

**QLDC Council
14 June 2018****Report for Agenda Item: 2****Department: Property & Infrastructure****Transport – Frankton Parking****Purpose**

The purpose of this report is to finalise the displacement parking (from the State Highway) in the residential areas of Frankton.

The purpose is also to provide an improvement to the bus stop allocation at the Frankton Transfer Hub (Bus Station).

Recommendation

That Council:

1. **Note** the contents of this report;
2. **Approve** the further parking restrictions in:
 - a. Boyes Crescent
 - b. Wilmot Avenue
 - c. Douglas Street
 - d. Robertson Street
 - e. Lake Avenue
 - f. Stewart
 - g. Yewlett Crescent
3. **Approve** the extension of the bus stop within the Frankton Transfer Hub.

Prepared by:



Tony Pickard
Transport Strategy Manager

29/05/2018

Reviewed and Authorised by:



Ulrich Glasner
(Acting) General Manager
Property and Infrastructure

29/05/2018

Background

- 1 In early 2017, New Zealand Transport Agency (NZTA) agreed to delegate aspects of its bylaw to QLDC to control and manage parking restrictions along a section of the State Highway adjacent to the Airport. This had been requested by NZTA, Queenstown Airport Corporation (QAC) and members of the public, on the basis of safety and amenity.
- 2 The resulting displacement of parking from this area was accommodated in nearby residential areas in Frankton, which created some community concern. The effects of the changes were investigated by external transport engineers and there were only minor increases in the density of parking (on Bridge Street – assumed to be by construction vehicles for the Kawarau Bridge work, and on Copper Beach Avenue – cause unknown.) Since that time staff have worked with the community, through the Frankton Community Association (FCA) and a consultant traffic engineering firm, to identify solutions that would improve the initial implementations. Feedback from a meeting with FCA and consultant engineers was that the measures had generally had a positive effect and that parking occupancy overall in Frankton was at less than 40% (the planning norm is that 85% is considered the highest acceptable level, as this allows for peak times/events).
- 3 The resulting provisions are a balance of the community's wishes and requisite safety matters, whilst maintaining the intended parking provisions. They are brought to Council to comply with the needs of the Traffic and Parking Bylaw to allow their enforcement, but also as a belated response to the requirements of an earlier report in 2017¹ which authorised the control of the initially displaced parking. The mitigation for the delayed response to Council was an attempt to improve the Council's relationship with the community.
- 4 The implementation of the new public transport service in November 2017, combined with further parking restrictions in Queenstown town centre in March 2018, has caused an increase in parking occupancy in the streets closest to the Frankton Transfer Hub (bus station) as observed by officers. These effects are limited to within approximately 200 - 300 metres of that point.
- 5 The further works are combined in Attachment A and affect parts of:
 - a. Boyes Crescent
 - b. Wilmot Avenue
 - c. Douglas Street
 - d. Robertson Street
 - e. Lake Avenue
 - f. Stewart Street
 - g. Yewlett Crescent
- 6 During the course of the investigations, a safety issue relating to the position of an existing parking provision at the transfer hub was highlighted by Otago

¹ Parking Restrictions – Frankton and Glenda Drive, QLDC Council, 25 May 2017

Regional Council (ORC) and the bus operator (Ritchies). This prevented the buses pulling out safely. The solution proposed is to remove two car parking spaces to allow public transport vehicles to use one extra bay adjacent to the facility.

- 7 With the availability of parking in the surrounding streets and within a few hundred metres, this loss is minor. Three public parking spaces and one mobility space remain for drop-offs and pick-ups.

Comment

- 8 The works under this project will coincide with line marking of the same or adjacent areas through the programme of works from the Maintenance and Operations team. Where possible, these have been combined to simplify the outcomes, noting the community's wishes to minimise the level of marking, where possible.
- 9 The restrictions are intended to allow a level of parking on the residential streets to accommodate the displacements, but within the anticipated planning levels of parking, i.e. under 85% of capacity.
- 10 These works will be followed in Frankton (in the 2018/2019 planning year) by the parking strategy that is an implementation of the Queenstown Integrated Transport programme of works. This will initially address parking of all types in the Queenstown town centre, but also the Glenda Drive Industrial Area and the established residential areas of Frankton (see Attachment 2).

