

Infrastructure Committee

13 March 2025

Report for Agenda Item | Rīpoata moto e Rāraki take [3]

Department: Property & Infrastructure

Title | Taitara: Queenstown Town Centre Parking Restrictions

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to recommend approval of new parking restrictions, and reapproval of existing parking restrictions for process purposes, for the Queenstown Town Centre improvements.

Recommendation | Kā Tūtohuka

That the Infrastructure Committee:

1. **Note** the contents of this report; and
2. **Approve** the proposed parking restrictions as set out in Attachment A which includes existing parking restrictions, which are already signed and/or marked, and new parking restrictions, which will be formally legalised upon approval of this recommendation and subsequently implemented and enforced.

Prepared by:



Name: Geoff Mayman
Title: Commercial and Procurement Manager

17 February 2025

Reviewed and Authorised by:



Name: Tony Avery
Title: General Manager Property & Infrastructure

19 February 2025

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 the Council's control.
2. 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.
3. 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.
4. In making decisions under the bylaw, the Council is required to act reasonably and give due consideration to those potentially affected by the restriction.
5. The Infrastructure Committee approved parking restrictions on 2 December 2021 for the Queenstown Town Centre project based on pre-construction designs.
6. Since the prior approval, the Queenstown Town Centre project design and construction has been completed. Some alterations to the design have occurred which require the parking restrictions to be changed at these locations.

Analysis and Advice | Tatāritaka me kā Tohutohu

7. The Queenstown Town Centre improvements project included parking restrictions that were approved on 2 December 2021 based on the pre-construction drawings, as per Item 3 - Queenstown Town Centre Parking Provisions. Some elements of the design have since changed and altered the proposed parking restriction requirements; the changes are proposed by the Kā Huanui a Tāhuna Alliance and have been reviewed by Council officers. For practical processing purposes, it is proposed that all existing parking restrictions within the Town Centre are rescinded and updated as per the proposed parking restriction requirements in Attachment A, which will ensure accuracy of traffic and by law changes. Not all the proposed parking restrictions have changed from the previous 2 December 2021 approval; Attachment A outlines both where the parking restrictions have changed from the existing approved restrictions, and where there are no changes from the existing approved restrictions.
8. The parking restrictions proposed for approval in this report fall under six categories. These restrictions support the Land Transport (Road User) Rule 2004 (the Rule) and are supported by the bylaw:
 - Section 15: Stopping, standing and parking
 - Section 16: Parking restrictions – parking places and transport stations
 - Section 17: Method of parking

- Section 18: Mobility parking
 - Section 20: Passenger service vehicles, good service vehicles, rental service vehicles.
 - Section 21: Parking off a roadway
9. The changes proposed in Attachment A have been identified for marking or signage and subsequent enforcement, to legally enable enforcement and the safe and efficient operation of the Queenstown Town Centre improvements project. Enforcement will only occur once appropriately marked and relevant bylaws have been amended.
10. Safety and transport design professionals have made decisions on where to locate signs and markings within the project, based on the relevant standards. 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.

Analysis

11. 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* (LGA).

12. Option 1 – Approve the proposed changes as shown in Attachment A

Advantages:

- The current marking and signage will be able to be legally enforced.

Disadvantages:

- There are no disadvantages.

13. Option 2 – Decline the proposed changes as shown in Attachment A

Advantages:

- There are no advantages.

Disadvantages:

- The current marking and signage will not be able to be legally enforced.

14. This report recommends Option 1 for addressing the matter as it is important that the current markings and signage are able to be enforced.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

15. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2024, Council officer recommendations and outputs from transport strategy requirements. The bylaw was adopted following consultation completed in accordance with section 156(1)(b) of the LGA. The bylaw details specific decision-making delegation to officers and the Infrastructure Committee. Decisions made under these delegations do not require further consultation.
16. The persons who are affected by or interested in this matter are residents/ratepayers; visitors, business associations; emergency services; schools; large tourism transport operators; passenger service vehicles; heavy motor vehicle users; Waka Kotahi New Zealand Transport Agency.
17. The Council has completed a full bylaw review in 2018. Significant formal and informal engagement was completed with the community and key stakeholders. Consultation on the Queenstown Town Centre improvements occurred prior to construction

Māori Consultation | Iwi Rūnaka

18. The Council has not consulted with any specific Māori iwi on the proposed parking restrictions for the Queenstown Town Centre improvements as none were recognized as affected stakeholders under section 22AD(2) 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

19. 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 very high residual risk rating.
20. 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 education and enforcement activities.

