

**Wanaka Community Board  
21 October 2015**

**Report for Agenda Item: 3**

**Department: Infrastructure**

**Wanaka Parking Changes – Appointment of a Hearings Panel**

**Purpose**

- 1 The purpose of this report is to appoint a panel of Community Board members that will
  - a. hear feedback on the parking changes roads and parking areas in and adjacent to the Wanaka town centre, and
  - b. recommend parking changes to the November meeting of Council.

**Recommendation**

That the Wanaka Community Board:

1. **Note** the contents of this report;
2. **Appoint** all Board members, of which a minimum of four members are required, to hear feedback on the proposed parking changes and prepare a hearings panel report for Council consideration in November.

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16/09/2015

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Reviewed and Authorised by:



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5/10/2015

**Background**

- 2 Parking is one of the strands of the draft transport strategy for Wanaka. A public meeting on 20 August 2015 provided an overview of the parking changes being contemplated for the short through to longer terms. This meeting has now been followed by consultation of changes, with a focus on the short term (the next 3 years).

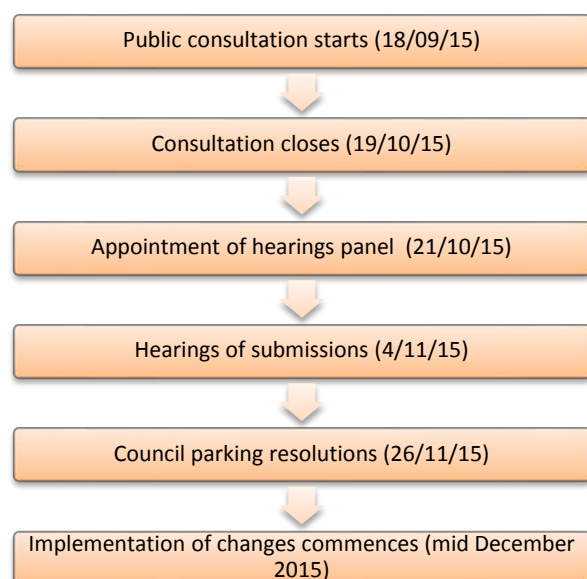
- 3 Following a briefing of the Board on the consultation material, public consultation commenced on Friday 18 September and will close on Monday 19 October. The consultation leaflet is attached (Attachment A)
- 4 Consultation is comprising
  - a. Advertising the proposals in the *Wanaka Sun* and through Radio Wanaka
  - b. A letter drop to businesses in the Wanaka town centre

## Comment

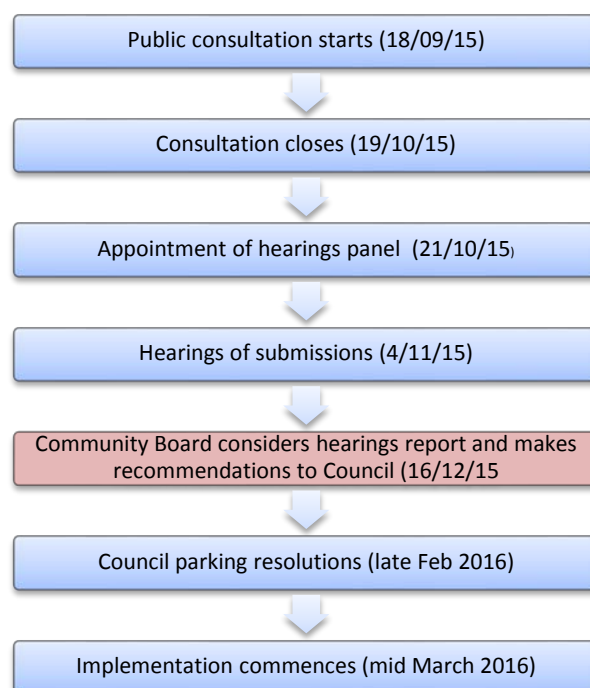
### Process

- 5 Options around 'process' relate primarily to whether the Community Board should formally consider the hearings panel's reports. The following diagrams illustrate the two options.

