lack of formal recognition. The location has undergone consultation and a new shelter is included in the first round of work Nov – Dec 2018. It is appropriate to now formalise the bus stop through Resolution.

Amisfield

- b. A pair of stops has been identified to serve the small but growing community in this area, the Lakes Hayes Pavilion area, and a connection to the recreational trails / active travel network. This lies on the Arthurs Point to Arrowtown route (via Queenstown and Frankton). Consultation has been completed.

Ramshaw Lane

- c. A new bus stop is proposed on the north side of Ramshaw Lane to allow the Orbus service to work efficiently, as requested by the Otago Regional Council. The location will be close to the new toilet block and will remove nine existing car spaces. The location has been identified through close working with groups from the Arrowtown Community. The existing stop immediately behind the Museum will remain, and improvements to the seating area will be carried out in agreement with the Museum staff.

Fernhill Road, Heritage Hotel

- d. The bus service previously stopped under the porte-cochere of the hotel which is no longer a viable manoeuvre. In agreement with the hotel management, a new location has been identified.

Shotover Street / Camp Street

- e. A change to the existing provision around the Station Building has been requested by the business operators, and supported by officers for safety and efficiency reasons. Smaller vehicles have been blocking the bus stop space, causing larger vehicles to partially block traffic on Shotover Street as they queue for space. This has been impacting on general traffic in Shotover Street, especially larger vehicles such as Public Transport buses, negotiating the roundabout. The current stop on Camp Street will have a restriction imposed to allow only larger bus / coaches (22 seats and over). Three car parking bays on Shotover Street will be modified to allow smaller passenger vehicles (10 to 22 passengers). NZTA have been consulted (the State Highway runs through Shotover Street to Steamer Wharf).

19 Further stops and facilities are currently being designed and will be brought to Council in the New Year.

Other Areas

- a. 19 – 23 Shotover Street - The current food retail activity is causing a frequent issue for the enforcement team and represents a safety hazard. Motor scooters / bikes continually park outside the loading bay but partially inside the white line delineating the edge of the traffic lane, and consequently overhanging that lane. Addressing this issue is on the NZTA work programme but yet to have a definite time frame. To address risk and simplify enforcement procedures, no-parking lines will be installed.
- b. 135 Fernhill Road - Additional no-parking lines are required immediately adjacent to the Alpine Meadows apartments access. The works are needed

due to the road gradient and curvature, to ensure sight distances are achieved. One parking space will be removed.

Relevant Council Bylaws

20 The relevant bylaws are:

- Traffic and Parking Bylaw 2012
- Traffic and Parking Bylaw 2018 (Proposed)

These requirements allow Council to make changes to the Bylaw by way of resolution. This enables the enforcement of the restrictions.

Budgets

21 Budget is available for the changes in existing budgets. Costs are low and required for project management, traffic engineering, and the installation of signs and marking.

Options

22 Option 1 Do nothing, do not implement traffic and parking restrictions included in Attachments A, B, and C.

Advantages:

- No disruption to existing provisions.
- No direct costs.

Disadvantages:

- Parking displacements from various projects will not be addressed, leading to community dissatisfaction.
- Increased enforcement resources will be required.
- Changes to activities in and around the Wanaka Lakefront and town centre may result in lowered levels of safety.
- Wanaka Community Board's request for safety has not been met.

23 Option 2 Implement the traffic and parking restrictions included in Attachments A, B, and C.

Advantages:

- The displacement parking in Wanaka will be achieved in a controlled manner.
- Safety will be improved at perceived problem locations in Wanaka, Arrowtown and Queenstown.
- Community views have been incorporated.

- Wanaka Community Board's request for safety has been met.
- Signals will be sent to the wider community about changing priorities in transport.

Disadvantages:

- Increased enforcement will be required
- Minor disruption to previous informal parking on the Wanaka Lakefront.
- Minor disruption to established uses in Arrowtown and Queenstown.

24 This report recommends **Option 2** - Implement the traffic and parking restrictions included in Attachments A, B, and C for addressing the matter because it will result in operational efficiency and not disadvantage those who may be affected.

Significance and Engagement

25 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because those directly affected will be consulted.

26 This matter relates 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 low. This matter relates to this risk because potentially affected parties are consulted so the risk is mitigated.

