

Assets & Infrastructure Committee

3 September 2026

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

Department: Property & Infrastructure

Title | Taitara: Parking Restrictions Under the Traffic & Parking Bylaw - Frankton

Purpose of the Report | Te Take mō te Pūroko

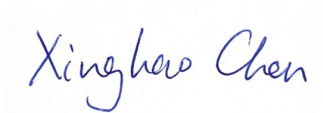
The purpose of this report is to formally document and retrospectively confirm the traffic control device and parking changes approved for the SH6/SH6A Frankton Intersection and Bus Interchange Improvements in March 2025. This report also recommends approval of further proposed changes to parking restrictions in Frankton Village and at the Frankton Bus Interchange.

Recommendation | Kā Tūtohu

That the Assets & Infrastructure Committee:

1. **Note** the contents of this report;
2. **Approve** changes to the new and existing restrictions applying to the on-road and off-road parking restrictions as set out in Attachment A. These will come into force once signed or marked; and
3. **Approve** retrospectively the March 2025 changes as shown in Attachment B. These will come into force once signed or marked.

Prepared by:



Name: Xinghao Chen
Title: Civil Engineer - Transport

12 August 2026

Reviewed and Authorised by:



Name: Tony Avery
Title: General Manager, Property & Infrastructure
12 August 2026

Context | Horopaki

Project Background

1. In March 2025, Council approved the traffic control devices, including parking changes associated with the SH6/SH6A Frankton Intersection and Bus Interchange (Bus Hub) Improvements. The approved changes on local network are included in Attachment B.
2. The reason for including Attachment B is to retrospectively confirm the resolution relating to the traffic control device and parking changes approved at the March 2025 Assets & Infrastructure Committee meeting. The resolution table was omitted from the previous report, although the relevant changes were included in the design documentation presented to and approved by Council. Attachment B is included in this report to formally record and reinforce the changes already approved.

Proposed Changes

3. A public consultation was conducted to seek public feedback on previous proposed changes in the March 2025 report. During the consultation, many businesses at Frankton Village indicated a preference for short-term parking at the Grey Street Carpark and nearby on-street parking spaces.
4. Part of the bus interchange was completed and opened to the public at the end of June 2026. It was found that three designated parking spaces for small vehicles needed to be removed to accommodate coach operations. As a result, there are now no public pick-up or drop-off spaces within the bus interchange.
5. To minimise the impact of the parking removal, additional short-term parking (P10 & P60) is proposed on Grey Street and within Frankton Village (Frankton Shopping Centre Street).
6. The Grey Street Carpark was changed to a 60-minute time restriction temporarily due to the construction works associated with the SH6/SH6A intersection improvements and street upgrades. This report includes an interim proposal to change the time restriction to 180 minutes at the carpark after the construction. This change aligns with the draft Parking Management Plan for Frankton.
7. The other proposed time restriction changes are also consistent with the principles of the draft Parking Management Plan.
8. Public consultation on the Parking Management Plan is expected to take place in late 2026 or early 2027. Feedback on these interim changes will be collected and considered as part of that process.
9. The proposed changes will help manage parking demand in Frankton in the interim, prior to the implementation of the Parking Management Plan.

10. 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.
11. 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 Assets and Infrastructure Committee.
12. 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

13. 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

14. This report seeks to approve new and amend existing parking restrictions that are in place across the district. This will ensure enforceability under the bylaw.
15. 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.
16. 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

17. 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.
18. Planning for the management of traffic demand and parking in the future is underway, with various transport strategies being developed.
19. Regulation of parking is required to address current issues and support the future direction of traffic and parking management.

District Plan Considerations and Implications

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

21. 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

22. Enforcement will only occur when appropriately marked and/or signed within the areas described in Attachment A.

Proposed Parking and Restriction Changes

23. The proposed changes and restrictions are shown in Attachment A.
24. The following Table 1 indicates new or changed timed and/or specified vehicle restrictions that can be made by resolution by Council under the Traffic and Parking Bylaw 2025.

