



Order Paper for a meeting

HEARING OF SUBMISSIONS:

Draft Traffic and Parking Bylaw 2025

to be held on

Friday 26 September 2025

commencing at 9.30am

in the

Council Chambers,

10 Gorge Road, Queenstown

QUEENSTOWN LAKES DISTRICT COUNCIL

HEARING OF SUBMISSIONS AND DELIBERATIONS ON:

Draft Traffic and Parking Bylaw 2025

PANEL MEMBERS

Councillor G Bartlett (Reserve)

Councillor B Bruce

Councillor L Guy

Councillor M Wong

Chair of hearing panel to be determined at beginning of hearing.

**HEARING OF SUBMISSIONS:
(Draft) Traffic and Parking Bylaw 2025**



Agenda for a hearing of submissions on the draft Traffic and Parking Bylaw 2025, to be held in the Council Chambers at 10 Gorge Road, Queenstown on Friday 26 September beginning at 9.30am.

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Hearing Panel

26 September 2025

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

Department: Strategy & Policy

Title | Taitara: Submissions on the draft Traffic and Parking Bylaw 2025

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to present the written submissions received by the Queenstown Lakes District Council (the Council) on the draft 2025 Traffic and Parking Bylaw | Kā Waeture Huarahi kā Tūka Waka (**the draft bylaw, Attachment A**). This hearing will provide members of the public the opportunity to be heard, and to outline options to the hearing panel so that it can recommend a final form of the draft bylaw to be made by Council.

Executive Summary | Whakarāpopototaka Matua

On 31 July 2025, Council endorsed a statement of proposal (**Attachment B**), which included the draft bylaw, for public consultation. Submissions were received between 7 August 2025 and 7 September. Council received 22 submissions as part of the consultation: 11 submissions regarding the draft bylaw and 11 regarding traffic and parking issue more generally. These are included with this report in **Attachments C**. Three submitters have requested to be heard and will speak at this meeting. The hearings panel is being asked to receive written and oral submissions and recommend to Council a final form of the draft 2025 Traffic and Parking Bylaw | Kā Waeture Huarahi kā Tūka Waka. At the Council meeting on the 27 November 2025, officers are proposing to present the final draft bylaw to Council for it to consider and adopt.

Recommendation | Kā Tūtohuka

That the Hearing Panel:

1. **Note** the contents of this report;
2. **Receives** all written submissions to the draft 2025 Traffic and Parking Bylaw | Kā Waeture Huarahi kā Tūka Waka and hears the submitters who wish to be heard; and
3. **Recommend to Council** a final form of the draft 2025 Traffic and Parking Bylaw | Kā Waeture Huarahi kā Tūka Waka to be adopted, following consideration of public feedback from the submissions.

Prepared by:



Name: Campbell Guy
Title: Policy Advisor
22 September 2025

Reviewed and Authorised by:



Name: Tony Avery
Title: GM Property and Infrastructure
22 September 2025

Context | Horopaki

1. The key purpose of the draft bylaw is to regulate behaviour on roads and other public places in the Queenstown Lakes District (**QLD**). As a road controlling authority, the Council is empowered to create a traffic related bylaw under the Land Transport Act 1998 (**LTA**) Section 22AB.
2. The intention of the bylaw is to enable Council to regulate and enforce behaviours that are either not available through existing mechanisms (such as the LTA), or to further enhance or refine those abilities in response to issues identified in the district.
3. Regulatory controls (i.e. rules) under the bylaw are either ‘self-contained’ or act as part of a ‘framework’.
 - ‘Self-contained controls’ are where all the details of the control are in the bylaw. For example, no person must park a vehicle in any road which unreasonably obstructs the footpath under clause 22.2(b) of the bylaw. This clause can be used by parking officers when issuing infringements throughout in the district. These clauses tend to apply district wide i.e. they apply across all locations and times unless specified otherwise.
 - ‘Framework controls’ are where details of the control are determined by Council (or the delegated committee) through making a resolution. For example, clause 16.1 of the bylaw allows Council to restrict parking (on Council land/roads). Council, at its 13 February 2025 meeting, used this clause to restrict overnight parking at the Queenstown Events Centre through passing a resolution under the bylaw.
4. Framework controls tend to be location specific and can be altered in reaction to a changing context. Opportunities for improvements are also identified by officers when considering changes in parking use patterns, demand, or as development of master planning town centres continues. For example, officers presented a series of parking control changes on 24 November 2024 to the Infrastructure Committee to ensure pedestrian and cyclist safety. These framework controls were passed by Infrastructure Committee using powers provided by the 2018 Traffic and Parking Bylaw. See the table provided below for an example of controls updated as part of this committee meeting. Once a control is passed signs are erected by officers as evidence of the new control, along with education materials, pamphlets and a grace period of waivers as the new controls are socialised.

Table 1. example of traffic control changes enabled by the bylaw

Road or Location	Specific Description
Ballarat Street (EAST)	No stopping
Beach Street	No left or right turns
Birse Street	No stopping
Coronation Drive	Parking restriction change
Glenda Drive	N/A
Gorge Road	Parking restriction change
Lauder Street	No stopping
Lochy Road	No stopping

5. Officers are continually looking for improvements to traffic controls that balance the needs of different users. Work is currently being undertaken to develop parking management plans for high use areas of the district, many of the parking controls passed under these plans will be enabled by the draft bylaw. Public consultation on proposed parking management plans is planned to be undertaken in early 2026.
6. Input provided during this bylaw development process (including submissions provided on traffic and parking generally) will be provided to officers working on parking management plans to inform their development.

