

Assets & Infrastructure Committee

2 June 2026

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

Department: Property & Infrastructure

Title | Taitara: Parking Approvals for Minor Improvements Programme

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to recommend new parking restrictions and the cul-de-sac of Cantire Street to support the physical works in Glenorchy for the Minor Improvements Programme.

Recommendation | Kā Tūtohuka

That the Assets & Infrastructure Committee:

1. **Note** the contents of this report; and
2. **Approve** new parking restrictions as set out in Attachments A and B. These will come into effect once signs or line marking has been installed.

Prepared by:



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Title: Project Manager (Roading)

20 April 2026

Reviewed and Authorised by:



Name: Tony Avery
Title: General Manager of Property & Infrastructure
15 May 2026

Context | Horopaki

1. The Queenstown Lakes District Council 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 require a Council resolution prior to implementation. Decision making on changes of this sort within the Queenstown-Whakatipu Ward is delegated to the Assets & Infrastructure Committee.
3. Regular changes to traffic restrictions (including parking controls) are required throughout the district, often when constructing new infrastructure or in response to requests from the public or businesses. 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 seeks acceptance of the new parking restrictions and the cul-de-sac of Cantire Street in Glenorchy within the Queenstown Lakes District. These restrictions at each location are required for vehicle passage and pedestrian safety, bus stops, loading zones, and the safe and effective management of school traffic. The alternative option is to not accept the restrictions, either in part or in full.

Parking Requirements in the District

6. Acceptance will ensure the ability to construct the proposed minor improvements, as well as enforceability under the bylaw. Should the Assets & Infrastructure Committee reject the changes proposed, it is likely that the improvement in that location cannot be constructed.
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.

Strategic Direction for Transport 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, multimodal transportation, 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 line marked within the areas described.

Proposed Parking and Restriction Changes

- 15. The proposed changes and restrictions are detailed in Attachment A and B as well as Table 1 below. These restrictions can be made by resolution of the Assets & Infrastructure Committee under the Traffic and Parking Bylaw 2025.

Road Name	Restriction Type
Argyle Street	Bus stop
Argyle Street	Bus stop
Cantire Street	Cul-de-sac
Mull Street	No parking off a roadway
Mull Street	No parking off a roadway
Mull Street	Mobility parks
Mull Street	Campervan parking
Oban Street	No stopping - zebra
Oban Street	Loading Zone

Table 1 - Glenorchy restrictions

16. Option 1 - Approve the proposed changes as shown in Attachment A

Advantages:

- Supports the requests from the public and the focus of the minor improvements works in Glenorchy, in delivering pedestrian connectivity, school children safety, and car and bus parking enhancements.
- Improved pedestrian safety.
- Dedicated stopping points for tourist coaches.
- New mobility car parks.
- Dedicated campervan parking.
- Is consistent with the Council's Enforcement and Prosecution Policy.

Disadvantages:

- Removal of approximately eight carparks (depending on final design and interaction with driveways) on Oban Street, and displacement of parking demand to other locations.
- Vehicles will lose direct access to Oban Street from Cantire Street.
- Displacement of accepted but technically unauthorised verge parking, on Mull Street between Argyle Street and Oban Street.
- Displacement of accepted but technically unauthorised verge parking, on Argyle Street.
- Displacement of approximately four carparks on Argyle Street.

17. Option 2 - Decline the proposed changes as shown in Attachment A

Advantages:

- No loss of carparks or displacement of parking demand.
- Vehicles retain direct access to Oban Street from Cantire Street.

Disadvantages:

- Pedestrian connectivity and safety improvements would not be constructed.

- Bus and car parking challenges continue to trouble the community.

18. 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 to the Assets and Infrastructure Committee. 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 has completed a full bylaw review in 2025. Significant formal and informal engagement was completed with the community and key stakeholders.

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 RISK10048 Health, safety or wellbeing incident affecting member of the public within the QLDC Risk Register. This risk has been assessed as having a moderate residual risk rating.

24. 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

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 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 2024-2034 strategic framework, contributing to efficient and effective infrastructure and a responsive organisation;
- Traffic and Parking Bylaw 2025;
- Parks and Open Spaces Strategy 2017;
- QLDC Disability Policy;
- Draft Parking Strategy; and
- Draft Parking Management Plans.