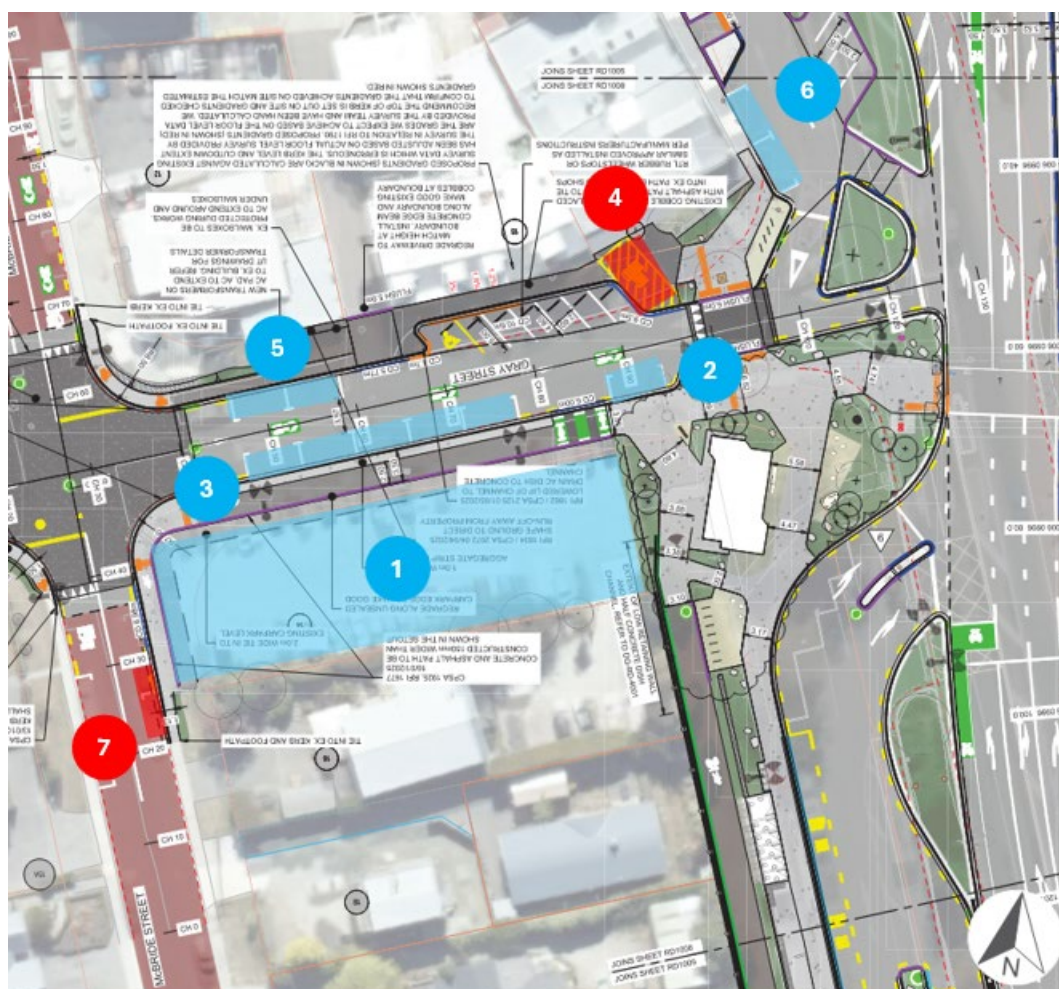


Figure 1: Grey Street map

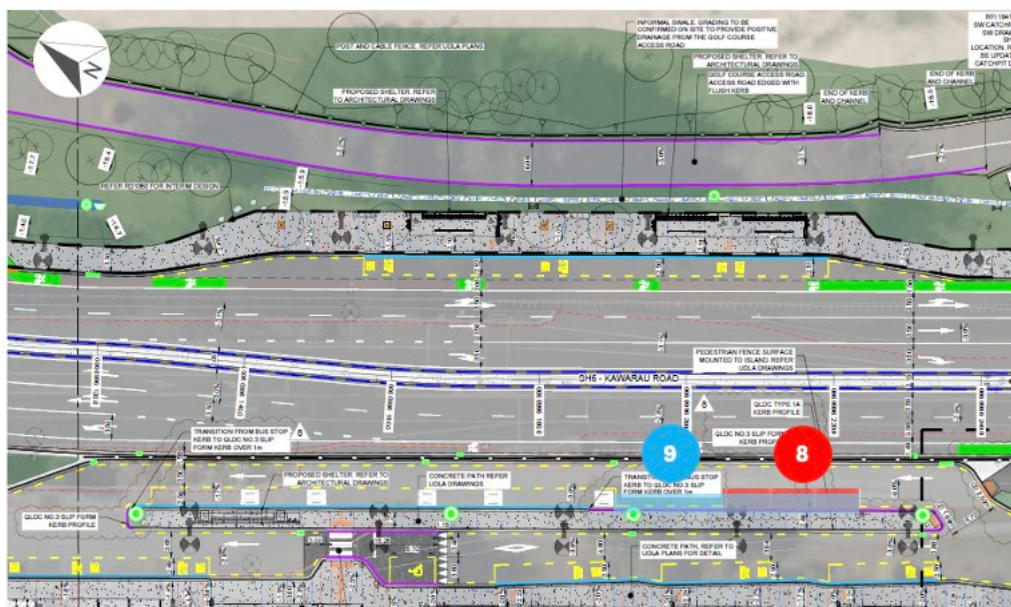


Figure 2: Frankton Bus Interchange

Table 1: Parking proposal

No.	Road or Location	Current Parking Restriction	Proposed Parking Restriction	Reasons
1	Grey Street Carpark	10 hours	P180	- Improve parking turnover - Support visitor parking - Replace the temporary construction-related restriction
2	Grey Street	P120	P10	- Provide convenient short-term parking for pick-up, drop-off and retail visits - Offset the loss of parking within the bus interchange.
3	Grey Street	P120	P60	Increase the availability of short-term parking for visitors and customers
4	Grey Street	Loading zone	Remove	Improve the footpath connectivity
5	Grey Street	P120	Loading zone	Relocate the loading zone to a more suitable location
6	Frankton Shopping Centre Street	P60	P10	- Provide convenient short-term parking for pick-up, drop-off and retail visits - Offset the loss of parking within the bus interchange.

7	McBride Street	P120	No stopping	• Prevent parking too close to the intersection and driveways • Improve visibility at the intersection
8	Frankton Bus Interchange	Parking spaces	Coach stop	• Provide sufficient spaces for bus and coach operations • Improve safety and operational efficiency within the interchange.
9	Frankton Bus Interchange	No stopping	Coach stop	• Provide sufficient spaces for bus and coach operations • Improve safety and operational efficiency within the interchange.

25. 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 Queenstown Lakes District.
- Increases parking turnover, improving access for customers, visitors, and local businesses.
- Improves safety by preventing parking in locations that could obstruct visibility or interfere with traffic and bus movements.

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.
- May be inconvenienced by removal or reduction of longer-term parking.

26. 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.
- Loading vehicles may block the footpath.
- Lack of short-term pick-up and drop-off parking spaces for the bus interchange.
- Parked vehicles may block the visibility at intersection.

27. 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

28. 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.
29. 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, NZ Transport Agency Waka Kotahi.
30. The Council completed a full bylaw review in 2025. Significant formal and informal engagement was completed with the community and key stakeholders.
31. Due to the previous public consultation and the opportunity to seek further feedback through the future consultation on the Parking Management Plan, additional consultation is not considered necessary at this stage.

Māori Consultation | Iwi Rūnaka

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

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

33. This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK10021 Ineffective operations, maintenance or renewal of property or infrastructure assets leading to failure(s) within the Queenstown Lakes (QLDC) Risk Register. This risk has been assessed as having a very high residual risk rating.

33. 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

34. 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

35. 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;
- Long Term Plan 2024-2034 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.

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

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

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

38. 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

39. 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 Act.

