

Infrastructure Committee

13 March 2025

Report for Agenda Item | Rīpoata moto e Rāraki take [5]

Department: Property & Infrastructure

Title | Taitara: Ballarat Street Carparks

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to:

- Recommend retrospective approval of the changes to chargeable parking hours and the hourly charge for the Ballarat Street Carparks in current use; and
- Seek approval for matching hours and charging in the remaining areas of former car park areas once reinstated.

Recommendation | Kā Tūtohuka

That the Infrastructure Committee:

1. **Note** the contents of this report; and
2. **Approve** the proposed changes to chargeable parking hours and the hourly charge for the Ballarat Street Carparks.

Prepared by:



Name: Tony Pickard
Title: Strategy Planning Manager (Transport)

6 March 2025

Reviewed and Authorised by:



Name: Tony Avery
Title: General Manager, Property & Infrastructure

6 March 2025

Context | Horopaki

1. A report for the Stanley Street Carpark was previously brought to a full Council meeting on 24 October 2024 for a decision on the layout of the carpark, including number of parking spaces and removal of trees. It was agreed during this meeting that Council parking officers would legally enforce the changes proposed in this report for the temporary Stanley Street Carpark, on the understanding that these proposed changes would be retrospectively approved at a subsequent meeting.

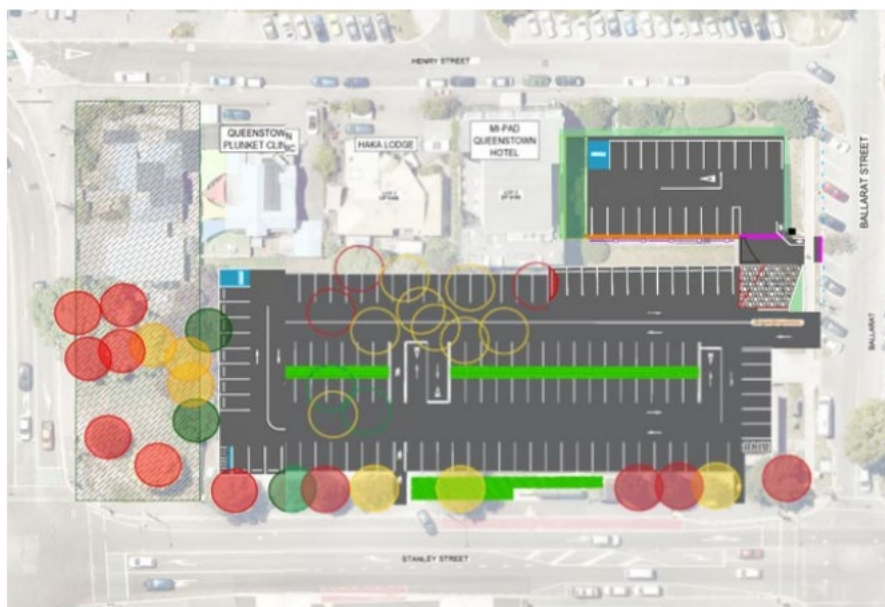


Figure 1 – Option 1 from the October 2024 paper

2. The Ballarat Street Carpark (and on-street parking area) is also due to be handed over to Council from the Kā Huanui a Tāhuna Alliance upon completion of the Arterial Road Stage 1 project (1 July 2025 current target date). Council intends to make these sites available for public parking, with an hourly charge and chargeable hours which align with the Stanley Street Carpark.
3. This large adjacent site will provide approximately 130 additional car parks (to be confirmed by final designs – later in this calendar year). Parking hours and charges will mirror those identified above for the Stanley Street site.
4. For identification purposes and noting the access for all parking areas will be via Ballarat Street, the areas have been shown as Ballarat A, Ballarat B and Ballarat Street (collectively – Ballarat Street Carparks). The approximate extents are shown below.