#### Process Option 1



#### Process Option 2



- 6 Under both options the process requires Council to make resolutions pursuant to the Council's Traffic and Parking Bylaw. The Board is not delegated to make these resolutions.
- 7 Process Option 1
  - a. Advantages:
    - i. Parking changes can be implemented from mid-December.

b. Disadvantages

- i. The Board would not formally consider the hearings report. This can, however, be addressed through the hearings panel comprising all Board members.

8 Process Option 2

a. Advantages:

- i. The Board formally considers the hearing panel report.

b. Disadvantages

- i. If the hearings panel comprises all Board members, going to a formal Board meeting may be considered superfluous.
- ii. Parking changes would commence from March 2016.

9 Timing of implementation is possibly the deciding factor – ideally, changes to controls within the Dungarvon Street carpark (which would reduce the availability of commuter parking) should coincide with the opening of the new parking currently being constructed on Brownston Street (which will provide additional commuter parking). This approach provides for a relatively tidy transition.

10 Accordingly this report recommends Process Option 2, where the hearings panel report would go directly to the Council.

***Hearings Panel Options***

11 Council has two broad options for the make-up of the panel. It could

- a. Appoint a panel of 3-4 Board members
- b. Appoint the board to hear feedback.

12 Option A: Panel of 3-4 Board members

a. Advantages:

- i. Will not require all board members to be present.

b. Disadvantages – under the proposed process approach, where the hearings panel report would not be considered formally by the Board, the full Board would not have input to the hearings report.

13 Option B: Panel of all Board members

a. Advantages

- i. All Board members will receive the same information. The Board could effectively communicate to Council its position on the parking changes through the hearings panel report.

b. Disadvantages

- i. Not all board members may be available. Should this situation occur, the resolution takes account of this by requiring a minimum of four Board members needed to form a hearings panel.

***Significance and Engagement***

- 14 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because this report deals with process issues around the hearing of and deliberations on feedback on the parking proposals.

***Risk***

- 15 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 high. This matter relates to this risk because the good operation of the road network is instrumental to the addressing this risk. It is important that the process of considering parking proposals, including obtaining and deliberating on public feedback, is robust.
- 16 The proposal put forward for hearing feedback mitigates the risk by: *Treating the risk - putting measures in place which directly impact the risk.*

**Financial Implications**

- 17 The costs of administering a hearing panel will be met through existing operational budgets.

**Council Policies, Strategies and Bylaws**

- 18 The following Council policies, strategies and bylaws were considered:
  - a. Significance and Engagement Policy
- 19 The recommended option is consistent with the principles of the policy.
- 20 This matter is included in the Annual Plan which provides operational expenditure for the consideration of changes to parking controls.

**Local Government Act 2002 Purpose Provisions**

- 21 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 enabling the consideration of parking changes that will affect the operation of the roads affected;
  - 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**

22 The persons who are affected by or interested in this matter are people who are providing feedback on the parking proposals. No consultation is proposed over the appointment of a hearings panel.

### **Attachments**

A Proposed Parking Changes – consultation material

### ***The proposals we're looking at will cover the following areas:***

- Improving compliance – considering the use of pay & display machines or other technologies
- Extending restrictions to unrestricted parking areas, most notably P10 hour parking in the Brownston St carpark and P120 parking in the Dungarvon Street carpark.
- Making it easier to use alternative transport – it may sound small time but providing secure bike parking will help people choose to bike to and from the town centre.
- Thinking about parking charges. If we introduce pay and display machines, they will make it easier to enforce considerate parking and also provide some revenue to help pay for future parking improvements. We're looking at retaining the current free parking, but allowing vehicles to stay for longer, for a fee.
- Preserving opportunities to build more carparks – Previous Councils have decided against building a parking building but the option remains open as land is still available.
- Building more parking now – this is what's being done on Brownston Street next to Pembroke park, where about 60 spaces (angle and parallel parking) will be in place later this year

***We're seeking your feedback by Monday 19 October***



# Wanaka parking

Changes to carparking in downtown Wanaka are up for discussion, with the aim of making it easier for locals and visitors to find a place to park. This is in response to concerns that pressure on town centre parking has increased noticeably over the past year.