40. 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	Traffic & Parking Restrictions for the QLDC - Approved Changes

Attachment A: Traffic and 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 (Include Impacts on existing restrictions)	Restriction Type Other please state	Action Required	Hours of operation	Use mobile roads or RAMM to get OPR for road direction / RPs.				Physical works completed [Y/N/NA]
								Side of road	Start RP	End RP	Total length	
1	Bylaw section 17	249	Frankton Shopping Centre Street	Short term parking	P10	Install signs	At All Times	Left	30	42	12	N
1	Bylaw section 17	249	Frankton Shopping Centre Street	New street layout	No Stopping	Remove current signs	At All Times	Left	0	7	7	N
1	Bylaw section 17	3168	Grey Street Carpark	Medium term parking	P180	Install signs	8am to 6 pm	Right	7	56	49	N
1	Bylaw section 17	42	Grey Street	Short term parking	P10	Install signs	At All Times	Left	41	47	6	N
1	Bylaw section 17	42	Grey Street	Short to medium term parking	P60	Install signs	8am to 6pm	Left	57	86	29	N
1	Bylaw section 17	42	Grey Street	Relocate current loading zone	Loading zone	Install signs	At All Times	Right	69	86	17	N
1	Bylaw section 17	39	McBride Street	New street layout	No Stopping	Install markings	At All Times	Left	124	138	14	N
2	Bylaw section 17	3776	Frankton Bus Interchange	New street layout	No Stopping	N/A	At All Times	Middle	34	49	15	Y
2	Bylaw section 17	3776	Frankton Bus Interchange	New Coach stop	Coach stops	N/A	At All Times	Middle	49	82	33	Y

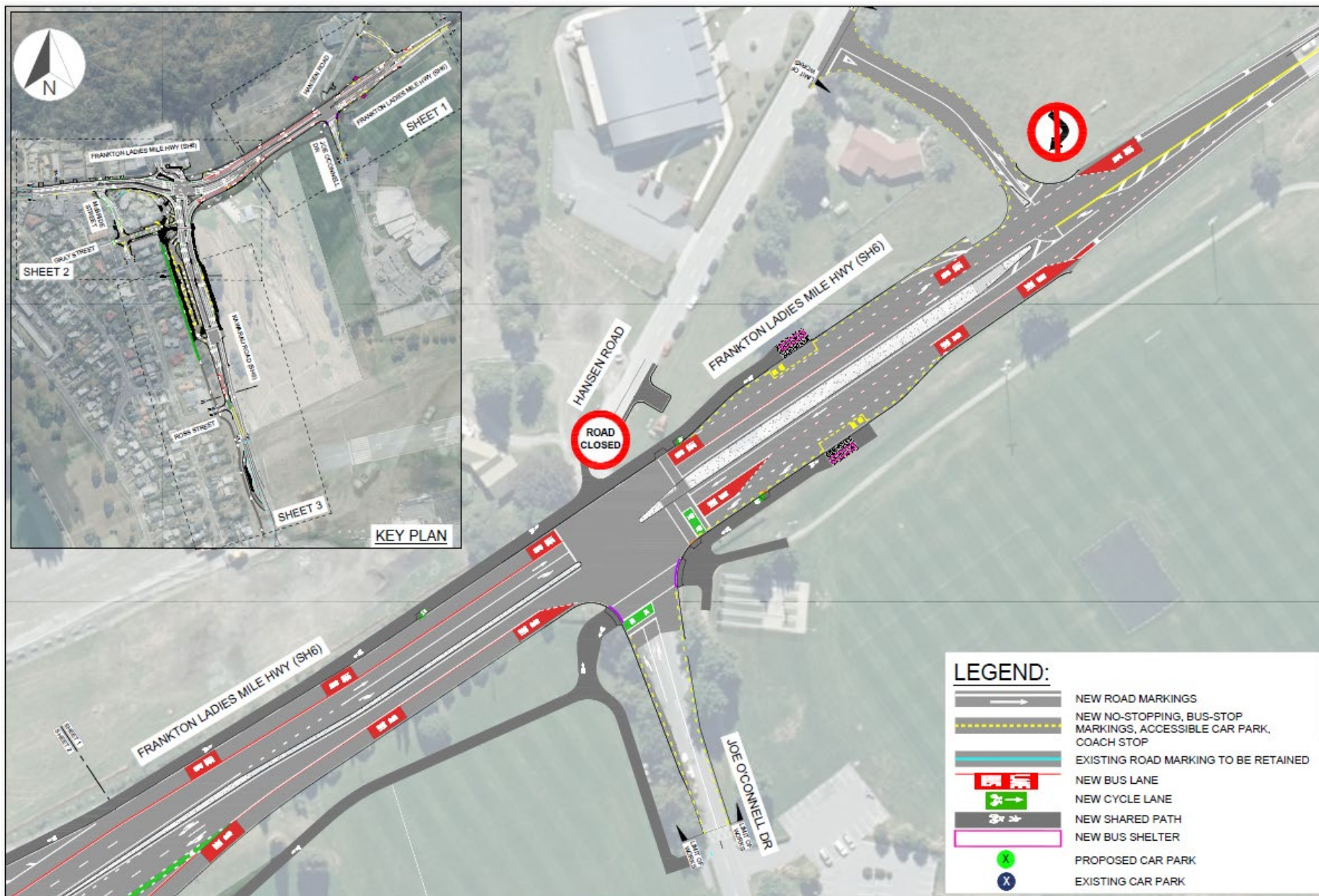
Attachment B: Traffic and Parking restrictions for the QLDC - Approved Changes