Financial Implications | Kā Riteka ā-Pūtea

21. There are no further cost implications of this report, if the recommendation of this report is approved.

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

22. 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 public transport and resilient infrastructure;
- Long Term Plan 2018-2028 strategic framework contributing to efficient and effective infrastructure and a responsive organisation;
- QLDC Traffic and Parking Bylaw 2018;
- Parks and Open Spaces Strategy 2017 ;
- The QLDC Disability Policy ; and
- The Draft Queenstown Parking Management Plan.

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

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

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

25. This report satisfies the decision-making requirements of Council under the new bylaw pursuant to the LTA and the LGA. 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-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 advice is consistent with these objectives.

27. The recommended option:

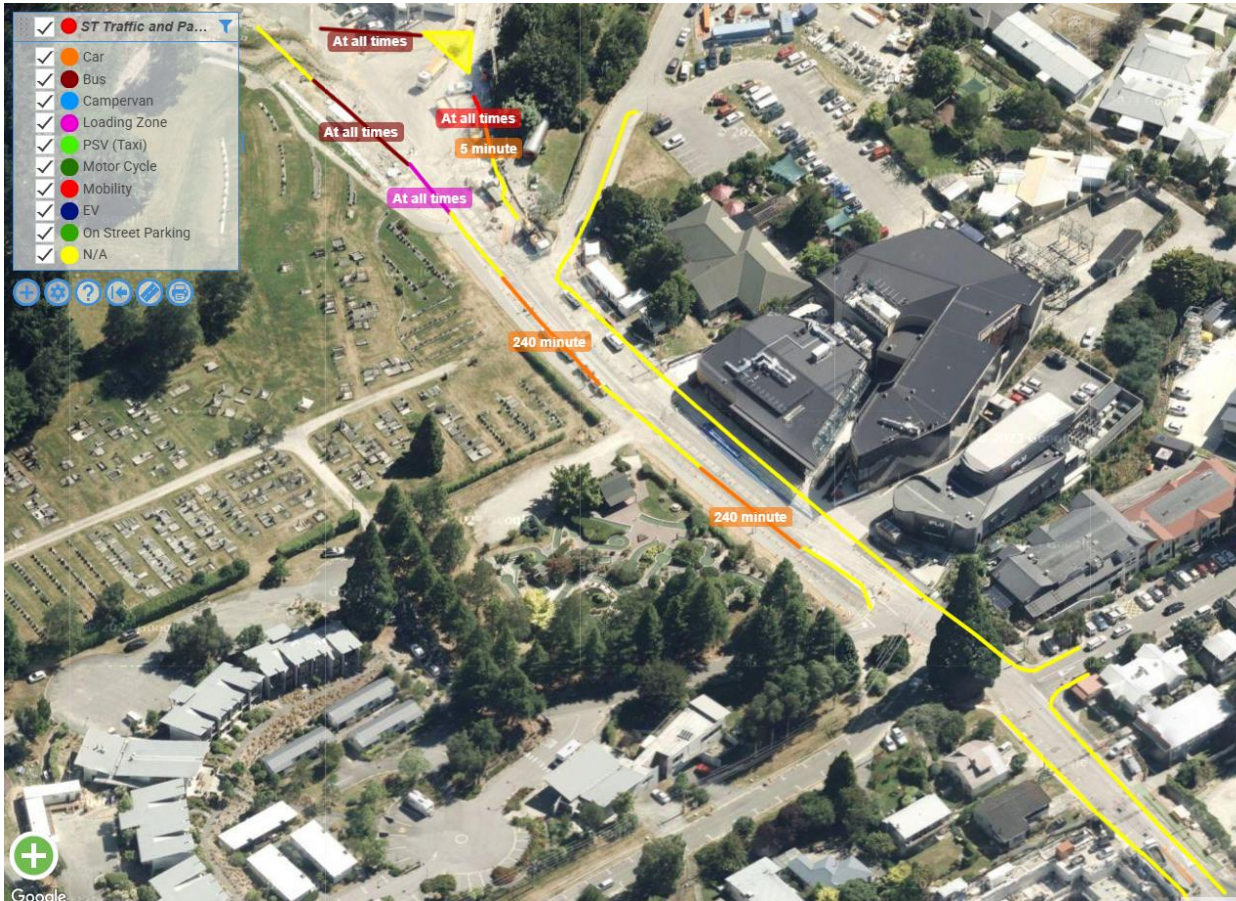
- Is consistent with the Council's plans and policies;
- Would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or transfer the ownership or control of a strategic asset to or from the Council;
- Will help meet the 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 ensuring efficient and effective administration and enforcement activities; and
- Will enable the constructed Street Upgrades Project to operate efficiently through appropriate education and enforcement.

