

Wānaka-Upper Clutha Community Board

2 July 2026

Report for Agenda Item | Rīpoata moto e Rāraki take [1]

Department: Property & Infrastructure

Title | Taitara: Additional Parking Restrictions Under the Traffic and Parking Bylaw

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to recommend various new (and updates to existing) parking restrictions.

Recommendation | Kā Tūtohuka

That the Wānaka-Upper Clutha Community Board:

1. **Note** the contents of this report; and
2. **Approve** changes to the new and existing restrictions applying to the on-road and off-road parking restrictions as set out in Attachments A and B. These will come into force once signed or marked.

Prepared by:



Name: Hugo de Cosse Brissac

Title: Civil Engineer

5 June 2026

Reviewed and Authorised by:



Name: Tony Avery

Title: General Manager, Property & Infrastructure

5 June 2026

Context | Horopaki

1. The Queenstown Lakes District Council Traffic and Parking Bylaw 2025 (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 Wānaka-Upper Clutha Community Board.
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.

Analysis and Advice | Tatāritaka me kā Tohutohu

5. 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).

Parking Requirements in the District

6. This report seeks to approve new and amend existing parking restrictions that are in place across the Upper Clutha. This will ensure enforceability under the bylaw.
7. As transport strategies are developed, changes and adjustments will be required to achieve short-term and long-term objectives. These will be reported when identified and in advance of implementation, allowing for signage and any other on-road requirements to support the restrictions.
8. Information on the restrictions applying across the district must be publicly available, consistent with the requirements of the Land Transport Act 1998 (LTA).

Strategic Direction for Traffic and Parking

9. With both visitor and population growth in the district leading to pressure on housing and higher demands for parking, inappropriate parking is becoming increasingly common.
10. Planning for the management of traffic demand and parking in the future is underway, with various transport strategies being developed.

11. Regulation of parking is required to address current issues and support the future direction of traffic and parking management.

District Plan Considerations and Implications

12. The District Plan outlines the requirements for parking and traffic to complement the Council's overall land use goals and objectives for district development.
13. 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

14. Enforcement will only occur when appropriately marked and/or signed within the areas described in Attachments A and B.

Proposed Parking and Restriction Changes

15. The proposed changes and restrictions are detailed in Attachments A and B.
16. The following table indicates new or changed times and/or specified vehicle restrictions that can be made by resolution by Council under the Traffic and Parking Bylaw 2018.

Road or Location	Specific Description
Alison Avenue	No parking off a roadway
Ardmore Street	Parking
Ardmore Street	Parking
Ardmore Street	Parking
Brownston Street Carpark 2 F1	Parking
Frye Crescent	No parking off a roadway
Hebbard Court	No parking off a roadway
Hidden Hills Drive	No stopping
Hidden Hills Drive	No parking off a roadway
Highfield Ridge	No stopping
Highfield Ridge	No parking off a roadway
Roys Bay Marina 2 F1	Parking
Wanaka Watersports Carpark	Parking
Wanaka Watersports Carpark	No stopping

17. Option 1: Approve the proposed changes as shown in Attachment A

Advantages:

- Supports the requests from the public to improve access and safety, and address issues raised by Council officers to improve the operation of parking in the Upper Clutha.
- Would improve the safety of roads for all users including pedestrians and cyclists.
- Would improve the community's understanding of requirements for enforcement.
- Is consistent with the Council's Enforcement and Prosecution Policy.
- Enables effective and lawful enforcement.

Disadvantages:

- May cause conflict with vehicle owners receiving infringements for parking in restricted areas.
- May result in displacement of vehicles to areas that are not subject to the restrictions.

18. Option 2: Decline the proposed changes as shown in Attachment A

Advantages:

- No cause for conflict with vehicle owners receiving infringements for parking in restricted areas.
- Will not result in the displacement of vehicles to other areas.

Disadvantages:

- Does not address safety and operational issues raised by the public and Council officers.
- Will not improve road safety for all users.
- Does not provide an opportunity to improve the community's understanding of enforcement requirements.
- Is not consistent with the Council's Enforcement and Prosecution Policy.
- Is not consistent with the Council's Traffic and Parking Bylaw.
- Does not enable effective and lawful enforcement.

This report recommends **Option 1** for addressing the matter because it addresses issues raised by the public and Council officers to improve safety and operations.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

19. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2024 because amended and additional parking restrictions are based on community feedback, 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 Wānaka-Upper Clutha Community Board. Decisions made under these delegations do not require further consultation.
20. 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 and Waka Kotahi New Zealand Transport Agency.
21. The Council completed a full bylaw review in 2025. Significant formal and informal engagement was completed with the community and key stakeholders at the time of the review.