Approved changes

Map Ref.	Reference to relevant section in QLDC Bylaw 2025 or Land Transport Road User Rule 2004.	RAMM Road Id	Road Name	Description of issue (Include Impacts on existing restrictions)	Restriction Type	Action Required	Hours of operation	Use mobile roads or RAMM to get OPR for road direction / RPs.				Physical works completed [Y/N/NA]
								Side of road	Start RP	End RP	Total length	
1	Bylaw section 17	5728	Hanson Road (prospective)	New street	No Stopping	Install no stopping lines	At all times	Both	10	87	77	N
1	Bylaw section 7	5728	Hanson Road (prospective)	New intersection	No right turn	Install signs	At all times	Left	8			N
1	Bylaw section 8	452	Hanson Road	Permanent closure of the road connection to vehicular through traffic, resulting in the road operating as a cul-de-sac.	Restriction of vehicle movements	Build the new intersection and the cul-de-sac.	At all times	Middle	0	10	10	N
1	Bylaw section 17	1346	Joe Oconnell Drive	New intersection layout	No Stopping	Install no stopping lines	At all times	Both	14	86	72	N
1, 2	Bylaw section 12	2675	State Highway 6 NZTA		Shared Path	Build the shared path and install signs and markings	At all times	Both	179860	180560	700	N
3	Bylaw section 12	2675	State Highway 6 NZTA		Shared Path	Build the shared path and install signs and markings	At all times	Right	180560	180740	180	N
2	Bylaw section 6	42	Grey Street	New street layout	One way road	Install signs and markings	At all times	Middle	93	2	91	N
2	Bylaw section 6	249	Frankton Shopping Centre Street	Enhancing existing one-way road restriction	One way road	Nil	At all times	Middle	20	147	127	Y
2	Bylaw section 17	42	Grey Street	P30 short-term parking	Parking	Install signs and markings	8am to 6pm	Right	40	56	16	N