Legislation

- 11 The relevant legislation requirement is summarised as:

Traffic and Parking Bylaw 2012 (now under review)

Section 6 No Parking Areas

Section 12 Parking Places and Transport Stations

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

Budgets

- 12 Budget is available for the changes within existing budgets (within the Frankton Flats Strategy Implementation) for both work streams. Costs are required for project management, traffic engineering and the installation of signs and marking.

Options

- 13 Option 1 Do nothing, do not implement further parking restrictions.

Advantages:

- No further costs.

Disadvantages:

- Community views will not be represented in the outcome of the scheme.
- Displacement parking will not be achieved in a control manner.
- Safety and efficiency of public transport operations will be adversely affected.

14 Option 2 Implement the parking restrictions in:

- Boyes Crescent
- Wilmot Avenue
- Douglas Street
- Robertson Street
- Lake Avenue
- Stewart
- Yewlett Crescent

Advantages:

- The displacement parking will be achieved in a controlled manner.
- Community views have been incorporated.

Disadvantages:

- Nil

15 Option 3 Extend the bus stop provision in the Frankton Bus Hub.*Advantages:*

- The public transport operation's safety and efficiency will be improved.

Disadvantages:

- Two public parking spaces will be lost within the hub site.

16 This report recommends both **Options 2 and 3** for addressing the matter because it will result in operation efficiency and not disadvantage those who may be affected

Significance and Engagement

17 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.

18 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

19 Costs of the projects are within existing budgets.

Council Policies, Strategies and Bylaws

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

- Traffic and Parking Bylaw 2012

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

22 This matter is included in the 10-Year Plan/Annual Plan under:

- Core Infrastructure and Services
- Effective and efficient infrastructure that meets the needs of growth.