The bylaw review process

7. The 2018 Traffic and Parking Bylaw has been in place since 13 December 2018 and is due for review. Once reviewed, it will have a five-year review requirement.
8. The bylaw review has now reached the stage in the process for hearings. The current progress of the bylaw is set out in the diagram below.



9. The review process and key milestones for this bylaw process are summarised below.

Date	Milestone
Jan 2025 – March 2025	Preliminary engagement – targeted emails to stakeholder groups and feedback from relevant officers on the bylaw.
17 April 2025	Council determined pursuant to s155(1) of the Local Government Act 2002 that a bylaw is the most appropriate way of addressing issues related to traffic and parking.
13 May 2025	Council workshop (w/ WUCCB) on issues identified through preliminary engagement and research into the bylaw
31 July 2025	Council resolved: <ul style="list-style-type: none"> To adopt the draft Traffic and Parking Bylaw 2025 and statement of proposal for consultation in accordance with the special consultative procedure and appointed a hearings panel to receive submissions. Determine that the draft bylaw is the most appropriate form of bylaw and does not give any implications under the NZ Bill of Rights 1990.
7 August – 7 September 2025	Formal consultation period
26 September 2025	Hearings and consideration of options by the hearings panel
14 November 2025 (TBC)	Explain bylaw development process as part of induction for new councillors
27 November 2025	Council to be requested to adopt a final version of the bylaw

Local Government Act 2002

10. Section 145 of the Local Government Act 2002 (LGA) sets out the general bylaw-making power for territorial authorities. It permits councils to make bylaws for one or more of the following purposes:
- protecting the public from nuisance;
 - protecting, promoting, and maintaining public health and safety; and/or
 - minimising the potential for offensive behaviour in public places.
11. Council is responsible for ensuring that the bylaw exists for one (or more) of these three purposes. In implementing a bylaw, Council also needs to ensure the requirements of section 155 LGA are met, which include:
- that the bylaw is the most appropriate way of addressing the perceived problem; and
 - that the proposed bylaw is the most appropriate form of bylaw; and
 - that the proposed bylaw does not give rise to any implications under New Zealand Bill of Rights Act 1990 (NZBORA).
12. Council previously made the determinations required under section 155 of the LGA when it formally commenced the process of reviewing this bylaw at its 17 April and 31 July 2025 meetings.

Analysis and Advice | Tatāritaka me kā Tohutohu

The Proposed Traffic and Parking Bylaw 2025 was consulted on

13. The changes proposed in during the development of the draft bylaw are minor and include amendments to definitions, improvements to the readability and flow of the bylaw. All amendments are identified in the draft bylaw at **Attachment A** by way of tracked changed text.
14. The proposed changes include:
- enabling police to enforce fitting of snow chains on vehicles (particularly on the Crown Range) through updating the delegations that sit under the draft bylaw;
 - incorporate new definitions into the draft bylaw to facilitate potential controls in emerging areas of interest in the future (e.g. electric vehicles, micromobility devices)¹;
 - update and simplify the draft bylaw to ensure alignment with legislation;

¹ Other definitions include: micromobility devices, boat ramps, re-parking, shared paths/zones, chains, trailers

- facilitate the regulation of shared zones² and shared paths through additional clauses;
- clarify bike and recreational device parking rules to increase availability and reduce obstructions;
- amend the resolution process to reference Council strategies and plans;
- clarify parking exemptions for Council officers (police or Council) only if necessary for the purposes of duty or function.

15. Due to an error in formatting, some tracked changes were not displayed in the proposed draft bylaw document provided on Let's Talk, such as the inclusion of clauses to regulate shared zones and paths. These changes were, however, signposted across the webpage, Statement of Proposal, and various other provided documents and attachments which were made available to the public. No submitter commented on the error, and many commented on changes to shared zones and paths in favour of the proposed change. The attached draft bylaw to this report will show all tracked changes from the 2018 bylaw to ensure ease of comparison for panel members.

Submissions received

16. Council received 22 submissions. Copies of submissions are included in **Attachment C**.

- 11 submissions were on the draft bylaw, and
- 11 were regarding traffic and parking issues more generally.
- three were email submissions.

17. Traffic and parking issues remain a key concern for the community. In 2024 alone, 39% of all requests for service to Council (including Snap Send Solve requests) were related to parking. Due to widespread interest in this topic, community members were given the opportunity to provide general comments on traffic and parking. This feedback can then be used to inform other Council plans and strategies, such as parking management plans, which are in development.

Submissions regarding traffic and parking issues generally

18. Of the 11 submissions received regarding traffic and parking issues generally, the most prominent themes were:

- lack of parking availability, particularly in the Queenstown Town Centre (6 submissions mention this issue);
- issues with specific traffic-related signage, lines and controls (5 submissions);
- traffic disruption due to road works (2 submissions);

² A shared zone is where both vehicles, pedestrians and cycles use the same space, a shared path is intended to be used by pedestrians, cyclist, mobility devices and other wheeled recreational devices.

- lack of disability parking availability (2 submissions);
- parking enforcement and cost (2 submissions).