Some things (like the new angle parking on Brownston St beside Pembroke Park) will be happening soon, while changes to parking on the Lake front off Ardmore St will be considered as part of the Lakefront Reserve Management Plan that is being reviewed this year. At this stage, we'd like to hear your suggestions for freeing up more parking spaces, so community views can be taken into account in our plans.

### ***The issues***

- **Managing perception about parking in the town centre.**

We know that when carparks are about 80% full, the street looks parked out. Our surveys show that on an average day, 75% of the parks are taken in the middle of the day, so it's becoming harder but not impossible to find a convenient park.

- **Poor compliance with parking restrictions.**

Most drivers comply with the parking restrictions but some don't. When we surveyed in August we found that a small number of cars were taking up parks for extended periods, effectively reducing on-street capacity by about a quarter.

- **Too much unrestricted parking.**

Some of our carparks are being used for storing vehicles. This restricts the space available for short term and commuter parking.



# WANAKA PARKING

## Options



### ZONE 1

Introduce pay and display machines on-street and in Dunmore St carpark. Initial period of free parking followed by paid parking.

### P1

Extension of Zone 1 parking restrictions up Ardmore St. to pedestrian crossing (both sides of road).

### P2

Installation of P240 parking restrictions in Brownston St carpark (roughly 30 carparks). Remainder of carparks to be P10 hours.

### P3

Formalise commuter parking in Lismore St.

### P4

Introduce P240 parking in the Dungarvon St carpark.

### P5

Formalise parking (unrestricted) on northern side of Brownston St.

### P6

Remove parking on southern side of Brownston St.

### P7

Install sheltered bike parking facilities in Brownston St, Dunmore St and Dungarvon St carparks.

### P8

Extend P120 parking on Lakeside Rd.

### P9

Allow all passenger service vehicles to use bus stop.

### P10

Apply P60 restriction to Ardmore St spaces outside Caltex.

### P11

Lakefront Reserve parking to be addressed through the Lakefront Development Plan

## The options:

**Zone 1 changes.** It is within this area that parking demands are at their highest. We wish to consider introducing a free parking / paid parking regime where

- Parking in the Dunmore St carpark would be free for the first hour and cost \$2 for the second hour. The maximum stay of 2 hours would still apply.
- On-street parking in this area would remain free for the first half hour, but cost \$2 to park for an hour. This would extend the allowable parking time in on-street carparks to an hour.

**P1:** Ardmore St. At the moment from the pedestrian crossing down, a P30 restriction generally applies on the northern side of the road, and a P60 on the other side. It is proposed that we apply the same controls to this area as proposed for the rest of the Zone 1 streets.

**P2:** Application of P120 parking restrictions to 30 carparks in Brownston Street carpark. The remaining spaces in this carpark would be subject to a 10-hour parking restriction.

**P3:** Lismore St, near the top of the Monley Lane steps has become increasingly popular for commuter parking. It is proposed that opportunities be explored to increase the available parking within the road reserve. Nearby neighbours and landowners would be consulted before any physical changes were put in place and a P10-hour parking restriction would be applied.

**P4:** Dungarvon St Carpark. We propose a maximum parking time of 4 hours in this carpark to make visitor access to the town centre easier. The restriction would follow the construction of the angle parking on Brownston Street (P5)

**P5:** Construction of new angle parking on Brownston Street is presently underway. Completion of this carpark will provide an area for all-day parkers no longer able to park in the Dungarvon Street carpark (P4). This area would be subject to a 10-hour parking restriction.

**P6:** Parking would be removed over time on the southern side of Brownston Street to improve traffic flow.

**P7:** Sheltered and secure cycle parking would be installed in the Dungarvon St, Dunmore St, and Brownston St off-street carparks.

**P8:** A P120 parking restriction would be applied to Lakeside Road.

**P9:** The bus-stop in this section of Ardmore St is under-utilised. Initially we intend to open up use of this stop to any passenger service vehicles.

**P10:** Four parking spaces on Ardmore St outside the Caltex Station are presently unrestricted. We intend to make these spaces P60 to match the restrictions applying to other spaces nearby.

The map shows some of the measures we're considering. You can have your say on these and make your own suggestions through the online survey on the Council's website – Go to the "Consulting on" section at [www.qldc.govt.nz](http://www.qldc.govt.nz).

We're seeking your feedback by Monday 19 October.