Local Government Act 2002 Purpose Provisions

23 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

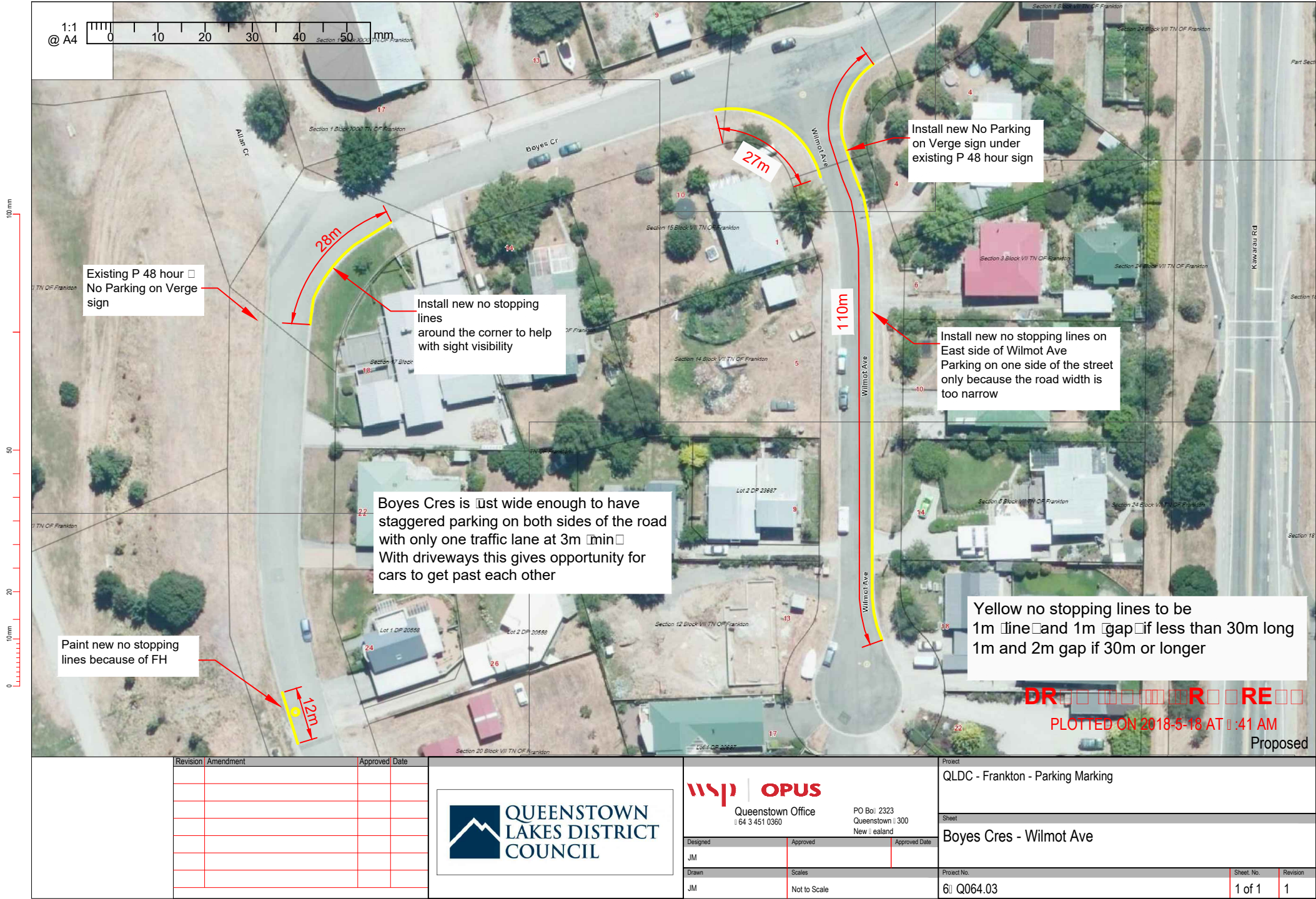
The persons who are affected by or interested in this matter are the Frankton community and public transport users.

