

Full Council

27 November 2025

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

Department: Community Services

Title | Taitara: Parking restrictions to allow restricted freedom camping in designated areas

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to seek approval from the Queenstown Lakes District Council (QLDC) to vary parking restrictions at carparks within Queenstown, Frankton and Lake Hayes, to enable freedom camping in spaces designated for restricted¹ freedom camping under the QLDC Freedom Camping Bylaw 2025 (to take effect from 1 December 2025).

Recommendation | Kā Tūtohuka

That the Council:

1. **Note** the contents of this report;
2. **Approve** the following variations to parking restrictions to allow restricted freedom camping activity to occur in these marked parking spaces:
 - a. Boundary Street carpark, Queenstown: Lift the 10-hour maximum stay resolution between the hours of 6:00pm and 8:00am on the **15 spaces** designated for restricted freedom camping;
 - b. Gorge Road carpark, Queenstown: Lift the 'no overnight parking' resolution on the **2 spaces** designated for restricted freedom camping;
 - c. Industrial Place carpark, Queenstown: Lift the 10-hour maximum stay resolution between the hours of 6:00pm and 8:00am on the **6 spaces** designated for restricted freedom camping;
 - d. Lakeview carpark, Queenstown: Lift the 10-hour maximum stay resolution between the hours of 6:00pm and 8:00am on the **10 spaces** designated for restricted freedom camping;
 - e. Gray Street carpark, Frankton: Lift the 10-hour maximum stay resolution between the hours of 6:00pm and 8:00am on the **4 spaces** designated for restricted freedom camping;

¹¹ Restricted freedom camping in the Freedom Camping Act 2011 means areas where freedom camping is allowed subject to conditions permitted under a freedom camping bylaw.

- f. Queenstown Events Centre carpark, Frankton: Lift the 'No Parking 11.30PM – 6:00AM' resolution on the **9 spaces** designated for restricted freedom camping;
 - g. Howards Drive carpark, Lake Hayes: Remove the 10-hour maximum stay resolution between the hours of 6:00pm and 8:00am on the **3 spaces** designated for restricted freedom camping.
3. **Resolve** that the above parking restrictions will come into force as soon as signage notifying the restriction changes has been installed at these carparks.
 4. **Note** that 'no stopping 10.00pm to 6.00am Monday to Sunday' restrictions introduced on Park Street and Lake Esplanade in May 2025 will be retained and will be reconsidered as part of draft Queenstown CBD Parking Management Plan currently being developed.

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Context | Horopaki

The QLDC Traffic and Parking Bylaw 2018²

1. The Queenstown Lakes District Council (**QLDC or the Council**) Traffic and Parking Bylaw 2018 (**the T&P Bylaw**) regulates parking and the use of roads and public spaces under Council's control and came into effect on 1 March 2019.
2. The T&P bylaw enables changes to existing restrictions or the implementation of new restrictions within the district, in response to changing circumstances, requiring Council resolution prior to implementation.
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 a resolution regulating parking under the bylaw, the Council is required to take account the considerations specified in Section 5.1 of the bylaw.
5. The parking restrictions proposed for approval in this report fall under one category. The restrictions support the Land Transport (Road User) Rule 2004 (the Rule) and are supported by the Queenstown Lakes District Council Traffic and Parking Bylaw 2018.
6. To mitigate parking pressures and improve vehicle turnover at the Queenstown Events Centre facility, 'no overnight parking' restrictions were introduced in February 2025.
7. To mitigate parking pressures and improve vehicle turnover on main lakefront thoroughfares into the Queenstown CBD, Park Street and Lake Esplanade, 'no stopping 10.00pm to 6.00am Monday to Sunday' restrictions were introduced in May 2025. These restrictions will be reconsidered as part of draft Queenstown CBD Parking Management Plan currently being developed with community consultation planned for 2026.

The QLDC Freedom Camping Bylaw 2025

8. The district is the most popular place for overnight free camping in New Zealand. This has led to a range of adverse impacts on land controlled and/or managed by QLDC. The Freedom Camping Act 2011 (**the Act**) provides for QLDC to make a freedom camping bylaw if it is satisfied that one is required to protect the area, access and/or health and safety of local authority areas from the adverse impacts of freedom camping.

² If the Traffic and Parking Bylaw 2025 is adopted on 27 November 2025 it will come into force on 13 December 2025. Any resolutions under 2018 T&P Bylaw will get carried over the 2025 T&P Bylaw..

