

Wānaka-Upper Clutha Community Board

12 May 2026

Report for Agenda Item | Rīpoata moto e Rāraki take [2]

Department: Property & Infrastructure

Title | Taitara: Parking Restriction for Minor Improvements Programme

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to recommend new parking restrictions to support the physical works from the Minor Improvements Programme.

Recommendation | Kā Tūtohuka

That the Wānaka-Upper Clutha Community Board:

1. **Note** the contents of this report; and
2. **Approve** changes to new parking restrictions as set out in Attachment A and B. These will come into effect once signs or markings have been installed.

Prepared by:



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Title: Project Manager (Roading)

13 April 2026

Reviewed and Authorised by:



Name: Tony Avery

Title: General Manager, Property & Infrastructure

10 April 2026

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 require a Council resolution prior to implementation. Decision making on changes of this sort within the Wānaka-Upper Clutha Ward is delegated to the Wānaka-Upper Clutha Community Board (WUCCB).
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 in Wānaka-Upper Clutha within the Queenstown Lakes District. These restrictions at each location are required in full for vehicle passage and pedestrian safety at each of the new pedestrian refuge island locations. The alternative option is to not accept the restrictions.

Parking Requirements in the District

6. Acceptance will ensure the ability to construct the required pedestrian refuges and kerb buildout with adequate safe sight distances, as well as ensure enforceability under the bylaw. Should the WUCCB not accept the proposed restrictions, pedestrian refuge islands will be unable to be installed in these locations.
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 or signed within the areas described.

Proposed Parking and Restriction Changes

15. The proposed changes and restrictions are detailed in Table 1 below and Attachments A and B. These restrictions can be made by resolution of the WUCCB under the Traffic and Parking Bylaw 2025.

Road Name	Restriction Type
Ardmore Street	No stopping
Ardmore Street	No stopping
Brownston Street (East)	No stopping
Brownston Street (East)	No stopping
Dungarvon Street	P5
Dungarvon Street	No stopping

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 Wānaka town centre, to improve pedestrian connectivity in the area.
- Improved pedestrian safety.
- Improved speed limit compliance through the traffic calming effect of kerb buildouts and pedestrian refuge islands.

- Is consistent with the Council's Enforcement and Prosecution Policy.

Disadvantages:

- Removal of approximately five carparks (depending on final design and interaction with driveways) on Brownston Street, and displacement of parking demand to other locations.
- Removal of approximately nine carparks on Ardmore Street, and displacement of parking demand to other locations.

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

Advantages:

- No loss of car parking spaces.

Disadvantages:

- Pedestrian refuge islands will not be installed in these locations.
- Does not address safety and operational issues raised by the public and Council Officers.
- Will not improve road safety for all users.

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

Attachment A: Traffic & Parking Restrictions for the QLDC

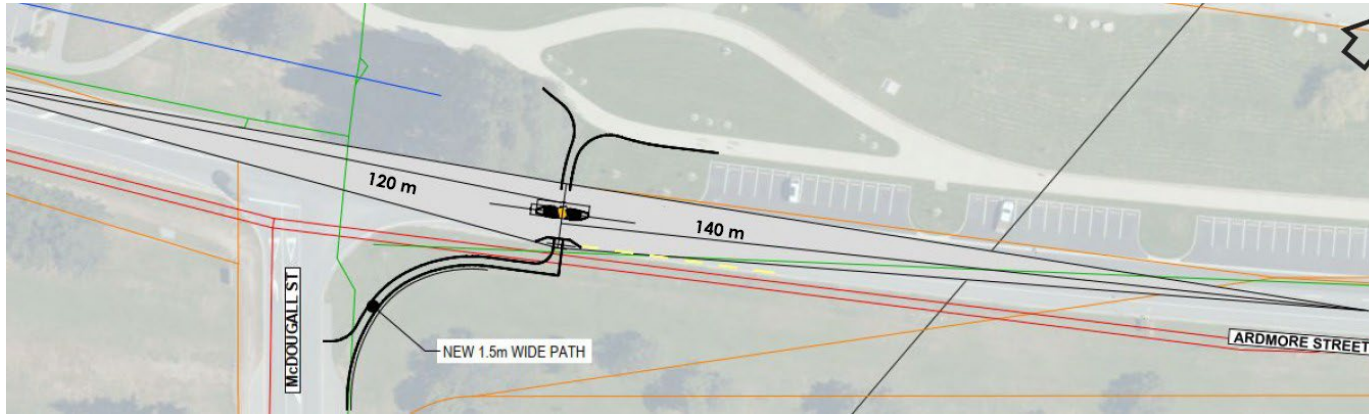
Attachment A – Traffic and Parking restrictions for the Queenstown Lakes District Council for meeting 12 May 2026

Map Ref.	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	
Item 1	17 Bylaw	600	ARDMORE STREET	Removing parking to install refuge island/footpath crossing point	No stopping	Mark no stopping lines	At all times	Left	1145	1195	50	No
Item 2	17 Bylaw	600	ARDMORE STREET	Removing parking to install refuge island/footpath crossing point	No stopping	Mark no stopping lines	At all times	Left	929	956	27	No
Item 3	17 Bylaw	1380	BROWNSTON STREET (EAST)	Removing parking to install refuge island/footpath crossing point	No stopping	Mark no stopping lines	At all times	Left	802	829	27	No
Item 3	17 Bylaw	1380	BROWNSTON STREET (EAST)	Removing parking to install refuge island/footpath crossing point	No stopping	Mark no stopping lines	At all times	Right	822	861	39	No
Item 4	17 Bylaw	604	DUNGARVON STREET	Reducing time limit to promote turnover and as a result improve availability of parking.	P5	Install parking signs	At all times	Left	24	36	12	No
Item 4	17 Bylaw	604	DUNGARVON STREET	Removing parking to install refuge island/footpath crossing point	No stopping	Mark no stopping lines	At all times	Left	18	24	6	No

Attachment A: Designs Relating to Item Descriptions on Attachment A

Item 1

Ardmore Street



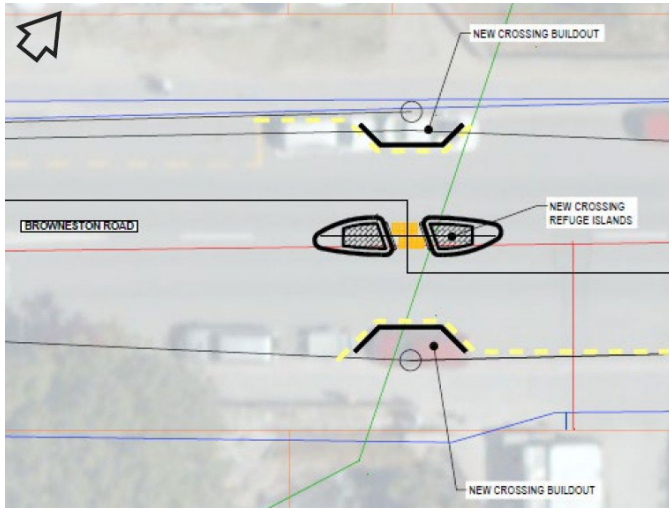
Item 2

Ardmore Street



Item 3

Brownston Street (East)



Item 4

Dungarvon Street