Attachments | Kā Tāpirihaka

A	Queenstown Town Centre Improvements - Proposed Parking Restrictions
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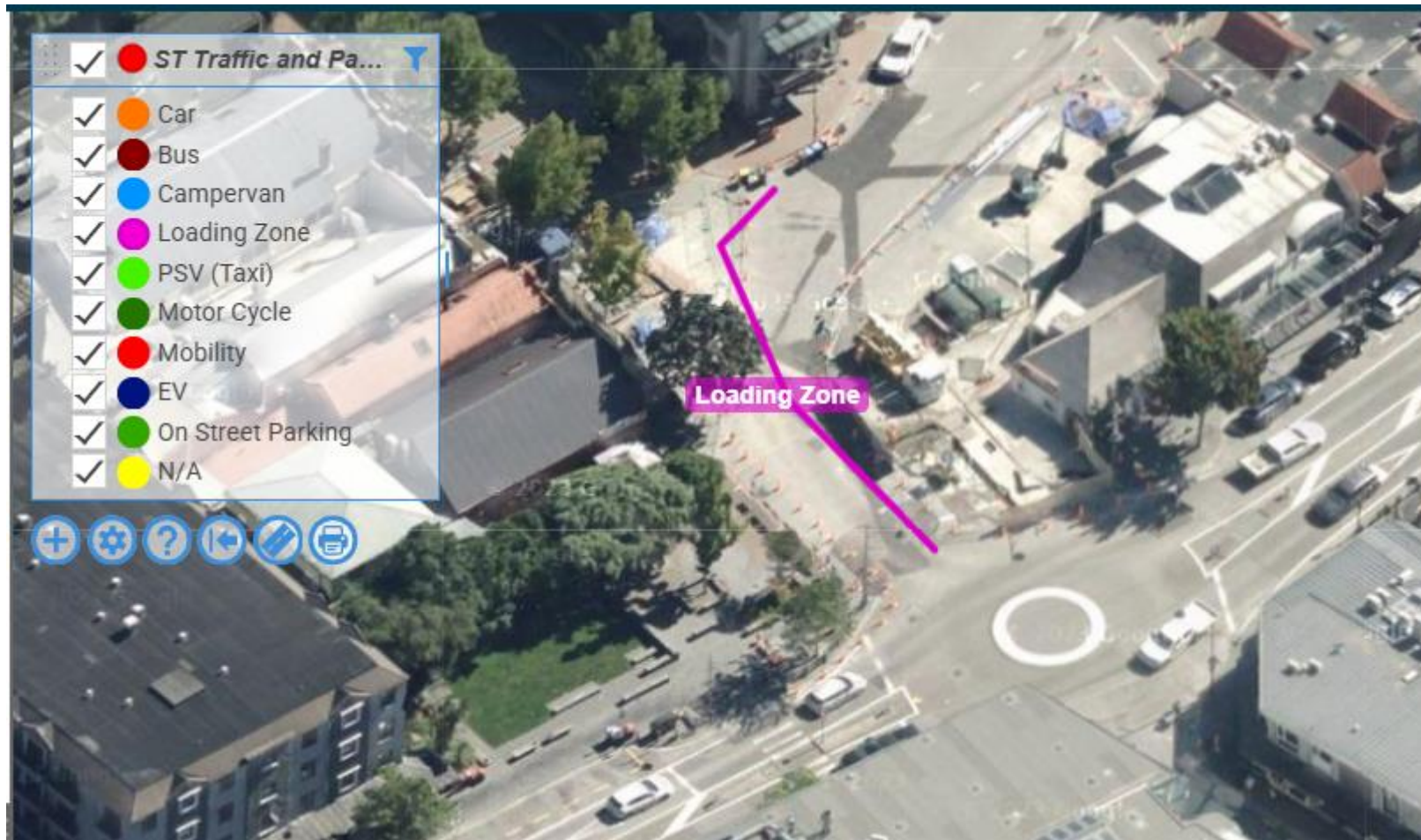
Attachment A: Queenstown Town Centre Improvements - Proposed Parking Restrictions

