

**Traffic & Parking Subcommittee
2 December 2021**

Report for Agenda Item | Rīpoata moto e Rāraki take: 2

Department: Property & Infrastructure

Title | Taitara Frankton South Residential Area – 48 Hour Parking

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

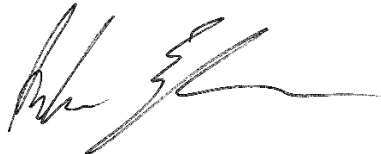
- 1 The purpose of this report is to address the current issues with on street parking in Frankton south (see map in Attachment A) and recommend changes to be implemented to resolve these issues.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Traffic & Parking Subcommittee:

1. **Note** the contents of this report, and in particular, that residents of Frankton south are experiencing excessive parking on their streets due to airport users parking on them;
2. **Approve** a 48 hour parking area restriction on all roads in Frankton south from and including Robertson St and all public roads in a south east direction, to, and excluding, Cherry Blossom Dr. This area specifically includes the roads:
 - Robertson Street
 - Alta Place
 - Remarkables Crescent
 - Riverside Road
 - Kawarau Place
 - Alda Avenue
 - Copper Beech Avenue
 - Magnolia Place
 - Juniper Place
 - Elm Tree Avenue
 - Chestnut Circle

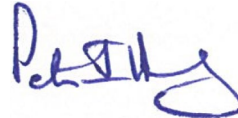
Prepared by:



Andrew Edgar
Senior Transport Engineer

18/11/2021

Reviewed and Authorised by:



Peter Hansby
GM Property and Infrastructure

24/11/2021

CONTEXT | HOROPAKI

- 2 Local streets in Frankton have been used as overflow parking from the airport, prompting Council to implement a 48 hour parking restriction on McBride Street, Ross Street, Douglas Street and Robertson Street (east of Douglas) at its November 2015 meeting, and extended the 48 hour parking restriction to the entire “Old Frankton area (all roads south of State Highway 6A and west of State Highway 6 to the lake) at its May 2017 meeting.
- 3 It appears local streets south of Robertson St (including Robertson St west of Douglas St) and west of Cherry Blossom Dr (see map in Attachment A) that currently do not have 48 hour parking are now being affected by overflow from airport parking.
- 4 Anecdotally this became worse when the airport park and ride was shut down due to the Covid 19 pandemic reducing flights, but there have been reports in council’s RFS system suggesting airport users parking on these roads since the 48 hour parking went in on the other streets.
- 5 Council is developing a Comprehensive Parking Management Plan that will cover the district. This will provide a set of consistent parking management interventions to address parking issues identified across the district, including in this area. Any parking restrictions made now may change based on the plan, or it may be found to be the best solution and remain.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 6 Once the airport reinstates the park and ride, overflow parking from the airport on the Frankton south streets may reduce.
- 7 However, as the option of parking in the Frankton south streets has already been established in people’s minds, it is likely that a number of current users will still take advantage of the free parking in these streets rather than use the park and ride.
- 8 It has also already been observed that as restrictions are implemented, airport users have moved into streets further away from the airport. It is important that any option covers all of the remaining.
- 9 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:

Options

10 **Option 1 - Do nothing**

Advantages:

- 11 Overall, residential streets have the parking capacity to absorb extra parking.
- 12 No extra enforcement is needed.

Disadvantages:

- 13 The parking is likely to be concentrated closest to the airport so residents in some streets will experience 100% parking use, with space not used by residents taken up by airport users, while streets further away may have some airport users, and others none.
- 14 From previous 48 hour parking restrictions, airport users will simply park further away from the airport creating problems for streets that previously had minimal issues.
- 15 Drivers requiring parking for less than 48 hours may still park in the residential streets.

Option 2: 48 hour (2 day) restricted parking over Frankton south streets (see map in Attachment A).

Advantages:

- 16 48 hour restrictions can be implemented quickly once approved.
- 17 “Old Frankton” west of State Highway 6, plus Douglas St and Robertson St east already have 48 hour restrictions.

Disadvantages:

- 18 Airport users requiring parking for less than 48 hours may still park in the residential streets. This is not likely to affect the Frankton south residents as streets closer to the airport will be preferable to these users.
- 19 Signage requirements (at least every 100m) will mean a lot of additional signs through Old Frankton.
- 20 Daily parking enforcement will be needed to ensure vehicles are not parked for more than 48 hours.
- 21 May disadvantage residents with more vehicles than parking available on their property, especially over weekends and public holidays.

Option 3: Residential permit scheme over all of Frankton.

Advantages:

- 22 A scheme could be established that allows residents to park for periods longer the 48 hours (up to the existing maximum of 7 days) and allow their visitors to park, but create greater restrictions for airport users that will mean parking in residential streets is not an option.

Disadvantages:

- 23 Enforcement will need to be intensive to check each vehicle’s residential permit, or number plate recognition technology will need to be purchased.
- 24 Residents who forget to use or lose permits will face fines.

- 25 Establishing and maintaining a residential permit can be problematic with decisions around the number of permits per household, costs of permits and tracking permits given the District's transient population.
- 26 This report recommends Option 2 for addressing the matter because it will address the immediate issue of airport users currently parking in the residential streets of Frankton south.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 27 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because the decision only affects a small element of the community: airport users looking for free parking and residents in the Frankton south neighbourhood.
- 28 The persons who are affected by or interested in this matter are airport users looking for free parking and residents in the Frankton south neighbourhood.
- 29 The Council has completed a considerable amount of consultation before the 2015 and 2017 decisions. The public has also provided feedback to council through the RFS system, and particularly through Councillor Glyn Lewers, that the airport parking on residential streets is particularly noticeable on Frankton south streets.

> MĀORI CONSULTATION | IWI RŪNANGA

- 30 The Council has not consulted with iwi regarding this issue as it is regarding the management of existing parking.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 31 There is no specific risk within Council's risk register that this matter addresses.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

- 32 Signage will be paid for using existing budgets.
- 33 Enforcement of the existing 48 hour parking restrictions will be extended to cover Frankton south.

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

- 34 The following Council policies, strategies and bylaws were considered:
- Traffic and Parking Bylaw 2018
- 35 The recommended option is consistent with the principles set out in the named policy/policies.

36 This matter is not included in the Ten Year Plan/Annual Plan as it relates to the management of existing parking.

LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

37 The recommended option:

- 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. This decision is being made on behalf of the residents of Frankton south who have airport users parking for extended periods on their streets. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act
- Can be implemented through current funding under the Ten 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

A	Frankton south streets for extended 48 hour parking restrictions
---	--

**Traffic and Parking Subcommittee
2 DECEMBER 2021**

Agenda Item 2, Attachment A: Frankton south streets for extended 48 hour parking restrictions