Financial Implications

27 Costs of the projects are within existing budgets.

Council Policies, Strategies and Bylaws

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

- 10-Year Plan 2018-2028 strategic framework contributing to efficient and effective infrastructure and a responsive organisation
- Traffic and Parking Bylaw 2012 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.

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

30 This matter is not explicitly identified in the 10-Year Plan/Annual Plan as a separate line item / activity.

31 It can be delivered within general infrastructure management activities, in alignment with other supporting projects such as town centre planning and the broader Council road safety initiatives and roading maintenance contracts.

Local Government Act 2002 Purpose Provisions

32 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 increasing amenity levels of public parking and public transport infrastructure.;
- 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.

Consultation: Community Views and Preferences

33 The persons who are affected by or interested in this matter are the Wanaka Community, NZTA, and the immediate neighbours to new bus stops.

34 Consultation with the Wanaka Community Board has occurred as they have sought the changes proposed in Wanaka.

35 The location for the bus stop at Ramshaw Lane has provided a divided response from Arrowtown community representatives. The matter is opposed by the Arrowtown Promotion and Business Association but accepted by the Arrowtown Planning Advisory Group. The former wish to see displacement parking at Hansen Park, a small Reserve between Ramshaw Lane and Merioneth Street. Parks and Reserves staff are investigating the matter. Both the Arrowtown groups would like to see different routing so that the second stop is not required in the longer term. Officers note that route choice is not currently under QLDC's control.