19. Other topics mentioned include berm parking, lack of alternative transport options (such as buses and bike lanes). Relevant submissions will be passed to business units to consider when drafting parking management plans, wayfinding³ upgrades, and when conducting routine maintenance on traffic lines and signage in the district.

20. In addition to general traffic and parking related submissions, there were 26 comments made on the QLDC Facebook page regarding the draft bylaw consultation process. Whilst most comments were not within the scope of the draft bylaw, comments that related to the bylaw's remit include:

- frustration by car users regarding pedestrian congestion and usage of the shared zone (Rees Street);
- advocacy for more disability parking availability throughout the district;
- advocacy for the establishment different parking rates for locals (these comments will be passed on to the parking management team to consider).

Submissions regarding the draft Traffic & Parking Bylaw 2025

21. To reiterate, this bylaw development process and deliberations are to ensure that the draft bylaw has the most appropriate regulatory tools and settings to address issues in the district as they occur. The bylaw is best understood as an enabling tool that gives council the powers to address issues as they occur through using the resolution process, not to dictate in detailed controls on specific streets, sections of road etc. While some issues can be addresses through changes to self-contained clauses in the bylaw, most issues are most appropriately addressed by resolution (as established in the options workshop 13 May 2025).

22. In essence this bylaw developments main changes were to future proof the bylaw to ensure it is fit for purpose to regulate potential areas which are increasing in frequency in the district, such as micromobility devices, shared zones and paths etc. Discussions regarding how the bylaw is implemented or applied to specific sites is more appropriately handled by the Infrastructure Committee or through the development of other Council plans, strategies and documents (such as parking management plans, signage upgrades, other street upgrades/development).

23. Of the 11 submissions on the draft bylaw:

- three submitters wished to speak at the hearing;
- eight were in support of proposed changes in the bylaw, three were neutral, no submitters were opposed to proposed changes;

³ Wayfinding is the process of finding a path between an origin and a destination that has not necessarily been visited previously – it typically involves signage, maps and use of technology (e.g. google maps) to the public.

- five commented on district-wide issues;
- four commented on Queenstown specific issues;
- one commented on Arrowtown-Kawarau specific issues;
- two commented on Wānaka-Upper Clutha specific issues.

24. The most prominent themes in the submissions on the draft bylaw were:

- To utilise the bylaw to promote mode shift⁴; and
- To alter specific parking regulations and signage. The tables below summarise feedback received in the submissions.

⁴ The term 'mode shift' refers to changes in mode share over time. For example, mode shift occurs when people stop using their cars for their daily commute in favour of using the bus or cycling.

Submissions regarding better use of the bylaw to promote mode shift

25. Six submissions called for Council to better incentivise mode shift⁵. Many submissions called for changes outside the scope of this bylaw process, such as installing new infrastructure (e.g. more bike lanes in both Queenstown and Wānaka) or for changes related to the implementation of the bylaw.

Suggestions relevant the bylaw regarding mode shift include:

Suggestion	Number of subs	Change sought	Officer recommendation
Bylaw amendment	1	Clarify clause 10.1(b)(iv) regarding 'wheeled recreational vehicles'	<ul style="list-style-type: none"> Amend draft bylaw to refer to 'wheeled recreational devices' to align with NZTA definition
Bylaw amendment	1	Clarify 'other restrictions' in clause 11 & 12.	<ul style="list-style-type: none"> Maintain status quo wording to ensure draft bylaw is flexible enough to regulate a wide range of issues as they occur.
Bylaw amendment	1	Clarification regarding clause 23 'parking off roadway' for: berms, road reserve	<ul style="list-style-type: none"> Maintain status quo. Existing definitions already provide appropriate coverage for issues.
Bylaw amendment	1	Reduce time for kerbside collection from 24 hours to 11 hours	<ul style="list-style-type: none"> Maintain status quo to ensure high volunteer compliance. Officers recommend education to increase compliance – this aligns with QLDC's Enforcement Strategy and Prosecution Policy. Amending draft bylaw to address issues contemplated in Statement of Proposal may require re-consultation.

⁵ The term 'mode shift' refers to changes in mode share over time. For example, mode shift occurs when people stop using their cars for their daily commute in favour of using the bus or cycling.

Suggestion	Number of subs	Change sought	Officer recommendation
Bylaw implementation	1	Requirement that wheelie bins must be placed in designated spaces on the footpath e.g. marked by white lines.	<ul style="list-style-type: none"> Suggestion related to operational issues not within scope of the proposed draft bylaw. Suggestion can be passed to relevant team, however, may require changes to district plan and assessment of feasibility, cost and risks before action is taken.
Bylaw implementation	3	Use bylaw to prevent obstructions on footpaths caused by wheelie bins, e-scooters and other devices	<ul style="list-style-type: none"> Draft bylaw contains clauses 24.3 (a) to regulate obstructions caused by wheelie bins placed longer than 24hrs, and 24.2 (a) to regulate e-scooters, bikes and other devices causing obstructions on footpath. Officers recommend non-regulatory measures, such as education as the primary method to ensure compliance. Enforcement approaches are operational issues that are outside the scope of this bylaw development process.
Bylaw implementation	1	Permit learner cyclists (e.g. children) to ride on footpaths in the absence of a shared path	<ul style="list-style-type: none"> This suggestion would be difficult to implement and enforce. Lower speed limits across the district are used to encourage the road to be used for different modes on the road. Implementing this permit system is outside of the bylaw development process remit as the bylaw in its current form already allows for permit systems to be introduced (Clause 15.2b). Suggestion will be pass on to transport team business unit for consideration. The resolution process can potentially be used to address this issue if the panel considers appropriate.