Māori Consultation | Iwi Rūnaka

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

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

23. 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.
24. The approval of the recommended option will allow Council to implement additional controls for this 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

25. The cost associated with installing the required signage and road markings will be met from current budgets.

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

26. The following Council policies, strategies and bylaws were considered:

- The proposed changes align with principles of the Strategic Framework including the Vision Beyond 2050: Our Strategic Framework | Queenstown Lakes District Council (QLDC);
- Long Term Plan 2024-34 strategic framework contributing to efficient and effective infrastructure and a responsive organisation;
- Traffic and Parking Bylaw 2025;
- QLDC Disability Policy;
- Draft Parking Strategy;
- Draft Parking Management Plans; and
- Parks and Open Spaces Strategy 2017.

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

28. This matter is included in the Long Term Plan/Annual Plan

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

29. 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

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

31. 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	Traffic & Parking Restrictions for the QLDC
B	Designs Relating to Item Descriptions in Attachment A

Attachment A: Traffic & Parking Restrictions for the QLDC

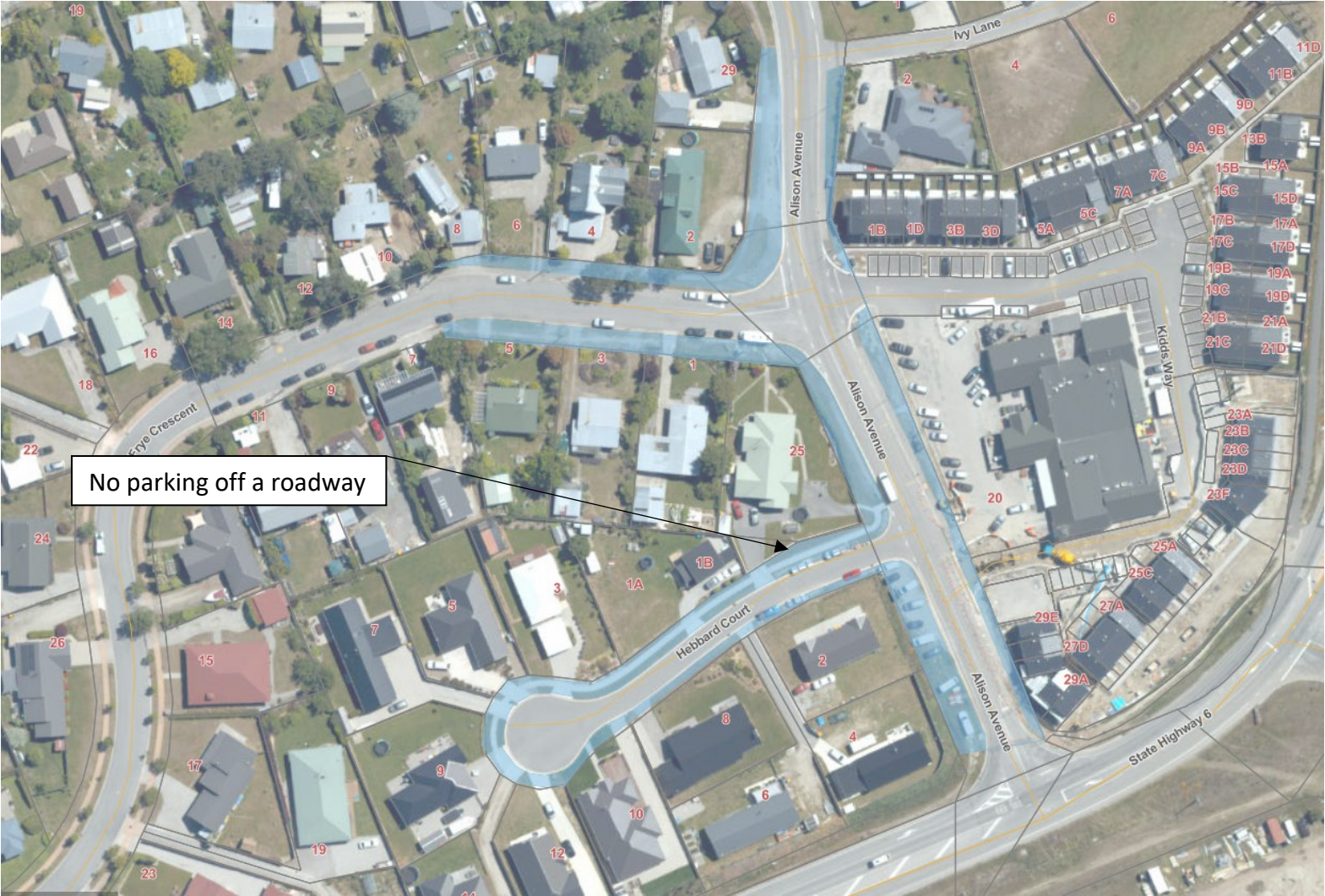
Map Ref.	Reference to relevant section in QLDC Bylaw 2018 or Land Transport Road User Rule 2004.	RAMM Road Id	Road Name	Description of issue	Restriction Type	Action Required	Hours of operation	Use mobile roads or RAMM to get OPR for road direction / RPs.				Physical works completed
								Side of road	Start RP	End RP	Total length	
1	23 Bylaw	901	ALISON AVENUE	Amend restriction so vehicles can park on street. Remove <i>No Stopping</i> restriction from verge only and introduce <i>No parking off a roadway</i> restriction.	No parking off a roadway	Nil	At all times	Both	14	209	195	Yes
2	17 Bylaw	600	ARDMORE STREET	Mobility parking bays have not been formalised	Parking	Nil	At all times	Right	960	968	8	Yes
3	17 Bylaw	600	ARDMORE STREET	No campervan restriction have not been formalised	Parking	Nil	At all times	Right	752	1159	407	Yes
2	17 Bylaw	600	ARDMORE STREET	Mobility parking bays have not been formalised	Parking	Nil	At all times	Right	752	760	8	Yes
4	17 Bylaw	n/a	BROWNSTON STREET CARPARK 2 F1	Plunket reserved car parking have not yet been formalised	Parking	Nil	At all times	Left	122	206	84	Yes
1	23 Bylaw	1189	FRYE CRESCENT	Amend restriction so vehicles can park on street. Remove <i>No</i>	No parking off a roadway	Nil	At all times	Both	8	89	81	Yes