9. On 9 October 2025, the Council adopted the QLDC Freedom Camping Bylaw 2025 (**the FC Bylaw**), which will come into effect on 1 December 2025.
10. The FC Bylaw includes 15 specific restricted freedom camping areas in designated carparks across the district. Restricted freedom camping areas are locations where freedom camping can take place if it complies with the conditions identified in the FC Bylaw for that location. Seven of these carparks, in Queenstown, Frankton and Lake Hayes, have overnight parking restrictions or maximum hour parking limits which means that overnight freedom camping in these areas as allowed by the FC Bylaw would conflict with the T&P Bylaw. To allow restricted freedom camping to occur at these carparks in the designated spaces under the FC Bylaw, these parking restrictions must be varied by resolution made pursuant to the T&P Bylaw.ⁱ

Analysis and Advice | Tatāritaka me kā Tohutohu

11. Parking restrictions in seven of the specific restricted freedom camping areas require variation to provide for overnight freedom camping in accordance with the FC Bylaw. Amendments to any existing restrictions relate only to the specific spaces marked for freedom camping, not the whole carpark. Attachments A and B of this report show maps of the proposed restricted freedom camping parking spaces, their current parking restrictions and proposed new restrictions.
12. As transport strategies are developed, changes and adjustments are 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. The T&P Bylaw structure provides for Council to respond to traffic and parking issues as they arise by making resolutions, as opposed to reviewing the bylaw in its entirety.
13. 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 traffic and parking

14. Planning for the management of traffic demand and parking within the district is underway, with various transport strategies and parking management plans being developed.
15. Regulation of parking is required to address current issues and support the future direction of traffic and parking management.

District Plan considerations and implications

16. The District Plan outlines the requirements for parking and traffic to complement the Council's overall land use goals and objectives for district development.
17. 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.

Proposed parking and restriction changes

18. The parking restriction changes proposed are:

- a. Boundary Street carpark, Queenstown: Lift the 10-hour maximum stay resolution between the hours of 6:00pm and 8:00am on the **15 spaces** designated for restricted freedom camping;
- b. Gorge Road carpark, Queenstown: Lift the 'no overnight parking' resolution on the **2 spaces** designated for restricted freedom camping;
- c. Industrial Place carpark, Queenstown: Lift the 10-hour maximum stay resolution
- d. between the hours of 6:00pm and 8:00am on the **6 spaces** designated for restricted freedom camping;
- e. Lakeview carpark, Queenstown: Lift the 10-hour maximum stay resolution between the hours of 6:00pm and 8:00am on the **10 spaces** designated for restricted freedom camping;
- f. Gray Street carpark, Frankton: Lift the 10-hour maximum stay resolution between the hours of 6:00pm and 8:00am on the **4 spaces** designated for restricted freedom camping;
- g. Queenstown Events Centre carpark, Frankton: Lift the 'No Parking 11.30PM – 6:00AM' resolution on the **9 spaces** designated for restricted freedom camping;
- h. Howards Drive carpark, Lake Hayes: Remove the 10-hour maximum stay resolution between the hours of 6:00pm and 8:00am on the **3 spaces** designated for restricted freedom camping.

19. Under Section 5.1 of the T&P Bylaw, in making a resolution under this bylaw, the Council will take into account the following considerations listed below, to what extent they are relevant and in proportion to the significance of the decision. Each of the considerations is listed, with information provided by the report authors following the hyphen in each case.

- a. The purpose of this bylaw is to provide for Council's ability to regulate traffic and parking in the district, so that roads and car parking in the district can be safely, fairly and effectively enjoyed by users of that infrastructure.
- b. The statutory context of the relevant bylaw-making power under section 22AB of the Land Transport Act 1998 and/or Part 8 of the Local Government Act 2002, as the case may be – refer to the Legal Considerations part of this report below.