In general, it is recommended that issues raised are addressed through the bylaw resolution process to ensure controls are tailored to the nature and scale of issues at specific locations and can be changed in response to community feedback and needs. This approach is in line with QLDC's Enforcement Strategy and Prosecution Policy 2021 which aims to increase voluntary compliance and ensure Council can enforce laws in a timely, efficient and fair manner.

Submissions regarding parking regulations and signage

26. Two submitters mentioned lack of parking availability for general and mobility parking, lack of appropriate signage and issues with specific traffic controls.
27. These suggested changes are largely not within scope of the proposed amendments in the draft bylaw and relate to how the bylaw is implemented on a day-to-day basis. This feedback, along with feedback provided on the comments on traffic and parking generally, will be provided to business units as an input for development of parking management plans and other updates to parking controls.

Suggestions raised by submitters regarding parking regulations and signage include:

Suggestion	No. of submitters	Change sought	Officer recommendation
Bylaw amendment	1	Add provision to prevent parking on street corners	Maintain status quo. Land Transport (Road User) Rule 2004 Section 6.3 covers parking on street corners.
Bylaw implementation	1	Change parking controls in QT Town Centre to allow delivery drivers to use standard car parks before 10am	Maintain status quo. Draft allows for introduction through resolutions process. Suggestion will be forwarded to relevant business unit.
Bylaw implementation	1	Increasing the availability of mobility parking spaces, introduce more short-term (5–10 minute) mobility parking.	Maintain status quo. Draft allows for introduction through resolutions process. Suggestion will be forwarded to relevant business unit.
Bylaw implementation	1	More free parking in town. Lack of biking or carpool options as alternatives.	Maintain status quo. Draft allows for introduction through resolutions process. Suggestion will be forwarded to relevant business unit.

28. Whilst the draft bylaw provides the resolution process for establishing parking controls, the design and provision of parking controls is typically done through the development of transport related plans and strategies. As mentioned previously the draft bylaw acts as an enabling legislative tool which gives Council the power to enact and enforce controls on a case-by-case basis and is not primarily used to address issues through bylaw reviews or amendments.
29. Traffic-related signage is determined by national standards, these standards dictate what signage should be displayed, its size, symbols used, etc. Officers are obligated to adhere to these codes, however, in some cases signage or information can be changed or enhanced in response to community feedback (such as the feedback provided in submissions).

30. Officers are currently developing parking management plans as well as assessing wayfinding needs and conducting routine maintenance. Submissions provided during this bylaw development process will be used as an input for officers when creating parking management plans, conducting wayfinding and general maintenance of property and assets (such as signs).

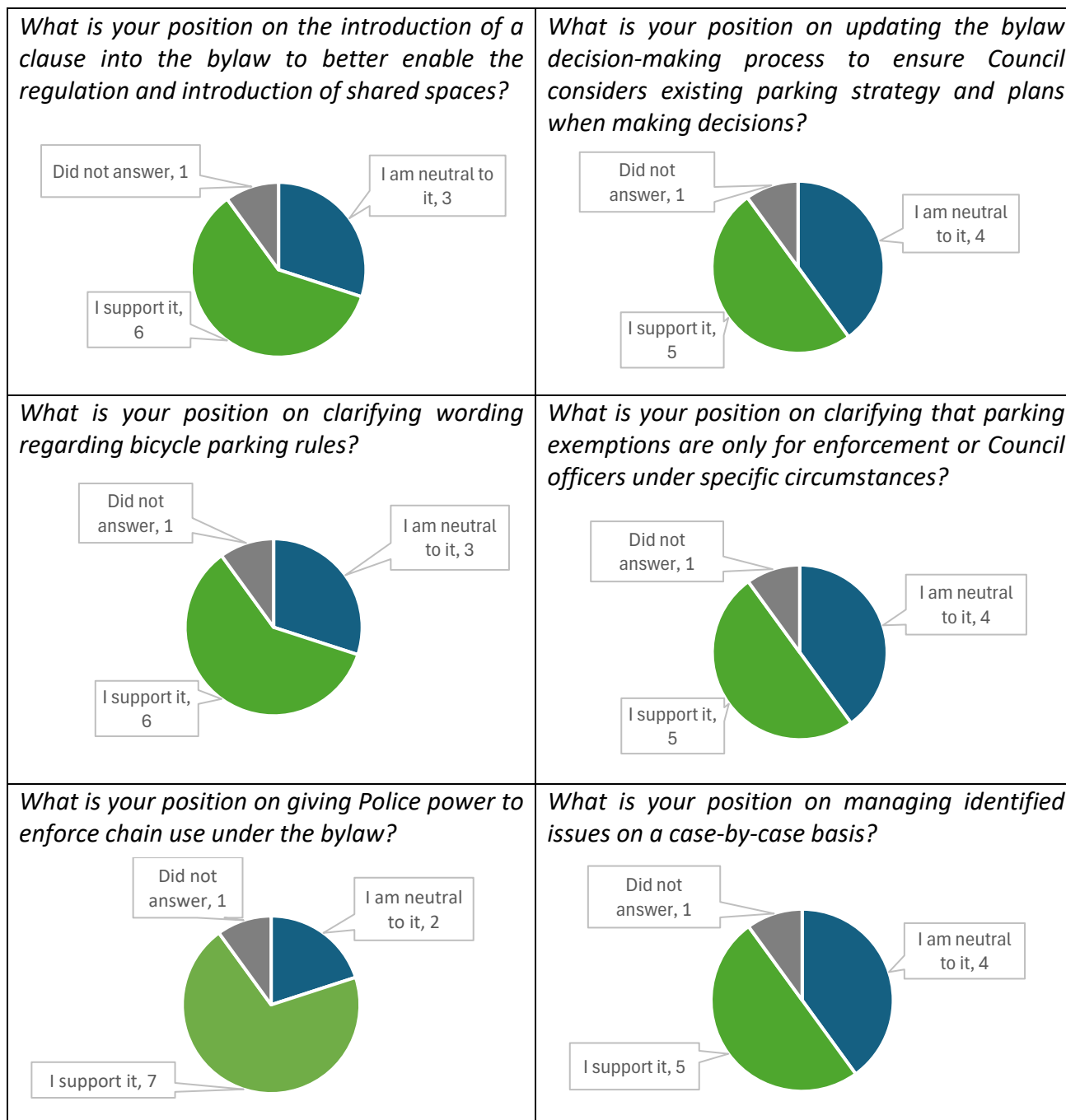
Suggestions raised during this submission which will be passed to relevant teams include:

- Relaxing parking restrictions during off-peak times (time variable parking) – this feedback will be presented to the business units leading the development of parking management plans.
- Implementing (or improving) the current system that supports contractor parking in the Town Centre – this feedback will be presented to the business units leading the development of parking management plans.
- Implementing and signposting more disabled parking or updating their regulations to increase availability – this feedback will be presented to the business units leading the development of parking management plans for the Town Centre and Arrowtown.
- Reviewing current traffic and parking controls to ensure they are fit for purpose – particularly in the Queenstown Town Centre.

31. Aside from these two topics (mode shift and parking regulations and signage), several other topics were raised that fall outside the bylaw's remit, these include:

- Improving land use decision making and infrastructure;
- Increasing parking availability through changes to infrastructure provision;
- Improve the enforcement team's use of technology (e.g. use of licence plate recognition);
- Improving access to public transport and other alternative modes of transport throughout the district;
- Street design standards and guidelines to include 'rubbish bin bays' may require changes to district plan or may be outside the bylaws' powers for State Highway 6A (which is overseen by NZTA) depending on the parcel of land in question.

32. There was widespread support for proposed amendments to the draft bylaw with the 10 respondents who answered survey questions. There was one email submission regarding the draft bylaw which expressed general support of the proposed changes.



Options and analysis

33. This hearing panel is being asked to receive written and oral submissions and recommend to Council a final form of the draft bylaw.
34. At the Council meeting on 27 November 2025, officers are proposing to present the final draft bylaw to Council for it to consider and adopt. When reporting to Council, the officer's report will need to incorporate feedback from this hearing panel. The officer report to Council will address the requirements set out in section 77 of the LGA that local authorities must satisfy through its

bylaw decision-making process and will identify and assess the reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.

35. 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.
36. Note that Council is currently able to make changes to the draft bylaw as an outcome of formal consultation in response to feedback received, as long as the changes are within the scope of what is contemplated in the statement of proposal. Material changes to the draft bylaw proposed after consultation that are not contemplated in the statement of proposal may require Council to consult again.
37. **Option 1:** That the hearings panel receive all submissions and recommend that Council endorse the draft 2025 Traffic and Parking Bylaw | Kā Waeture Huarahi kā Tūka Waka with no changes to the draft bylaw that went out for consultation.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">• The Council would have fulfilled its obligations under the LGA to consult on the draft bylaw and to hear submissions received.• Provides clarification and updates the current bylaw.• Council retains the ability to regulate traffic and parking activities ensures that legislative requirements in relation to Land LTA and the LGA are met.	<ul style="list-style-type: none">• The draft bylaw may not align with some community views contained in the submissions. However, many submissions content was regarding how the bylaw is implemented, not on the draft bylaw under discussion.

38. **Option 2:** That the hearings panel receive all submissions and recommend that Council endorse the draft bylaw with changes as an outcome of the consultation process.
39. Clarify clause 10.1(b)(iv) regarding 'wheeled recreational vehicles' to 'wheeled recreational device' to align with NZTA definition and Road User Rule 2004.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> The Council would have fulfilled its obligations under the LGA to consult on the draft bylaw and to hear submissions received. Likely responds to information received in submissions. Council retains the ability to regulate traffic and parking activities and ensures that legislative requirements in relation to LTA and LGA are met. 	<ul style="list-style-type: none"> The draft bylaw may not align with all community views received through submissions as outlined above. To avoid challenge, Council must ensure that any changes to the draft bylaw were contemplated in the statement of proposal that went out for consultation. This means that any changes to the draft bylaw should be within the scope of the statement of proposal.

40. **Option 3:** That the hearings panel receive all submissions and recommend that Council not endorse the draft bylaw.