				<i>Stopping</i> restriction from verge only and introduce <i>No parking off a roadway</i> restriction.								
1	23 Bylaw	2863	HEBBARD COURT	Amend restriction so vehicles can park on street. Remove <i>No Stopping</i> restriction from verge only and introduce <i>No parking off a roadway</i> restriction.	No parking off a roadway	Nil	At all times	Both	0	120	120	Yes
5	17 Bylaw	2134	HIDDEN HILLS DRIVE	With upcoming changes to Mt Iron (mountain bike trails) we anticipate increased demand for parking on this street. Coordinated with Hidden Hills Residents Association.	No stopping	Install parking bay markings and no stopping lines	At all times	Both	0	629	629	No
6	23 Bylaw	2134	HIDDEN HILLS DRIVE	With the upcoming changes to Mt Iron (mountain bike trails) we anticipate increased demand for parking on this street. Coordinated with Hidden Hills Residents Association.	No parking off a roadway	Install signs	At all times	Both	0	629	629	No
5	17 Bylaw	2135	HIGHFIELD RIDGE	With the upcoming changes to Mt Iron (mountain bike trails) we anticipate	No stopping	Install parking bay markings and no stopping lines	At all times	Both	0	457	457	No

				increased demand for parking on this street. Coordinated with Hidden Hills Residents Association.								
6	23 Bylaw	2135	HIGHFIELD RIDGE	With the upcoming changes to Mt Iron (mountain bike trails) we anticipate increased demand for parking on this street. Coordinated with Hidden Hills Residents Association.	No parking off a roadway	Install signs	At all times	Both	0	457	457	No
7	17 Bylaw	703	ROYS BAY MARINA 2 F1	Vehicles parking over shared path. In addition to the wheel stops, will also restrict the size of vehicle as large vehicles can still overhang the footpath. No campervans or large passenger vehicles.	Parking	Install signs	At all times	Left	13	43	30	Yes
8	17 Bylaw	3216	WANAKA WATERSPORTS CARPARK	Formalised Mobility parking bay.	Parking	Install signs and markings	At all times	Left	78	78	0	No
8	17 Bylaw	3216	WANAKA WATERSPORTS CARPARK	Formalise no stopping area	No stopping	Install markings	At all times	Left	63	67	4	No