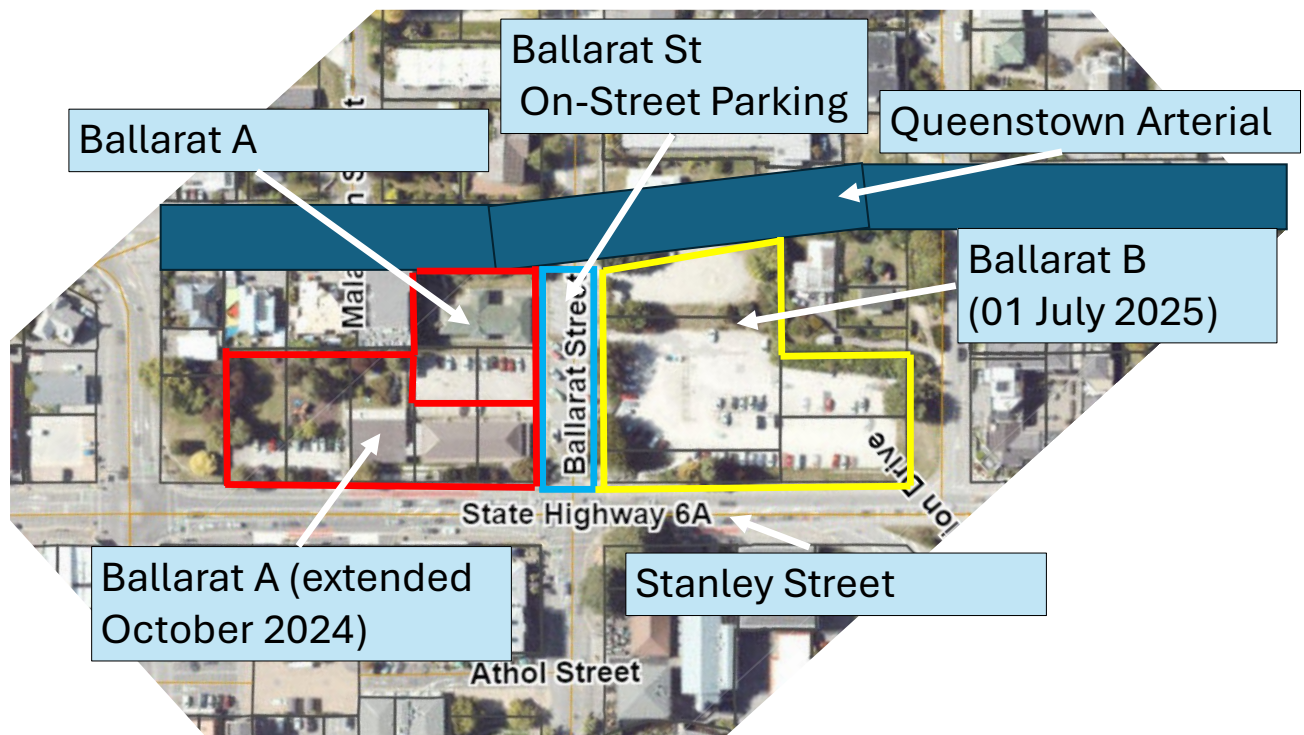


Figure 2. Future Ballarat and Stanley Street Carparks

5. The Queenstown Lakes District Council (QLDC) Traffic and Parking Bylaw 2018 (the bylaw) regulates parking and the use of roads and public spaces under the Council's control.
6. Changes to existing restrictions or the implementation of new restrictions requires a Council resolution prior to implementation. Decision making on these changes is delegated to the Infrastructure Committee.
7. Queenstown CBD parking charges are currently under review as part of the Annual Plan fees and charges process, and this proposed rate is subject to change from 1 July 2025, subject to public consultation and Council approval.
8. Regular changes to traffic restrictions (including parking controls) are required throughout the district, often in response to requests from the public or businesses citing safety or accessibility concerns. Opportunities for improvements are also identified by staff when considering changes in parking use patterns, demand, or as the development of master planning of town centres continues. Currently, a District Wide Parking Strategy is under investigation. In the interim, parking locations and charges are proposed based on location, and the need to recoup costs of infrastructure provision.
9. In making decisions under the Bylaw, the Council is required to act reasonably and give due consideration to those potentially affected by the restriction.
10. Information on the restrictions applying across the district must be publicly available consistent with the requirements of the Land Transport Act 1998 (LTA).