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> The Council would have fulfilled its obligations under the LGA to consult on the draft bylaw and to hear submissions received There would be reduced time and cost associated with implementation of the bylaw. 	<ul style="list-style-type: none"> Council could still choose to adopt the draft bylaw as the hearing panel's delegation is limited to making a recommendation to Council. If Council chooses not to adopt a draft bylaw, the current bylaw would lapse and Council would lose the ability to regulate traffic and parking in the district. Council will not be appropriately responding to community expectations with regard to efficient and effective management of traffic and parking in the QLD.

41. This report recommends **Option 2**, that the hearings panel recommend that Council to adopt the draft bylaw that went out with a minor change to clause 10.1(b)(iv).

Option 2 would enable Council to:

- continue to regulate activities related to traffic and parking;
- retain the ability to address issues through the resolution process on a case-by-case basis;
- ensure that legislative requirements in relation to the LTA (and the LGA) are met;

- comply with (the special consultative procedure requirements in) the LGA;
- fulfil the purpose of the bylaw to regulate behaviours on locally managed roads and land;
- respond to submissions by providing clarification to the bylaw.

Next steps

42. The hearings panel is being asked to receive written and oral submissions and recommend to Council a final form of the draft bylaw.
43. It is intended that Council will consider and adopt the final draft bylaw at its meeting on 27 November 2025. If adopted by Council, the bylaw will come into effect from 5 December 2025.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

44. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2024 because:
- consistency with existing policy and strategy – there is no inconsistency with existing policy and strategy;
 - the impact on the Council's capability and capacity - the specific decision before the hearings panel (to recommend to Council to adopt a final form of the bylaw) would not create any new capacity or capability impacts that are not already funded. This report is not requesting adoption of a draft bylaw for implementation, and the hearing panel does not have authority to make such a determination;
 - climate change – there is no inconsistency with Council's Climate & Biodiversity Plan, including its action plan and outcomes.
45. The persons who are affected by or interested in this matter are the general public, NZ Police, roading contractors, the Ministry of Transport, New Zealand Transport Agency, commercial operators in the district and recreational active transport users.
46. Officers have sought feedback from the community and industry stakeholders. Formal consultation via the special consultative procedure has enabled feedback from the community and stakeholders. Council will give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter, as required by the LGA(s.78(1)).
47. The statement of proposal and draft bylaw were publicly notified by advertisement on QLDC's website and in local newspapers, including the Otago Daily Times, the Mountain Scene, and the Wānaka Sun, as well as on Council's Facebook page. The number of submissions received is

relatively low, which could indicate that the current bylaw is working effectively, and that the community is amenable to the current bylaw as well as the proposed changes in the draft bylaw.

48. The draft bylaw, the statement of proposal and other supporting documents were made available on Council's website, at the Council offices at 10 Gorge Road, Queenstown, and 47 Ardmore Street, Wānaka.

Māori Consultation | Iwi Rūnaka

49. Through regularly hui with Council's Strategic Advisor Māori, Te Ao Marama and Aukaha were invited to provide feedback on the draft bylaw. Te Ao Marama and Aukaha determined that it did not wish to provide a formal submission on this issue.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

50. This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK10026 Ineffective enforcement within the QLDC Risk Register. This risk has been assessed as having a moderate residual risk rating.

51. The approval of the recommended option will allow Council to implement additional controls for this risk. This will be achieved by making a bylaw to ensure that it responds appropriately to the issues regarding traffic and parking in the district.

Financial Implications | Kā Riteka ā-Pūtea

52. Costs associated with this work, such as officers time and advertising, are proposed to be met within current budgets. There are no proposed changes in the draft bylaw to current operational practice.

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

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

- QLDCs Strategic Framework
- Significance and Engagement Policy 2021
- Enforcement Strategy and Prosecution Policy 2021.
- the QLDC Annual Plan
- the QLDC Long Term Plan 2024-34.

54. The recommended option is consistent with the principles set out in the named instruments.

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

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

56. Council is bound by the LGA when making or reviewing bylaws. The base determination, notification, and consultation procedures set out under sections 155, 156 and 157 of the LGA apply.
57. Council has made the determinations required under s.155 of the LGA before commencing the process of developing a new bylaw at its 17 April and 31 July meetings.
58. Consultation on the draft bylaw is following the requirements of the special consultative procedure outlined in sections 83 and 86 of the LGA.

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

59. 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 issues that the draft bylaw addresses relate to ensuring the safety of all users on council land and roads, as well as balancing the need of different users. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act.
60. 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	Draft 2025 Traffic and Parking Bylaw
B	Statement of proposal
C	Full submissions pack (Bylaw)
D	Full submissions pack (General Traffic and Parking)
E	Traffic and Parking Bylaw 2018



The Queenstown Lakes District Council Traffic and Parking Bylaw [2025](#)

Kā Waeture Huarahi kā Tūka Waka [2025](#)

Deleted: 2018

Queenstown Lakes District Council

Date of making: [TBC](#)

Deleted: 13 December 2018

Commencement: [TBC](#)

Deleted: 1 March 2019

This bylaw is made pursuant to Section 22AB of the Land Transport Act 1998 and Part 8 of the Local Government Act 2002.

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Part 1 – Preliminary

1 Title and commencement

1.1 This bylaw is the “Queenstown Lakes District Council Traffic and Parking Bylaw 2025 | [Kā Waeture Huarahi kā Tūka Waka 2025](#)”.

1.2 This bylaw comes into force on [TBC](#).

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2 Area within which bylaw applies

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This bylaw applies to the Queenstown Lakes District.