- c. The public interest in a safe and efficient road transport system and the Council's contribution to that objective in relation to roads under its control. – *Council officers do not consider any safety issues are exacerbated by the variations to parking restrictions proposed in Attachments A & B.*
- d. The likely effect of the decision on members of the public or categories of the public - *specifically, the users of the carparks listed in Attachments A and B. Users of these carparks cannot currently occupy a space overnight and/or for multiple days so there will be no disadvantage for users if these variations to parking restrictions are introduced. The variation to parking restrictions proposed will be advantageous to users who want to freedom camp in the specific restricted freedom camping spaces, as approved in the FC Bylaw.*
- e. The nature and extent of the problem being addressed by the proposed decision and the reasonably available options for addressing the problem (if any) apart from making a resolution under the T&P Bylaw – *the problem being addressed is to enable specific restricted freedom camping areas approved under the FC Bylaw by amending any parking restrictions that currently limit this activity.*
- f. The public interest in protecting from damage to land and assets which are owned or under the control of the Council. - *This report is focusing on parking accessibility in the Queenstown area and is not assessing damage to land or assets because of limited parking options in these locations.*

Enforcement

- 20. Enforcement will only occur when the sites are appropriately signed within the areas described in Attachments A and B.
- 21. An education plan will be developed to ensure users are aware of any changes. This will include a range of methods including social media, direct communication with community users and visitors explaining the reasons for the proposed restrictions.
- 22. The education plan will be developed collaboratively with input from these QLDC teams: Infrastructure, Regulatory, Policy, Responsible Camping and Communications.
- 23. It is anticipated that the proposed restrictions can be enforced within existing budgets using existing staff and resources.
- 24. This proposed enforcement approach is consistent with the QLDC Enforcement Strategy and Prosecution Policy.
- 25. 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.

26. **Option 1** Approve the proposed parking restriction variations identified in recommendations to this report, to allow restricted freedom camping to occur in these marked parking spaces (refer to Attachments A and B for maps of specific parking spaces, current restrictions and proposed changes):

Advantages:

- Aligns the provisions of the Traffic and Parking Bylaw 2018 with the Freedom Camping Bylaw 2025.
- It is consistent with the Council's Enforcement Strategy and Prosecution Policy.
- It will enable effective and lawful enforcement.

Disadvantages:

- This option will change the restrictions of the use of these car parking spaces and may not be supported by some.

27. **Option 2** Do not approve lifting the parking restrictions identified in this report (refer to Attachments A and B for maps of specific parking spaces, current restrictions and proposed changes):

Advantages:

- No requirement for updated signage or the education of carpark users about parking restrictions changes.

Disadvantages:

- This option will not serve to align the provisions of the Traffic and Parking Bylaw 2018 with the Freedom Camping Bylaw 2025.
- The seven carparks identified in this report will not be authorised to use for restricted freedom camping, as approved under the FC Bylaw on 9 October 2025. This will leave only eight carparks district-wide available for restricted freedom camping.

28. This report recommends **Option 1** for addressing the matter because this option will align the provisions of the Traffic and Parking Bylaw 2018 with the Freedom Camping Bylaw 2025, enabling overnight camping in all carparks approved in the FC Bylaw.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi i kā Whakaaro Hiraka

29. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2024 because impacts and changes in parking controls is specifically provided for as part of the bylaw and while community interest is high, it is mainly localised, and the effects of lifting the restrictions will be contained to a defined area. The actions are consistent with the powers delegated by the Traffic and Parking Bylaw.
30. The persons who are affected by or interested in this matter are residents/ratepayers and visitors, particularly those accessing Queenstown, Frankton and Lake Hayes.
31. Community consultation on the use of the seven carparks referenced in this paper was conducted as part of the development of the FC Bylaw, resulting in the approval of specific marked spaces for restricted freedom camping activity.

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 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.
34. 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

35. The cost associated with installing the required signage, monitoring and enforcement will be met from current budgets. The costs are not expected to be material.

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

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

- Our Strategic Framework | Queenstown Lakes District Council
- Long Term Plan 2024-2034
- Freedom Camping Bylaw 2025
- Traffic and Parking Bylaw 2018

- Parks and Open Spaces Strategy 2017
- The QLDC Disability Policy
- QLDC Enforcement Strategy and Prosecution Policy

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

38. This matter is not included in the Long Term Plan/Annual Plan, other than operational budgets approved for signage, monitoring and enforcement.

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

39. The exercise of Council authority contemplated in this report is the regulation of parking at carparks in Queenstown, Frankton and Lake Hayes, which is land owned by the Council. The parking regulation power is widely used by Council throughout the district and is not expected to be controversial. The power is available to Council under the T&P Bylaw.

40. This report satisfies the decision-making requirements of Council under the T&P Bylaw, together with its powers and responsibilities pursuant to the Land Transport Act 1998 and the Local Government Act 2002.

Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

41. 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. The recommended option is consistent with these objectives.

42. 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	Parking restrictions to allow restricted freedom camping in designated areas.
B	Designs relating to item description on Attachment A
C	QLDC Freedom Camping Bylaw 2025