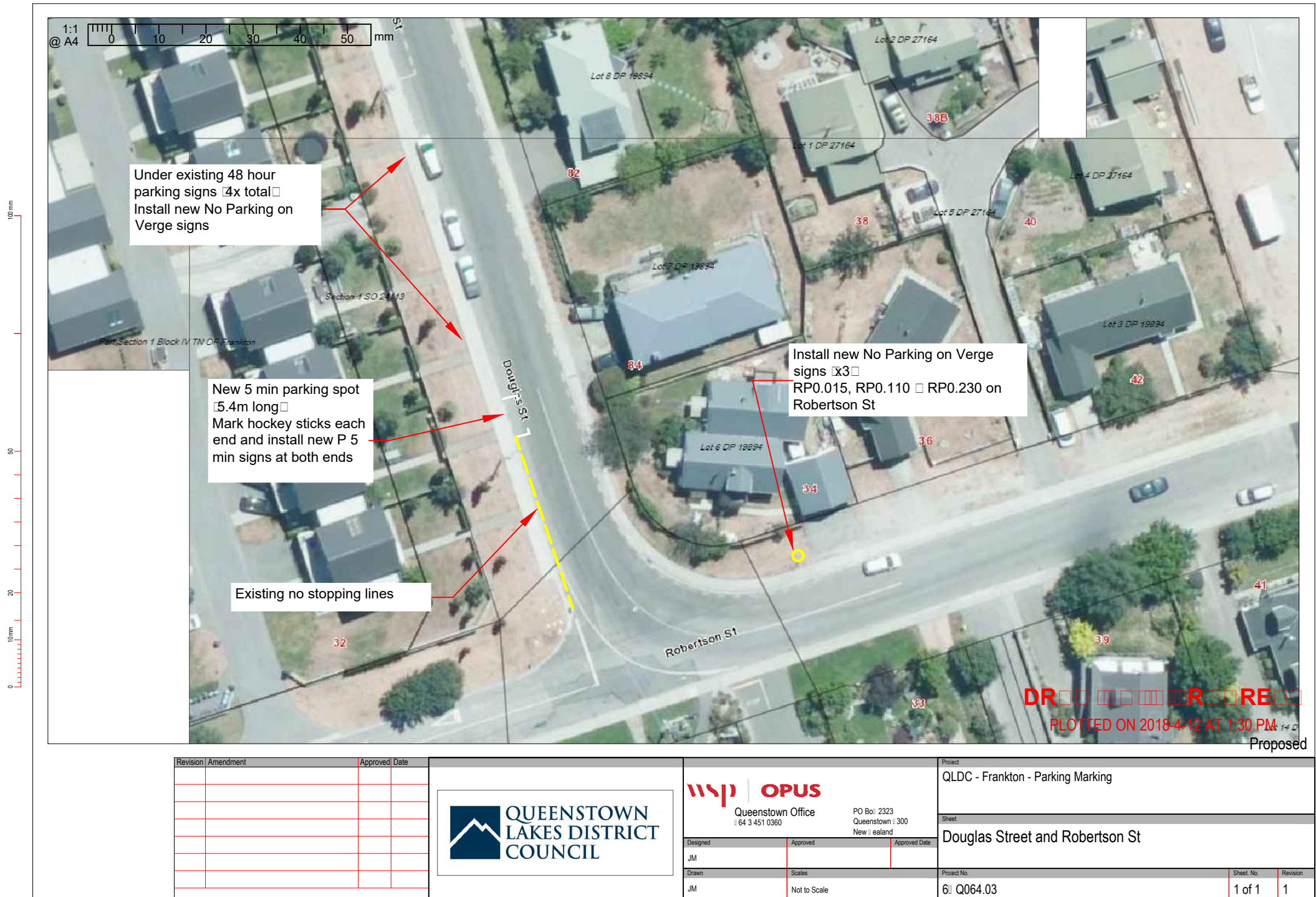
Attachments

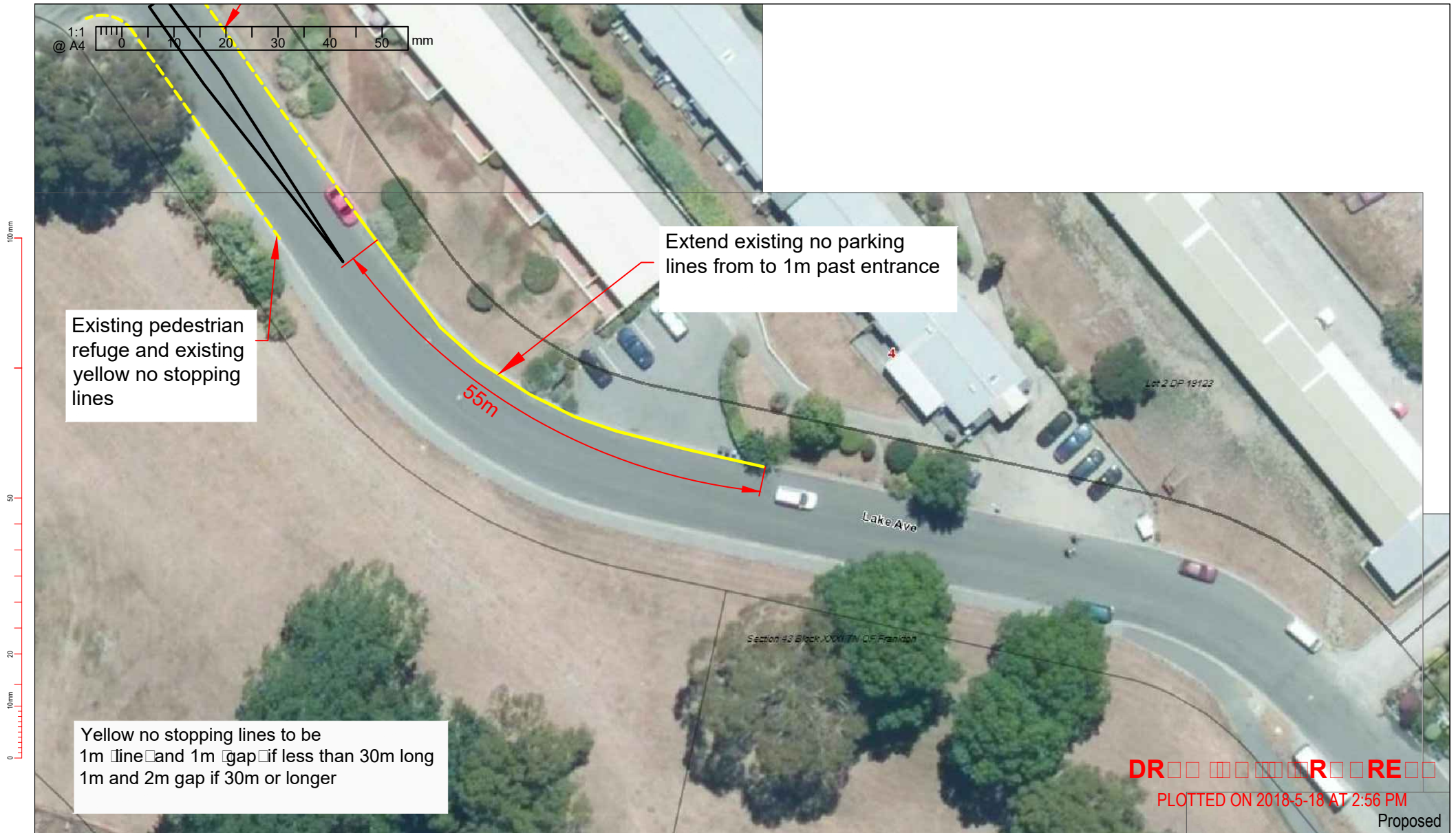
A Parking restrictions Frankton residential area

B Indicative scope for Queenstown and Frankton Parking Strategy

C Additional bus stop at Frankton Hub





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**QUEENSTOWN
LAKES DISTRICT
COUNCIL**



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064 3 451 0360

PO Box 2323
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New - 6/1/2018		
Designed	Approved	Approved Date
JM		
Drawn	Scales	
JM	Not to Scale	

Project	QLDC - Frankton - Parking Marking
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Sheet

Lake Avenue

Project No.	6 Q064.03
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Proposed

Sheet No.	Revision
1 of 1	1



Install new No Parking on Verge signs ☒3 ☐
RP0.017, RP0.110 ☐ RP0.230 on Robertson St

Yellow no stopping lines to be 1m and 2m gap if 30m or longer

Proposed

[illegible]

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Designed	Approved	Approved Date
JM		
Drawn	Scales	
JM	Not to Scale	

Project	QLDC - Frankton - Parking Marking
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Sheet

Robertson St

Project No.	6 Q064.03
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Sheet No.	Revision
1 of 1	1



Revision	Amendment	Approved	Date					Project QLDC - Parking Marking		Sheet Stewart St		Project No. 6/ Q055.05		Sheet No. 4 of 4		Revision 1	
Designed	Drawn	Approved	Approved Date														
JM	JM																



Revision	Amendment	Approved	Date



QUEENSTOWN
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Designed	Approved	Approved Date
JM		
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JM	Not to Scale	

Project
QLDC - Frankton - Parking Marking

Sheet
Yewlett Cr

Project No.
6/ Q064.03

Sheet No.
1 of 3

Revision
1

Attachment B**Indicative scope of parking strategy study in Frankton**