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

28. This matter is not 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 Land Transport Act 1998 and the Local Government Act 2002. 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 Local Government Act 2002 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

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

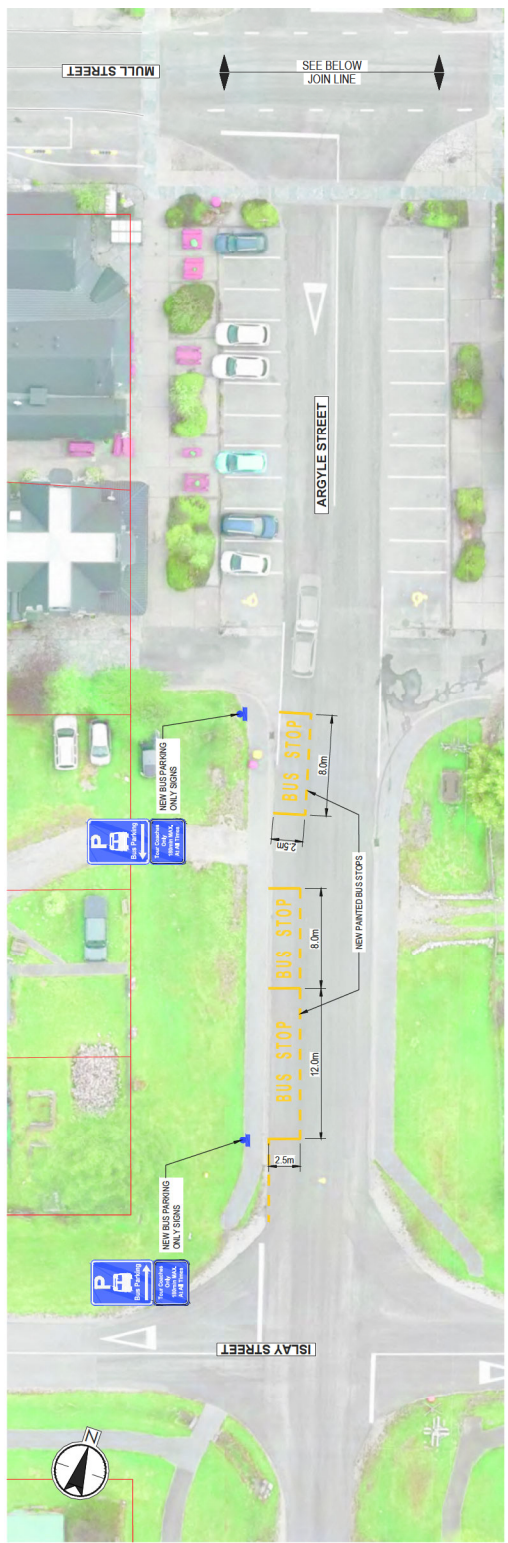
A	Attachment A: Traffic & Parking Restrictions for the QLDC
B	Designs Relating to Item Descriptions in Attachment A

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	
Refer to Attachment B	15 Bylaw	308	ARGYLE STREET	Lack of designated areas for dropping passengers off in centre of township.	Bus stop	Install bus stop signs and line marking	At all times	Left	113	137	24	No
Refer to Attachment B	15 Bylaw	308	ARGYLE STREET	Lack of designated areas for dropping passengers off in centre of township.	Bus stop	Install bus stop signs and line marking	0800 – 1800 Monday to Sunday	Left	222	269	47	No
Refer to Attachment B	15 Bylaw	308	ARGYLE STREET	Lack of designated areas for dropping passengers off in centre of township.	Bus stop	Install bus stop signs and line marking	0800 – 1800 Monday to Sunday	Left	142	148	6	No
Refer to Attachment B	15 Bylaw	1620	CANTIRE STREET	No stopping lines required for turning area of cul de sac.	No stopping	Install no stopping lines	At all times	Both	5	45	40	No
Refer to Attachment B	21 Bylaw	2970	MULL STREET	Vehicles frequently parking illegally. Install signs to	No parking off a roadway	Install no parking off a roadway signs	At all times	Left	8	184	176	No