3 Purpose

The purpose of this bylaw is to regulate parking and the use of vehicles or other traffic on roads [managed and controlled by Queenstown Lakes District Council](#) and other public places.

4 Interpretation

4.1 [In this bylaw, unless the context otherwise requires,](#)

[Act means the Land Transport Act 1998.](#)

[Authorised officer means any person appointed or authorised by the Council to act on its behalf under this bylaw and includes any Parking Warden or Enforcement Officer.](#)

[Chains means 2 separate lengths of chain \(commonly referred to as snow chains\) which are designed and are able to be fitted over the wheels of a vehicle providing drive-on-the-road surface, thereby increasing the vehicle's traction in ice and snow.](#)

[Council means the Queenstown Lakes District Council.](#)

[Cruising has the same meaning as the as in the Land Transport Act 1998.](#)

[Driver in relation to a vehicle, includes the rider of a motorcycle or moped or bicycle; and drive has a corresponding meaning.](#)

[Electric vehicle has the same meaning as in clause 1.6 of the Road User Rule.](#)

[Enforcement officer means-](#)

(a) [in relation to powers exercised under the Land Transport Act 1998:](#)

(i) [a sworn member of the Police](#)

(ii) [a non-sworn member of the Police who is authorised for the purpose by the commission of Police](#)

(iii) [a person who is appointed to that officer by warrant under section 208 of the Land Transport Act 1998 or who holds that](#)

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office by virtue of that Act and any parking warden appointed by the Council and warranted accordingly

- (b) in relation to powers exercised under the Local Government Act 2002, an enforcement officer appointed under section 177 of the Local Government Act 2002

Goods service vehicle has the same meaning as in section 2(1) of the Act.

Heavy motor vehicle has the same meaning as in section 2(1) of the Act.

Infringement offence has the same meaning as it has in section 2(1) of the Land Transport Act 1998.

Large passenger service vehicle has the same meaning as in section 2(1) of the Act.

Micromobility device means transportation using lightweight vehicles such as bicycles, skateboards or scooters, especially electric ones that may be used as part of a self-service scheme in which people hire vehicles for short-term use within a town or city.

Mobility parking permit means a mobility parking permit issued by CCS Disability Action.

Motorcycle has the same meaning as in clause 1.6 of the Road User Rule.

Motor vehicle has the same meaning as in section 2(1) of the Act.

Operate has the same meaning as in section 2(1) of the Act.

Owner has the same meaning as in section 2(1) of the Act.

Parking has the same meaning as in section 2(1) of the Act and park has a corresponding meaning.

Parking Machine means a machine which is used to facilitate the payment of charges for parking, and includes a parking meter, pay and display machine or other device.

Parking place means a place (including a building) where vehicles or any class of vehicles may wait or park.

Parking warden means a person appointed to hold the office of parking warden under section 128D of the Land Transport Act 1998.

Passenger service vehicle has the same meaning as in section 2(1) of the Act.

Person has the meaning given in the Legislation Act 2019.

Public place means all or part of a place -

- (a) that is under the control of the Council; and
(b) that is open to, or being used by, the public, whether or not there is a charge

for admission; and includes:

- (c) a road, whether or not the road is under the control of the Council.

Ramp in relation to water, means any structure that is provided for launching a vessel into the water or taking a vessel out of the water.

Rental service vehicle means a vehicle used or available for use in a rental service for letting on hire for the carriage of passengers or goods, or both, to a person who drives the vehicle or provides a driver for the vehicle; but does not include a vehicle specified as an exempt vehicle in the Land Transport Act 1998 or the regulations or the rules made under that Act.

Road has the same meaning as in clause 1.6 of the Road User Rule.

Roadway has the same meaning as in clause 1.6 of the Road User Rule.

Road User Rule means the Land Transport (Road User) Rule 2004.

Shared paths have the same meaning as described in clause 11.1A of the Road User Rule.

Shared zone has the same meaning as in clause 1.6 of the Road User Rule.

Small passenger service vehicle has the same meaning as in section 2(1) of the Act.

Traffic sign has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.

Trailer has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.

Transport station has the same meaning as in section 591(6) of the Local Government Act 1974.

Unformed legal road (also known as 'paper roads') means any legal road that has not been physically formed, laid out, constructed, or enhanced by adding metal seal, or any other type of surface.

Use has the same meaning as in clause 1.6 of the Road User Rule.

Vehicle has the same meaning as in section 2(1) of the Act.

Zone parking, in relation to a road, means a parking restriction imposed by the Council:

- (d) that applies to an area comprising a number of roads; and
(e) in respect of which persons using vehicles within the area could reasonably be expected to be aware of the application of the parking restriction to the area without the need for the erection of signs at each intersection within the area, for reasons including:
- (i) the nature of the area; or
 - (ii) the nature of the parking restriction; or
 - (iii) traffic patterns into and within the area; or

- (iv) *the nature and number of entry points to the area; and*
- (f) *that the Council specifically declares to be a zone parking control.*

Zone restriction means an area of roadway the use of which is restricted to a specified class or classes of vehicle or class or classes of road user (with or without a time restriction).

- 4.2 Any explanatory notes and attachments are for information purposes, do not form part of this Bylaw, and may be made, amended or revoked without any formality.
- 4.3 The Legislation Act 2019 applies to this bylaw.