Brecon Street (Upper) Changes since 02 December 2021. One P5 car park removed and replaced with Two mobility parks. One loading zone added. Extra bus stop added (total Three). One PSV park removed (between Man and Isle Street junction).



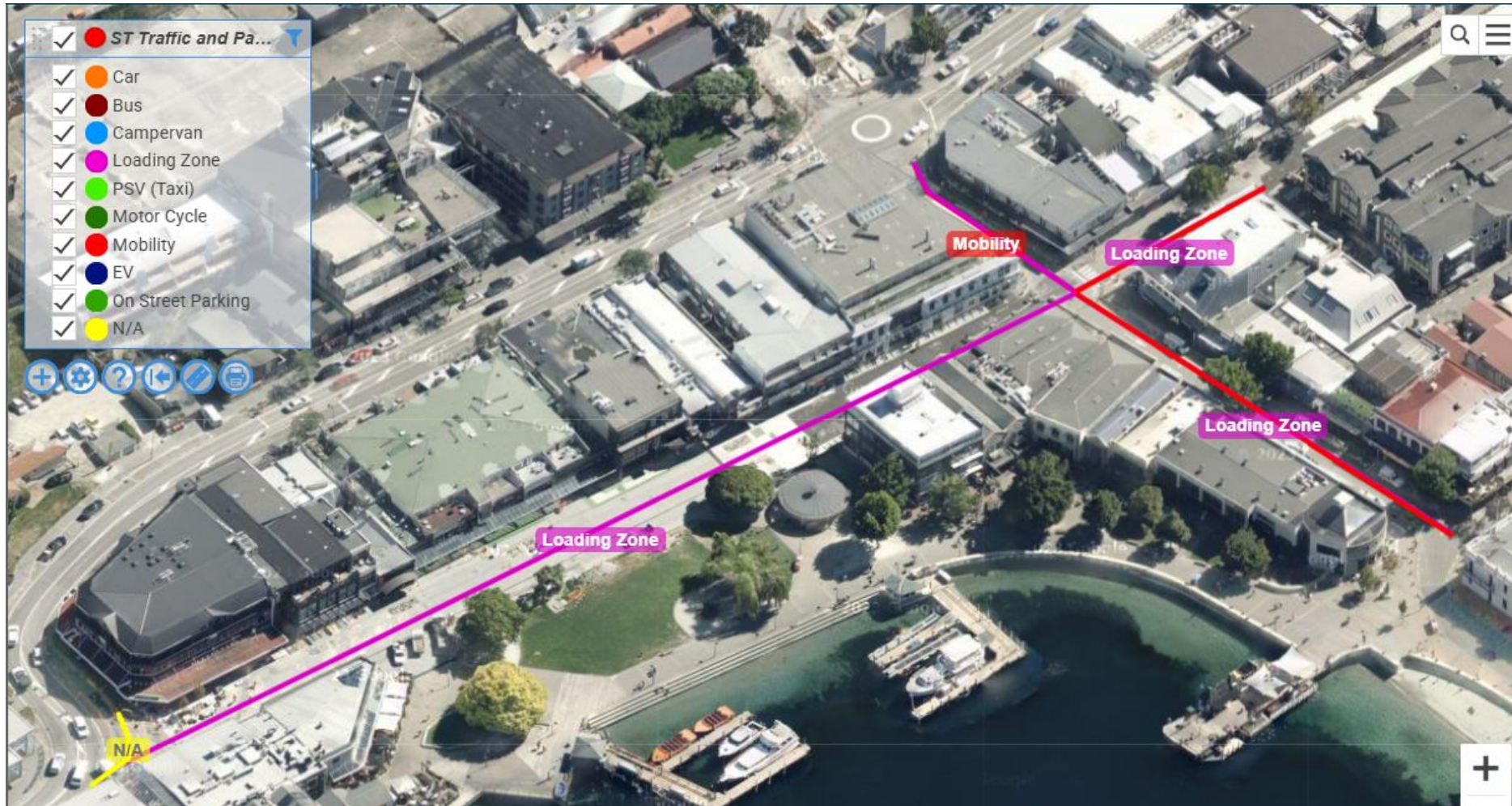
Asset ID	Road	Number Of Parks	Multiple Restrictions	Restriction Label	Hours Of Operation	Days Of Operation	Max Stay Minutes	Max Stay Hours
2263	BRECON ST (UPPER)			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
3155	BRECON ST (UPPER)			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
2264	BRECON ST (UPPER)			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
4052	BRECON ST (UPPER)		False	Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
3592	BRECON ST (UPPER)			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
2259	BRECON ST (UPPER)			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
4265	BRECON ST (UPPER)		False	Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
3150	BRECON ST (UPPER)	5		Restriction: Parking, Bay Type: Car	08:00 to 18:00	Monday to Sunday	240	4
4054	BRECON ST (UPPER)		False	Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
3152	BRECON ST (UPPER)	6		Restriction: Parking, Bay Type: Car	08:00 to 18:00	Monday to Sunday	240	4
4053	BRECON ST (UPPER)		False	Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
2257	BRECON ST (UPPER)			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
3159	BRECON ST (UPPER)			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
4047	BRECON ST (UPPER)		False	Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
4048	BRECON ST (UPPER)	1	False	Restriction: Loading Zone, Bay Type: Loading Zone	00:00 to 00:00	Monday to Sunday		
3153	BRECON ST (UPPER)	2		Restriction: Parking, Bay Type: Car	00:00 to 00:00	Monday to Sunday	5	0.1
4050	BRECON ST (UPPER)	3	False	Restriction: Bus Stop, Bay Type: Bus	00:00 to 00:00	Monday to Sunday		
4259	BRECON ST (UPPER)	2	False	Restriction: Parking, Bay Type: Mobility	00:00 to 00:00	Monday to Sunday		
4051	BRECON ST (UPPER)		False	Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
3154	BRECON ST (UPPER)	2		Restriction: Bus Stop, Bay Type: Bus	00:00 to 00:00	Monday to Sunday		
2253	BRECON ST (UPPER)			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		

