

Wānaka Community Board
8 July 2021

Report for Agenda Item | Rīpoata mot e Rāraki take : 1

Department: Property & Infrastructure

Title | Taitara Anderson Heights Commercial Area Parking Restrictions

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

- 1 The purpose of this report is to consider proposed parking restrictions for the Anderson Heights Commercial Area.

EXECUTIVE SUMMARY | WHAKARĀPOPOTANGA MATUA

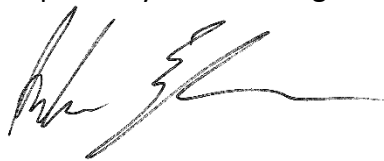
- 2 The Queenstown Lakes District Council Traffic and Parking Bylaw 2018 ('the bylaw') regulates parking and the use of roads and public spaces under Council's control.
- 3 The bylaw was adopted by Council at its 13 December 2018 meeting and came into effect on 1 March 2019.
- 4 The parking restrictions proposed for approval in this report are timed parking restrictions in the Anderson Heights commercial (Cliff Wilson Street, Reece Crescent, Link Way and the Council owned, off-street "Mitre 10" car park).
- 5 General consultation has been conducted with the businesses in the area to determine the restrictions required, or otherwise. Following this feedback, further consultation was conducted to propose a 1 hour parking restrictions and loading zones as shown in Attachment A.
- 6 The overall indications were: 8 support; 3 neutral; and 14 oppose.
- 7 However, it was noted by 3 respondents that the "Mitre 10" car park could be better utilised.
- 8 The proposed parking restrictions will convert approximately 68 free parking spaces into 1 hour parking spaces and 3 loading zones. There are 90 parking spaces available in the "Mitre 10" car park. Along with some businesses converting customer parking into all day staff parking, the displaced all day parking vehicles should have enough alternatives that there may only be minor displacement into adjoining streets.

RECOMMENDATION | NGĀ TŪOHUNGA

That the Wānaka Community Board:

1. **Note** the contents of this report;
2. **Approve** changes to the restrictions in Anderson Heights [as set out in Attachment A], noting that these will come into force once signed and marked.

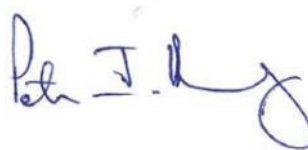
Prepared by: Andrew Edgar



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22/06/2021

Reviewed and Authorised by:



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General Manager, Property &
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25/06/2021

CONTEXT | HORPOAKI

- 9 The Queenstown Lakes District Council Traffic and Parking Bylaw 2018 ('the bylaw') regulates parking and the use of roads and public spaces under Council's control.
- 10 Changes to existing restrictions or the implementation of new restrictions requires a Council resolution prior to implementation.
- 11 In the Anderson Heights commercial area (Cliff Wilson Street, Reece Crescent, Link Way and the Council owned, off-street "Mitre 10" car park) it has been identified that there is a lot of on-street parking being used for daily commuter parking.
- 12 The intention of public on-street parking is for it to be used as overflow parking when on-site parking is fully used, and for visitor parking.
- 13 Due to the amount of commuter parking being used in the streets (and consultation has confirmed it is being used for commuter/staff parking) the available visitor (customer) parking has become limited.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

Consultation

- 14 Consultation was conducted with businesses, residents and owners in the Anderson Heights commercial area in October 2020. This involved an online interactive map and the opportunity to comment on specific parking issues in the area.
- 15 The resultant comments, specifically about parking in the commercial area, can be summarised as follows (number of comments from unique respondents in brackets):
 - a. Encourage more use of the "Mitre 10" car park. (3)
 - b. Staff parking on-street is restricting customer short term parking. (3)
 - c. District plan rules do not require enough on-site parking. (2)
 - d. Restricting parking will transfer the problem elsewhere. (7)
 - e. No parking restrictions required. (2)
 - f. Staff need on-street all day parking. (4)
 - g. Customers use off-street parking at businesses. (6)
 - h. Enforcement of on-site parking should occur.
 - i. Add more parking. (2)
 - j. Loading zone requirements identified. (3)
 - k. No public transport options.
 - l. 60 to 90 minute restrictions requested. (Cliff Wilson and Reece)
 - m. 120 minutes requested (Reece)
 - n. Some vehicles park for more than a week.
- 16 Overall indications: 50% for no restrictions, 8% for 60 minutes, 12% for 120 minutes, 12% for Loading Zones and 19% for other.

- 17 Given that the purpose of public on-street parking is to be available for visitor (customer) parking, but recognising there is also a demand for overflow staff parking, plus the request for some loading zones, a proposal for a mix of on-street 60 minute parking, long term parking and loading zones was developed. See Attachment A.
- 18 Consultation in June 2021 proposed the option in Attachment A in an online survey. The previous respondents were contacted to comment, and the general public was generally notified of the survey through social media.
- 19 The overall indications were: 8 support; 3 neutral; and 14 oppose. Note, one of the respondents who supported the proposal did not leave any other identifiers and so it is not clear whether it was a unique response, or a repeated response.
- 20 The additional comments, specifically about parking in the commercial area, can be summarised as follows (number of comments from unique respondents in brackets):
 - a. Can a longer time be considered for customers?
 - b. Restricting parking will transfer the problem elsewhere. (7)
 - c. No public transport system as an alternative. (5)
 - d. No alternative paid parking.
 - e. Customers not being able to park means businesses will lose income.
 - f. Loading zone opposite Link Way removed and made “No Parking” to help vehicle flows.
 - g. Encourage more use of the “Mitre 10” car park. (3)
 - h. More parking needed. (2)
 - i. Strongly oppose.
 - j. Excellent proposal.
 - k. Majority of businesses have onsite parking for customers, and rely on on-street parking for staff. (4)
 - l. Finding a park is difficult.
 - m. More customer parking should be provided on-site.