Attachment B: Designs Relating to Item Descriptions in Attachment A

**Item 1 (Attachment A)
Alison Avenue, Frye Crescent, Hebbard Court**



Item 2 (Attachment A)
Ardmore Street



Item 3 (Attachment A)
Ardmore Street

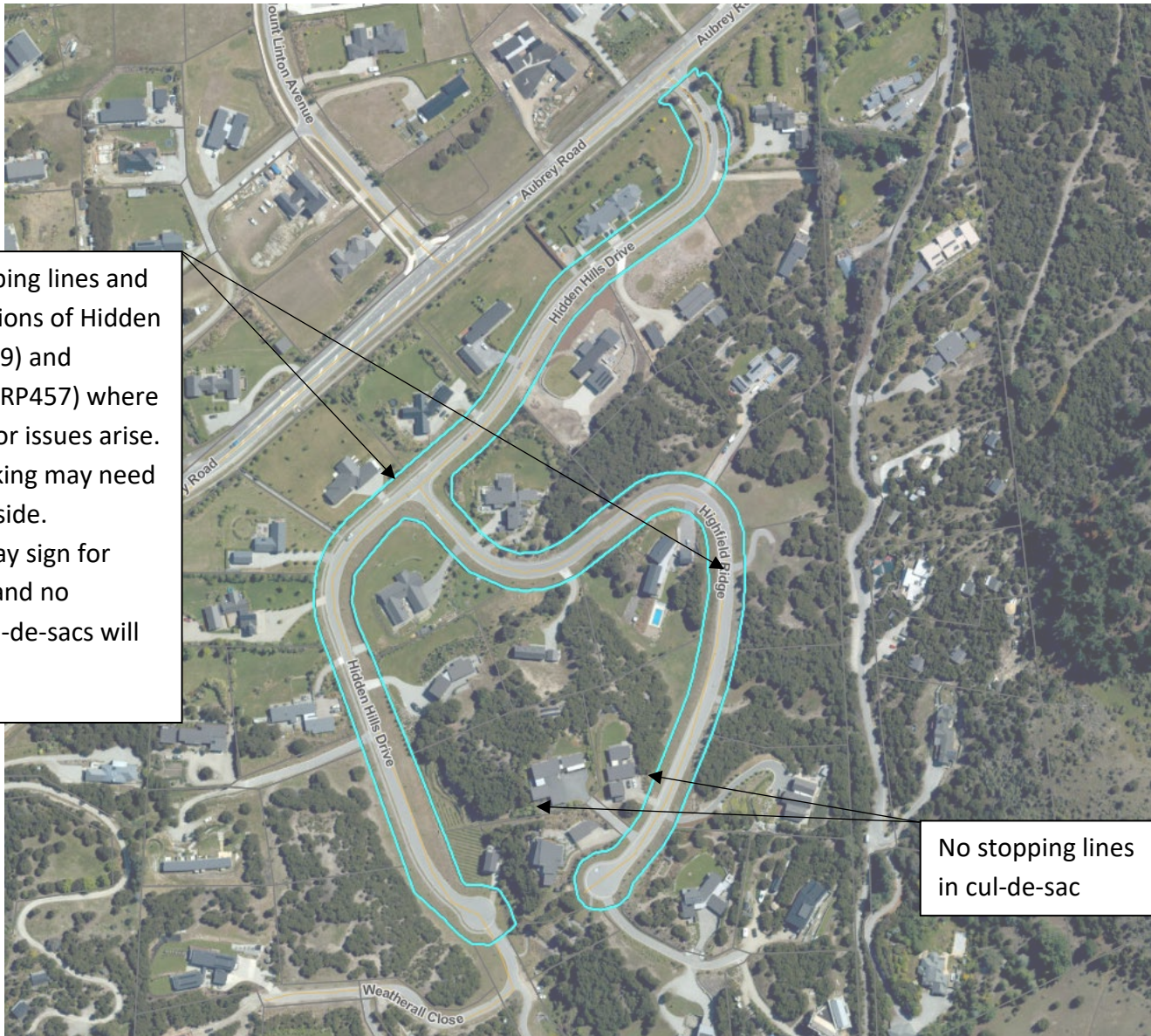


Item 4 (Attachment A)
Brownston Street Carpark



Item 5 (Attachment A)
Hidden Hills Drive & Highfield Ridge

Monitor: Mark no stopping lines and parking bays along sections of Hidden Hills Drive (RP0 to RP629) and Highfield Ridge (RP0 to RP457) where operationally required or issues arise. Due to road width, parking may need to be restricted to one side. No parking off a roadway sign for whole length of street and no stopping lines in the cul-de-sacs will be installed initially.



No stopping lines
in cul-de-sac

Item 6 (Attachment A)
Hidden Hills Drive & Highfield Ridge



Item 7 (Attachment A)
Roys Bay Marina



Item 8 (Attachment A)
Wānaka Watersports Carpark