Brecon Street (Lower) No changes since 02 December 2021



Asset ID	Number Of Parks	Multiple F	Restriction Label	Time From	Time To	Hours Of Operation	Day From	Day To	Days Of Operation	Max Stay Minutes	Max Stay Hours	Road
4091		True	Restriction: Shared Zone, Bay Type: Loading Zone	00:00	00:00	00:00 to 00:00	Monday	Sunday	Monday to Sunday			BRECON ST(LOWER)

Rees Street and Beach Street – No changes since 02 December 2021



Asset ID	Road	Number Of Parks	Multiple Restrictions	Restriction Label	Hours Of Operation	Days Of Operation	Max Stay Minutes	Max Stay Hours
4103	BEACH STREET		True	Restriction: Shared Zone, Bay Type: Loading Zone	00:00 to 00:00	Monday to Sunday		
4105	BEACH STREET		True	Restriction: Shared Zone, Bay Type: Mobility	00:00 to 00:00	Monday to Sunday	60	1
4089	BEACH STREET		True	Restriction: Shared Zone, Bay Type: Mobility	00:00 to 00:00	Monday to Sunday	60	1
4090	BEACH STREET		True	Restriction: Shared Zone, Bay Type: Loading Zone	00:00 to 00:00	Monday to Sunday		
4256	BEACH STREET		False	Restriction: No Stopping - Yellow Lines, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
4094	REES STREET		True	Restriction: Shared Zone, Bay Type: Loading Zone	00:00 to 00:00	Monday to Sunday		
4096	REES STREET		True	Restriction: Shared Zone, Bay Type: Mobility	00:00 to 00:00	Monday to Sunday	60	1
4097	REES STREET		True	Restriction: Shared Zone, Bay Type: Loading Zone	00:00 to 00:00	Monday to Sunday		
4099	REES STREET		True	Restriction: Shared Zone, Bay Type: Mobility	00:00 to 00:00	Monday to Sunday	60	1

Man Street Changes since 02 December 2021. Two P5 removed near entrance to car parking building, replace with no stopping.