Attachments

A Wanaka Parking Displacements

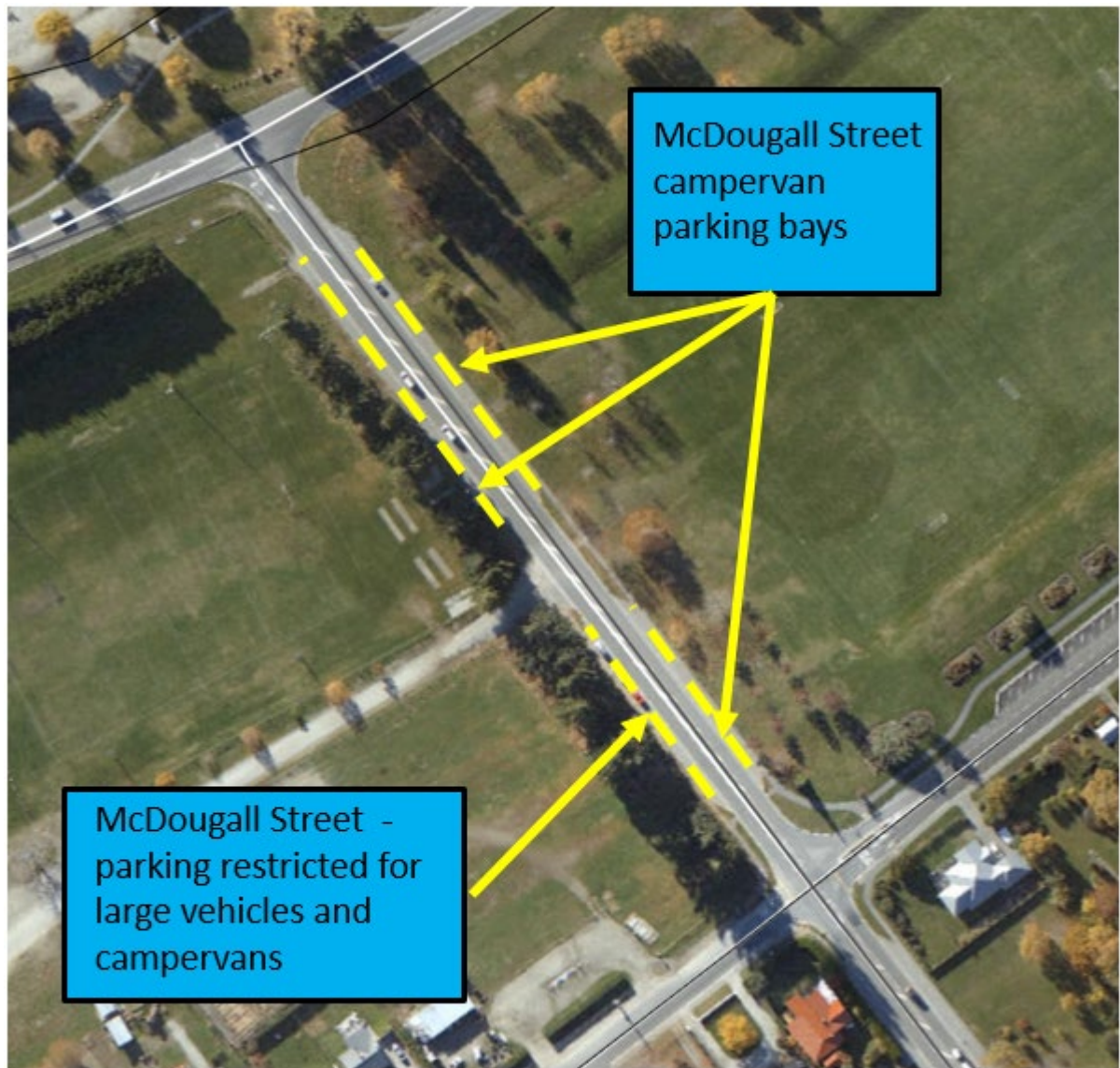
B Public Transport Infrastructure

C Other Areas

Camp ground temporary parking



Campervan bays



Brownston Street parking bay



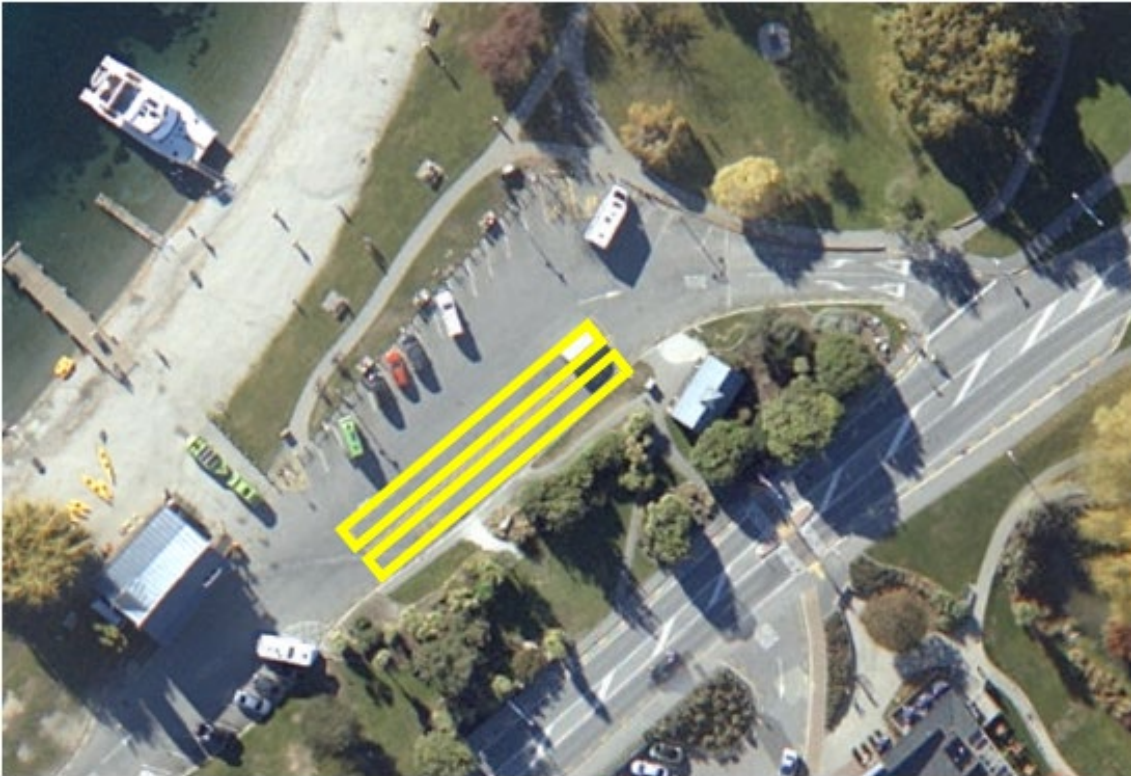
Ardmore Street – Council office parking



Lismore Street



Lakefront car park – bus stops



Attachment B

Willow Place



Amisfield (Lake Hayes / Arrowtown Road)