Analysis and Advice | Tatāritaka me kā Tohutohu

11. The objective of these parking changes is to provide additional interim parking options in central Queenstown which can be legally enforced by Council parking officers. The proposed changes include:

- A proposed hourly parking charge of \$3.10, in line with similar Queenstown CBD parking charges to apply currently, with future charges to be determined through Council's annual plan fees and charges review process.
- The proposed chargeable parking hours are 08.00 (8am) – 18.00 (6pm) Monday to Sunday. Parking at these locations will be free outside of these chargeable parking hours, from 18.00 (6pm) – 08.00 (8am).

Options

12. Option 1 – Approve the proposed changes to chargeable parking hours and the hourly charge for Ballarat Street Carparks.

Advantages:

- Formalise the existing car park charging allowing enforcement
- Anticipate the return of the remaining areas (Ballarat B) to a car parking use

Disadvantages:

- None

13. Option 2 – Approve the proposed parking charges to Ballarat A only.

Advantages:

- Enforcement of the existing carparking spaces will be formalised.
- Parking charging can be formalised.

Disadvantages:

- Enforcement and charging in the Ballarat B car park area will not be authorised until a later date.

14. Option 3 – Do not approve parking charging for the Ballarat Street Carparks.

Advantages:

- None

Disadvantages:

- Parking charging will need to be reversed, as they have not been formally authorised by Council.
- Collection of car parking charges cannot occur until a further approval is granted for Ballarat B.

15. Officers recommend Option 1 – Approve the proposed changes to chargeable parking hours and the hourly charge for Ballarat Street Carparks. This will be the most efficient way to formalise the management of the carparks allowing enforcement and fee charging.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

16. This matter is of low significance, as determined by reference to the Council’s Significance and Engagement Policy 2024 because the proposed parking changes in this report are consistent with existing parking in the Queenstown CBD. The changes proposed will affect both local and visitor vehicle users, however, these changes are currently enforced for the temporary Stanley Street Carpark, so there is no change from what vehicle users are familiar with. The changes proposed are based on outputs from transport strategy requirements.

17. The persons who are affected by or interested in this matter are residents and ratepayers of the Queenstown Lakes District community; visitors; neighbouring businesses and tourism transport operators.

18. The Council has not undertaken consultation for the proposed changes to the hourly parking charge or chargeable parking hours. The proposed changes align with existing Queenstown CBD parking strategy and management plans.

Māori Consultation | Iwi Rūnaka

19. The Council has not consulted with any specific Māori iwi on the changes proposed in this report, as none were recognized as affected stakeholders under section 22AD of the LTA. Sub-section 22AD(2) of the LTA outlines persons, authorities, and organisations to be consulted when making or amending a bylaw under section 22AB of the LTA, such as occupiers of adjoining properties and affected road controlling authorities.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

20. This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK10006 Ineffective planning for property and infrastructure within the QLDC Risk Register. This risk has been assessed as having a high residual risk rating.
21. 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 for the proposed parking changes.

Financial Implications | Kā Riteka ā-Pūtea

22. There will be minor cost and resource requirements associated with enforcing the changes proposed in this report once the new layout for the Stanley Street Carpark is implemented, as there will be an increase in parking supply. These increased cost and resource requirements will be covered under the enforcement operational budget.

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

23. The following Council policies, strategies and bylaws were considered:
- The proposed changes align with principles of the Vision Beyond 2050: Zero carbon communities | Parakore Hapori and Disaster-defying resilience | He Hapori Aumangea; through provision of bike parking, with the potential for future e-bike charging, and resilient infrastructure, through increasing parking supply and potential future EV charging;
 - QLDC Traffic and Parking Bylaw 2018; and
 - The QLDC Disability Policy.
24. The recommended option is consistent with the principles set out in the named policies.

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

25. This report satisfies the decision-making requirements of Council under the relevant bylaw pursuant to the LTA and the *Local Government Act 2002* (LGA). The report provides a robust platform for the decisions to implement the proposed changes in this report on land under council's control.

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

26. Section 10 of the LGA 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 recommended advice is consistent with these objectives.

27. The recommended option:

- Can be implemented through current funding under the enforcement operational budget;
- 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.