Asset ID	Road	Number Of Parks	Multiple Restrictions	Restriction Label	Hours Of Operation	Days Of Operation	Max Stay Minutes	Max Stay Hours
2277	MAN STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
3537	MAN STREET	3		Restriction: Parking, Bay Type: Car	08:00 to 18:00	Monday to Sunday	120	2
2274	MAN STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
2488	MAN STREET	2		Restriction: No Restrictions, Bay Type: Car	00:00 to 00:00	Monday to Sunday		
2489	MAN STREET	16		Restriction: No Restrictions, Bay Type: Car	00:00 to 00:00	Monday to Sunday		
3160	MAN STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
2487	MAN STREET	2		Restriction: No Restrictions, Bay Type: Car	00:00 to 00:00	Monday to Sunday		
2486	MAN STREET	5		Restriction: No Restrictions, Bay Type: Car	00:00 to 00:00	Monday to Sunday		
2265	MAN STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
2458	MAN STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
2234	MAN STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
2226	MAN STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
4071	MAN STREET	1	False	Restriction: Bus Stop, Bay Type: Bus	00:00 to 00:00	Monday to Sunday		
2433	MAN STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		

Park Street – Changes since 02 December 2021, no Campervan and Small Passenger Vehicles signage added.



Asset ID	Road	Number Of Parks	Multiple Restrictions	Restriction Label	Hours Of Operation	Days Of Operation	Max Stay Minutes	Max Stay Hours
3594	PARK STREET			Restriction: Bus Stop, Bay Type: Bus	00:00 to 00:00	Monday to Sunday		
4060	PARK STREET	1	False	Restriction: Parking, Bay Type: Mobility	00:00 to 00:00	Monday to Sunday	240	4
4061	PARK STREET	8	True	Restriction: Pay & Display, Bay Type: Car	00:00 to 00:00	Monday to Sunday	240	4
4270	PARK STREET	8	True	Restriction: No Parking, Bay Type: Campervan	00:00 to 00:00	Monday to Sunday		
2175	PARK STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
4062	PARK STREET		False	Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
4063	PARK STREET	11	True	Restriction: Pay & Display, Bay Type: Car	00:00 to 00:00	Monday to Sunday	240	4
4269	PARK STREET	11	True	Restriction: No Parking, Bay Type: Campervan	00:00 to 00:00	Monday to Sunday		
4065	PARK STREET	10	True	Restriction: Pay & Display, Bay Type: Car	00:00 to 00:00	Monday to Sunday	240	4
4268	PARK STREET	10	True	Restriction: No Parking, Bay Type: Campervan	00:00 to 00:00	Monday to Sunday		
3590	PARK STREET	9	True	Restriction: Parking, Bay Type: Car	00:00 to 00:00	Monday to Sunday	240	4
4267	PARK STREET	9	True	Restriction: No Parking, Bay Type: Campervan	00:00 to 00:00	Monday to Sunday		
4066	PARK STREET		False	Restriction: No Stopping - Yellow Lines, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
4068	PARK STREET	9	True	Restriction: Pay & Display, Bay Type: Car	00:00 to 00:00	Monday to Sunday	240	4
4266	PARK STREET	9	True	Restriction: No Parking, Bay Type: Campervan	00:00 to 00:00	Monday to Sunday		
4069	PARK STREET	1	False	Restriction: Parking, Bay Type: Mobility	00:00 to 00:00	Monday to Sunday	240	4
4067	PARK STREET		False	Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
2191	PARK STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		
2176	PARK STREET			Restriction: No Stopping, Bay Type: N/A	00:00 to 00:00	Monday to Sunday		