Ramshaw Lane

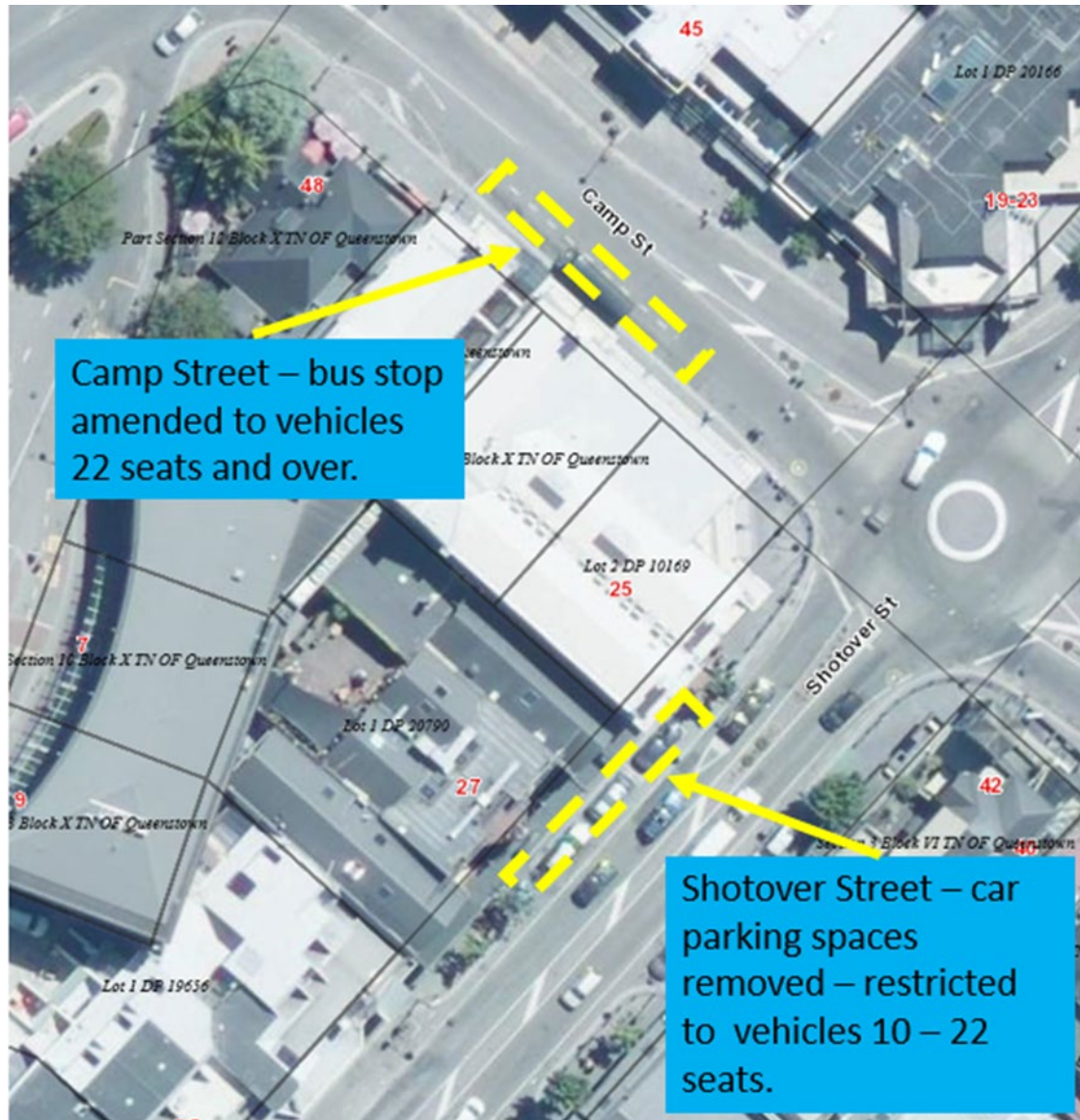


Heritage Hotel, Fernhill Road



Attachment C

Station Building (Camp Street / Shotover Street)



Shotover Street



Fernhill Road