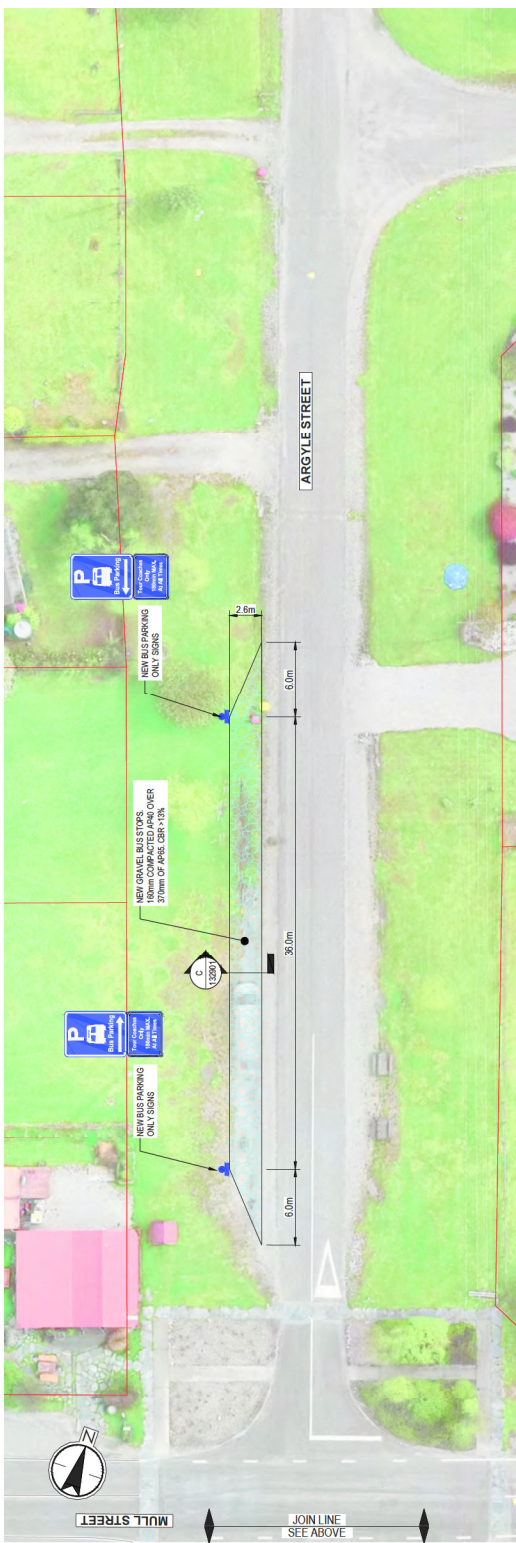
				enable enforcement.								
Refer to Attachment B	21 Bylaw	2970	MULL STREET	Vehicles frequently parking illegally. Install signs to enable enforcement.	No parking off a roadway	Install no parking off a roadway signs	At all times	Right	8	103	95	No
Refer to Attachment B	15 Bylaw	2970	MULL STREET	Lack of designated areas for larger campervans parking	Parking restriction	Install parking signs and line marking	0800 - 1800	Left	359	370	11	No
Refer to Attachment B	18 Bylaw	2970	MULL STREET	Gap in mobility parking coverage.	Parking restriction	Install parking signs and line marking	At all times	Left	355	359	4	No
Refer to Attachment B	18 Bylaw	2970	MULL STREET	Gap in mobility parking coverage.	Parking restriction	Install parking signs and line marking	At all times	Left	324	328	4	No
Refer to Attachment B	15 Bylaw	300	OBAN STREET	No stopping lines required for Zebra crossing.	No stopping	Install no stopping lines	At all times	Left	488	521	33	No
Refer to Attachment B	15 Bylaw	300	OBAN STREET	No stopping lines required for Zebra crossing.	No stopping	Install no stopping lines	At all times	Right	507	535	28	No
Refer to Attachment B	15 Bylaw	300	OBAN STREET	Lack of designated area for dropping off / picking up goods or passengers.	Loading Zone	Install loading zone signs and line marking	0800 – 1800 Monday to Sunday	Right	490	507	17	No

