

**Infrastructure Committee**

16 May 2024

**Report for Agenda Item | Rīpoata moto e Rāraki take [2]**

**Department: Community Services**

**Title | Taitara: New parking restrictions under the Traffic and Parking Bylaw 2018**

**Purpose of the Report | Te Take mō te Pūroko**

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The purpose of this report is to recommend new parking restrictions in Queenstown.

**Recommendation | Kā Tūtohuka**

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That the Infrastructure Committee:

1. **Note** the contents of this report and;
2. **Approve** the proposed parking restrictions as set out in **Attachment A**. These will come into force once signed.

**Prepared by:**



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12 April 2024

**Reviewed by:**



**Name:** Kenneth Bailey  
**Title:** Community Services General Manager  
18 April 2024

**Authorised by:**



**Name:** Tony Avery  
**Title:** Property & Infrastructure General  
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23 April 2024

## Context | Horopaki

1. The Queenstown Lakes District Council (QLDC) Traffic and Parking Bylaw 2018 (the bylaw) regulates parking and the use of roads and public spaces under Council's control.
2. The bylaw was adopted by Council at its 13 December 2018 meeting and came into effect on 1 March 2019.
3. The locations proposed for parking restrictions have been identified as areas currently being utilised for all-day and overnight parking, often resulting in a lack of available parking for users of the reserves. The implementation of the new controlled parking signage will allow provision for users of the reserves and prohibit people using the areas for storing their vehicles for extended periods.
4. The proposed restrictions, outlined in **Attachment A**, are as follows and can be made by resolution of Council under the Traffic and Parking Bylaw 2018:

	<b>Road or Location</b>	<b>Specific Description</b>
1	516 Frankton-Ladies Mile	Parking restriction change
1a	516 Frankton-Ladies Mile	No parking off roadway
2	McDowell Drive	Parking restriction change
3	Bayview Marina	Parking restriction change
4	Gray Street	Parking restriction change
5	One Mile Reserve off Fernhill Roundabout	Parking restriction change
6	One Mile Reserve off Fernhill Road	Parking restriction change
7	Anderson Park	No parking off roadway
8	Shotover Country Sportfield	Parking restriction change
9	35 Robertson Street	Parking restriction change
10	Sunshine Bay Boat Ramp	Parking restriction change
10a	Sunshine Bay Boat Ramp	No stopping restriction

## Analysis and Advice | Tatāritaka me kā Tohutohu

5. This report seeks to approve new parking restrictions within ten car parks in Queenstown. This will ensure enforceability under the bylaw and the Reserves Act 1977.
6. Enforcement will only occur when appropriately signed within the areas described in **Attachment A**.
7. 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.

8. Option 1: Approve the proposed parking restrictions as identified in this report.

Advantages:

- Supports requests from the public to improve the availability of parking for the reserve users by not permitting all-day parking.
- Reduces nuisance for reserve users who are unable to access these parking spaces when they are restricted by all-day parking.
- Improves the community's understanding of requirements for enforcement.
- Enables effective and lawful enforcement.

Disadvantages:

- May cause conflict with vehicle owners receiving infringements for parking in restricted areas which do not permit all-day or overnight parking.
- May result in displacement of vehicles to areas that are not subject to the restrictions.

9. Option 2: Do not approve the proposed parking restrictions as identified in this report.

Advantages:

- No change to the parking allowance in these car parks, enabling members of the public to utilise these parks all day and overnight.
- No cause for conflict with vehicle owners receiving infringements for parking in restricted areas.
- No requirement for signage.

Disadvantages:

- Allowing all-day and overnight parking may impede the ability for reserve users to find parking when accessing the reserves.
- Does not provide an opportunity to improve the community's understanding of enforcement requirements.
- Does not enable effective and lawful enforcement.

10. This report recommends **Option 1** for addressing the matter because it enables reserve users to park within these spaces and will discourage all-day and overnight parking by members of the public.

## Consultation Process | Hātepe Matapaki

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### Significance and Engagement | Te Whakamahi i kā Whakaaro Hiraka

11. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2021 because there will be little impact to Council's function if the recommended option is approved and not likely to have a significant impact on the public.
12. The persons who are affected by or interested in this matter are the residents/ratepayers of the Queenstown community and visitors to the district.
13. The Council's Traffic and Parking Bylaw 2018 was adopted following significant and formal consultation with the community and key stakeholders, in accordance with section 156(1)(b) of the Local Government Act 2002. The bylaw details specific decision-making delegation to officers and the Infrastructure Committee (which is transferred to the Wānaka-Upper Clutha Community Board for matters to be considered within the Wānaka-Upper Clutha Ward). Decisions made under these delegations do not require further consultation.

### Māori Consultation | Iwi Rūnaka

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

## Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

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15. This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK10021 Ineffective operations and maintenance of property or infrastructure assets within the QLDC Risk Register. This risk has been assessed as having a low residual risk rating.
16. The approval of the recommended option will allow Council to avoid the risk. This will be achieved by ensuring operational processes are consistent with legal and regulatory requirements to support enforcement activities.

## Financial Implications | Kā Riteka ā-Pūtea

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17. The cost associated with installing the required signage will be covered by current budgets.

## Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

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18. The following Council policies, strategies and bylaws were considered:
  - Alignment with and consideration of the principles of the Vision Beyond 2050: Our Vision and Mission - QLDC;
  - Ten Year Plan 2021-2031 strategic framework contributing to efficient and effective infrastructure and a responsive organisation;

- Traffic and Parking Bylaw 2018 as existing regulation;
- Parks and Open Spaces Strategy 2021; and
- QLDC Disability Policy.

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

20. This matter is not included in the Long Term Plan/Annual Plan.

#### Legal Considerations and Statutory Responsibilities | Ka Ture Whaiwhakaaro me kā Takohaka Waeture

21. This report satisfies the decision-making requirements of Council under the new bylaw pursuant to section 17(2)(a) of the Reserves Act 1977 and the Local Government Act 2002. The report provides a robust platform for the decisions to restrict parking on land under Council's control.

#### Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

22. 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. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act.

23. The recommended option:

- Can be implemented through current funding under the Long Term Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not significantly alter 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 | Kā Tāpirihaka

A	Proposed parking restrictions and locations
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