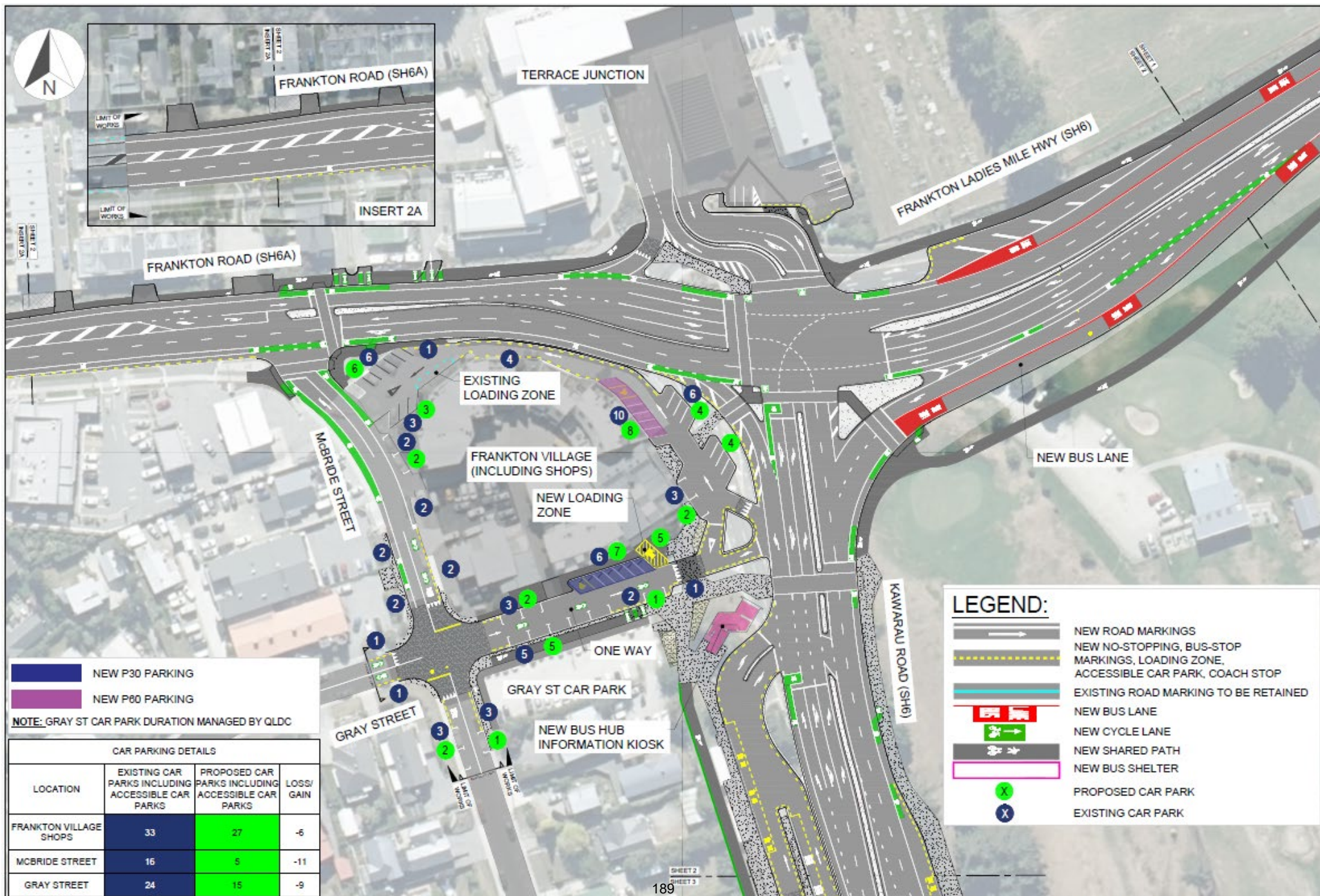
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								Side of road	Start RP	End RP	Total length	
							Monday to Friday					
2	Bylaw section 17	42	Grey Street	P30 short-term parking for mobility parking	Parking	Install signs and markings	At all times	Right	56	60	4	N
2	Bylaw section 17	42	Grey Street	New intersection layout	No stopping	Nil	At all times	Both	111	118	7	Y
2	Bylaw section 17	42	Grey Street	New intersection layout	No stopping	Nil	At all times	Right	80	86	6	Y
2	Bylaw section 17	42	Grey Street	New street layout	No stopping	Nil	At all times	Left	41	52	11	Y
2	Bylaw section 17	42	Grey Street	New street layout	No stopping	Nil	At all times	Left	23	29	6	Y
2	Bylaw section 17	249	Frankton Shopping Centre Street	New street layout	No stopping	Nil	At all times	Left	85	111	26	Y
2	Bylaw section 17	249	Frankton Shopping Centre Street	New street layout	No stopping	Nil	At all times	Right	124	129	5	Y
2	Bylaw section 10	39	McBride Street	New street layout	Cycle lane	Install signs and markings	At all times	Both	11	92	81	N
2	Bylaw section 17	39	McBride Street	New street layout	No stopping	Install no stopping lines	At all times	Both	65	92	27	N
2	Bylaw section 17	39	McBride Street	New street layout	No stopping	Nil	At all times	Right	124	130	6	Y
3	Bylaw section 17	3776	Frankton Bus Interchange	Bus hub layout	No stopping	Nil	At all times	Both	0	46	46	Y
3	Bylaw section 17	3776	Frankton Bus Interchange	New bus stop	Bus stop	Nil	At all times	Left	46	61	15	Y