District Plan considerations and implications

- 21 The District Plan outlines the requirements for parking and traffic to complement the Council’s overall land use goals and objectives for district development.
- 22 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

- 23 Enforcement will only occur when any approved restrictions are appropriately marked and/or signed.
- 24 An education programme will be implemented before enforcement begins.

25 Enforcement will initially be on a random basis and the level of transgressions will be monitored.

Proposed parking restriction changes

26 Although it is clear some businesses provide on-site parking for customers, it is also clear that some businesses do not provide customer parking on-site and rely on parking being available on-street. This is a fair assumption as public on-street parking is typically for visitors (customers) and for over-flow parking.

27 The proposal in Attachment A has approximately 58 on-street parking spaces to be converted to 1-hour restricted parking spaces made up of:

- a. 24 on Cliff Wilson Street
- b. 29 on Reece Crescent
- c. 5 on Anderson Road

28 There are 10 parking spaces proposed to be converted to loading zones.

29 Some of the displaced all day parked vehicles will be able to use the 90 parking spaces in the “Mitre 10” car park. Along with signage for any approved restrictions, the signage for this car park will be improved to indicate it is available for all day parking.

30 Some of the businesses that currently have on-site parking for customers will also be able to convert this to staff parking and take advantage of the customer parking being available on-street.

31 There may be some displacement of parking outside the Anderson Heights commercial area while these changes take place, but with the “Mitre 10” car park being better used, this displacement should be minor.

32 The proposed parking restrictions are detailed in Attachment A.

Anderson Heights commercial area timed parking restriction

Options

33 Option 1: Approve the parking restrictions in Attachment A.

Advantages:

34 Provides customer parking for businesses that do not have on-site customer parking.

35 Still allows for longer term parking in the area.

36 Provides loading zones, especially for larger vehicles.

Disadvantages:

37 May cause conflict with vehicle owners receiving infringements for parking in restricted areas.

38 May result in displacement of vehicles to areas that are not subject to the restrictions.

39 Option 2: Not approve the parking restrictions as identified in this report.

Advantages:

40 No cause for conflict with vehicle owners receiving infringements for parking in restricted areas.

41 Will not result in the displacement of vehicles to other areas.

Disadvantages:

42 Customers may not be able to find parking and take their business elsewhere.

43 Large trucks will continue to have difficulty delivering in the area.

44 This report recommends **Option 1** for addressing the matter because it addresses issues raised by the public and council officers to improve the management of parking in the Anderson Heights commercial area.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

45 This matter is of low significance, as determined by reference to the Council’s Significance and Engagement Policy because parking restrictions are based on community feedback, council officer recommendations and outputs from master planning requirements. These restrictions will only affect a proportion of long term drivers parking in the area. It is not considered that the proposed amendments are likely to be a significant impact on the general public. Accordingly, it is not considered that it is required to follow the special consultative procedure in accordance with section 156(1)(a) of the Local Government Act 2002.

46 It is considered that the Council’s general consultation requirements under section 156(1)(b) of the Local Government Act 2002 would be complied with by through the recommendations in this report.

47 The persons who are affected by or interested in this matter are business owners; long term parkers; customers and visitors (residents and ratepayers); heavy motor vehicle users.

48 Consultation with businesses in the area were consulted with as set out in paragraphs 13-19.

> MĀORI CONSULTATION | IWI RŪNANGA

49 The Council has not sought the specific views of iwi for these operational changes.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 50 This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK00031 Ineffective management and governance over legislative compliance within the QLDC Risk Register. This risk has been assessed as having a low inherent risk rating.
- 51 The approval of the recommended option will support the Council by allowing the risk to be avoided. This shall be achieved by ensuring operational processes are consistent with legal and regulatory requirements to support education and enforcement activities.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

- 52 The cost associated with installing the required signage and road markings, and the required enforcement, will be met from current budgets.

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

- 53 The following Council policies, strategies and bylaws were considered:
- Alignment with and consideration of the principles of the Vision Beyond 2050.
 - 10-Year Plan 2018-2028 strategic framework contributing to efficient and effective infrastructure and a responsive organisation
 - Traffic and Parking Bylaw 2018 as existing regulation
- 54 The recommended option is consistent with the principles set out in the named policy/policies.
- 55 This matter is not included in the Ten Year Plan/Annual Plan as a specific activity and can be delivered within general infrastructure management and enforcement activities.

LEGAL CONSIDERATIONS AND STATUTORY RESPONSIBILITIES | KA TURE WHAIWHAKAARO, ME KĀ TAKOHAKA WAETURE

- 56 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-KĀIKA

- 57 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. The recommendation in this report is appropriate and within the ambit of Section 10 of the Act and 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.

ATTACHMENTS | NGĀ TĀPIRIHANGA

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|---|--|
| A | Proposed parking restriction in the Anderson Heights commercial area |
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