1 2 3 4 5

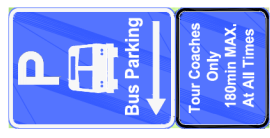


PLAN
SCALE: 1:200

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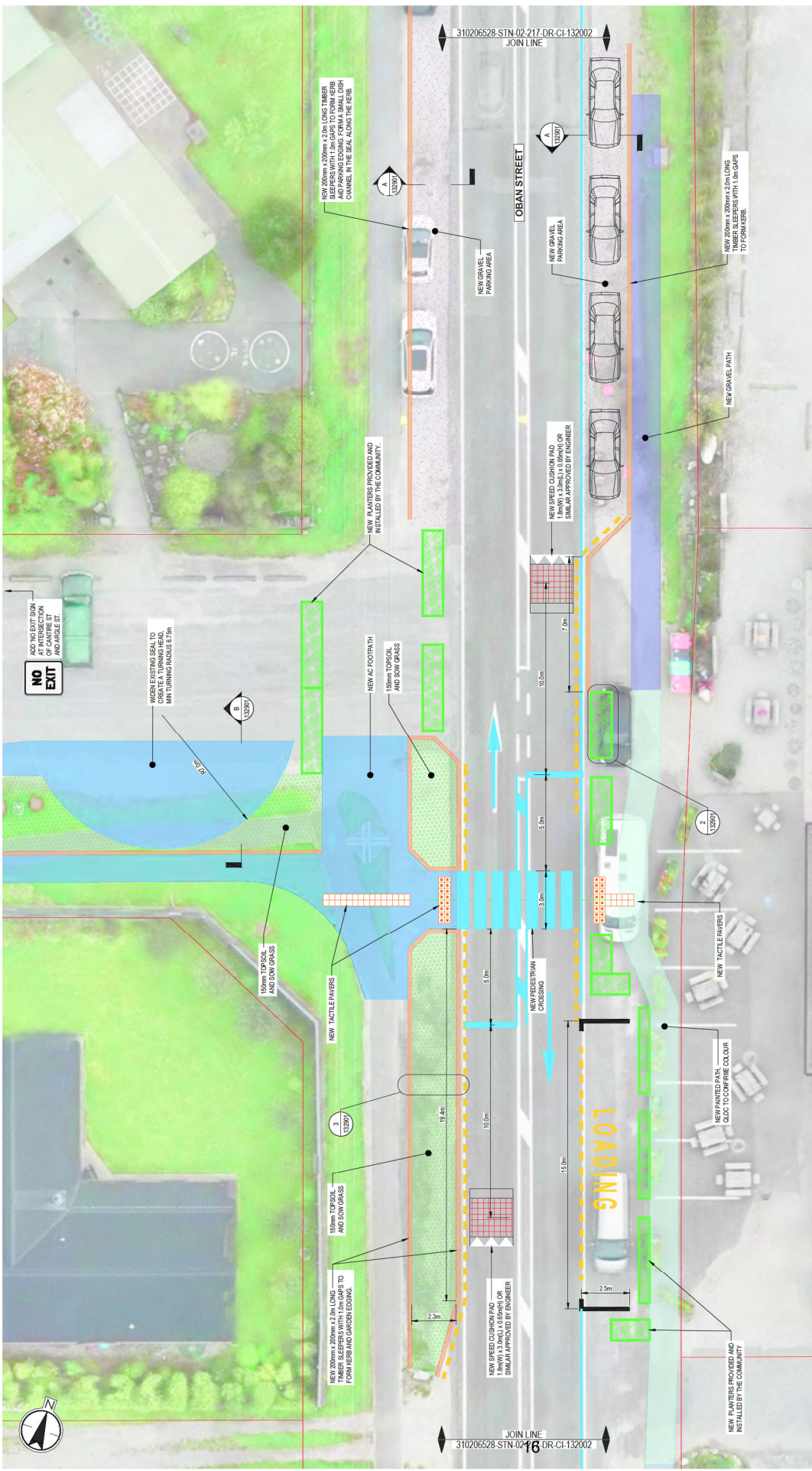


BUS PARKING
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CROSSING PLAN
SCALE: 1:100



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