Map Ref.	Reference to relevant section in QLDC Bylaw 2025 or Land Transport Road User Rule 2004.	RAMM Road Id	Road Name	Description of issue (Include Impacts on existing restrictions)	Restriction Type	Action Required	Hours of operation	Use mobile roads or RAMM to get OPR for road direction / RPs.				Physical works completed [Y/N/NA]
								Side of road	Start RP	End RP	Total length	
3	Bylaw section 17	3776	Frankton Bus Interchange	Bus hub layout	No stopping	Nil	At all times	Left	61	68	7	Y
3	Bylaw section 17	3776	Frankton Bus Interchange	New bus stop	Bus stop	Nil	At all times	Left	68	83	15	Y
3	Bylaw section 17	3776	Frankton Bus Interchange	Bus hub layout	No stopping	Install no stopping lines	At all times	Left	83	92	8	N
3	Bylaw section 17	3776	Frankton Bus Interchange	New bus stop	Bus stop	Install signs and marking	At all times	Left	92	107	15	N
3	Bylaw section 17	3776	Frankton Bus Interchange	Bus hub layout	No stopping	Install no stopping lines	At all times	Left	107	115	8	N
3	Bylaw section 17	3776	Frankton Bus Interchange	Mobility parking bay	Parking	Install signs and marking	At all times	Left	115	122	7	N
3	Bylaw section 17	3776	Frankton Bus Interchange	Bus hub layout	No stopping	Install no stopping lines	At all times	Middle	0	122	122	N
2,3	Bylaw section 17	3776	Frankton Bus Interchange	New Coach stop	Coach stops	Install signs and marking	At all times	Middle	82	145	63	N
2,3	Bylaw section 17	3776	Frankton Bus Interchange	Bus hub layout	No stopping	Install no stopping lines	At all times	Right	0	200	200	N
2	Bylaw section 17	3776	Frankton Bus Interchange	Bus hub layout	No stopping	Install no stopping lines	At all times	Left	133	148	15	N
2	Bylaw section 17	3776	Frankton Bus Interchange	New bus stop	Bus stop	Install signs and marking	At all times	Left	148	187	39	N
2	Bylaw section 17	3776	Frankton Bus Interchange	Bus hub layout	No stopping	Install no stopping lines	At all times	Left	187	200	13	N



QUEENSTOWN PACKAGE SH6/SH6A ROADING PLAN

FRANKTON INTERSECTION AND BUS HUB IMPROVEMENTS TCD PLAN
DATE: JUNE 2025
SHEET 1 OF 3



NEW P30 PARKING
 NEW P60 PARKING
NOTE: GRAY ST CAR PARK DURATION MANAGED BY QLDC

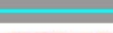
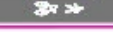
CAR PARKING DETAILS			
LOCATION	EXISTING CAR PARKS INCLUDING ACCESSIBLE CAR PARKS	PROPOSED CAR PARKS INCLUDING ACCESSIBLE CAR PARKS	LOSS/ GAIN
FRANKTON VILLAGE SHOPS	33	27	-6
MCBRIDE STREET	16	5	-11
GRAY STREET	24	15	-9

LEGEND:

- NEW ROAD MARKINGS
- NEW NO-STOPPING, BUS-STOP MARKINGS, LOADING ZONE, ACCESSIBLE CAR PARK, COACH STOP
- EXISTING ROAD MARKING TO BE RETAINED
- NEW BUS LANE
- NEW CYCLE LANE
- NEW SHARED PATH
- NEW BUS SHELTER
- PROPOSED CAR PARK
- EXISTING CAR PARK



LEGEND:

-  NEW ROAD MARKINGS
-  NEW NO-STOPPING, BUS-STOP MARKINGS, LOADING ZONE, ACCESSIBLE CAR PARK, COACH STOP
-  EXISTING ROAD MARKING TO BE RETAINED
-  NEW BUS LANE
-  NEW CYCLE LANE
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-  PROPOSED CAR PARK
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