5 Resolutions made under this bylaw

- 5.1 In making a resolution under this bylaw, the Council will take into account the following considerations, if and to the extent they are relevant and in proportion to the significance of the decision:
 - (a) the purpose of this bylaw;
 - (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;
 - (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;
 - (d) the likely effect of the decision on members of the public or categories of the public;
 - (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 this bylaw;
 - (f) the public interest in protecting from damage land and assets which are owned or under the control of the Council.

5.2 [In making a resolution under this bylaw, Council's parking strategy and other parking related plans and guidelines will be considered.](#)

- 5.3 A resolution made under this bylaw may:
 - (a) regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particular case;
 - (b) apply to all vehicles or traffic or to any specified class of vehicles or traffic;
 - (c) apply to any road or part of a road under the care, control or management of the Council;
 - (d) apply at any specified time or period of time;
 - (e) be made subject to any such conditions as are reasonable in the circumstances; amend, revoke, or revoke and replace any

previous resolution made under this bylaw or any equivalent former bylaw.

Part 2 – Vehicle and road use

6 One-way roads

- 6.1 No person shall drive any vehicle on any of the roads specified in Schedule 1 of this bylaw, except in the direction specified in that schedule.
- 6.2 The Council may by resolution:
 - (a) require vehicles on a specified road to travel in one specified direction only;
 - (b) specify that cycles may travel in the opposite direction on a one-way road.
- 6.3 A person must not drive a vehicle on a one-way road in a direction contrary to that specified in Schedule 1 or pursuant to clause 6.2.

7 Left or right turns and U-turns

- 7.1 The Council may by resolution prohibit on any specified road:
 - (a) any vehicle generally or any specified class of vehicle from turning to the left or turning to the right of the path of travel;
 - (b) any vehicle turning from facing or travelling in one direction to facing or travelling in the opposite direction (performing a U-turn).
- 7.2 A person must not turn a vehicle to the left, or to the right, or perform a U-turn, where that movement has been prohibited pursuant to this clause.

8 Traffic control because of size, nature or goods

- 8.1 The Council may by resolution prohibit or restrict the use of a road as unsuitable for any specified class of traffic or any specified class of vehicle due to its size or manner of operation or the nature of the goods carried.
- 8.2 Unless the resolution says otherwise, no prohibition or restriction made under clause 8.1 applies to a waste collection vehicle collecting waste pursuant to a waste collection contract.
- 8.3 A person must not use a road in a manner contrary to a prohibition or restriction made under this clause.
- 8.4 The Chief Executive of the Council may issue permits to contractors in respect of specified construction contracts or projects, authorising vehicles of the permit-holder to be used on any roads or streets in respect of which a prohibition or restriction under clause 8.1 is in place, and to load and unload materials and supplies for such projects, between 10.00am and 6.00pm on any specified day, and subject to such conditions as may be included in the permit.

8.5 The Chief Executive Officer of the Council may issue permits to events organisers in respect of specified events, authorising vehicles of the permit-holder to occupy parking spaces, and to be used on any roads or streets in respect of which a prohibition or restriction under clause 8.1 is in place, between 10.00am and 6.00pm on any specified day, and subject to such conditions as may be included in the permit.

8.6 A person is not in breach of clause 8.3 if they are acting pursuant to, and in accordance with, a permit issued under clause 8.4 or clause 8.5.

9 Special vehicle lanes

9.1 The Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane that may only be used by a specified class or classes of vehicle.

9.2 A person must not use a special vehicle lane contrary to any restriction made under this clause.

10 Cycle paths

10.1 The Council may by resolution regulate the use of cycle paths including by:

- (a) prohibiting the use of the cycle path by specified vehicles or classes of vehicle;
- (b) determining priority for users of the cycle path by some or all of the following persons:
 - (i) pedestrians;
 - (ii) cyclists;
 - (iii) riders of mobility devices;
 - (iv) riders of wheeled recreational vehicle devices;
 - (v) rider of micromobility devices.

10.2 A person must not use a cycle path in a manner contrary to any prohibition or restriction made under this clause.

11 Shared zones

11.1 The Council may by resolution specify any road or part of a road to be a shared zone.

11.2 Any resolution made under this clause may specify:

- (a) whether the shared zone may be used by specified classes of vehicles;
- (b) the days and hours of operation of the shared zone (if they differ from 24 hours per day, 7 days per week); and

(c) any other restrictions on how the shared zone is to be used by the public, including how traffic and pedestrians will interact.

11.3 Except where the Council has by resolution specified otherwise, no person may stand or park a vehicle in a road specified as a shared zone.

11.4 No person may use a shared zone in a manner that contravenes a restriction made by the Council under this clause.

12 Shared paths

12.1 The Council may by resolution:

(a) determine the length, route and/or location of a shared path; and

(b) determine priority for users on a shared path.

12.2 No person may use a shared path in a manner that contravenes a restriction made by resolution of Council under this clause.

13 Engine braking

13.1 The Council may by resolution prohibit or restrict engine braking on any road where the permanent speed does not exceed 70 km/hr.

13.2 A person must not use engine braking on any road contrary to a prohibition or restriction made under this clause.

14 Cruising

14.1 The Council may by resolution:

(a) specify any section of road or roads on which cruising is controlled, restricted or prohibited;

(b) prescribe the period of time that must elapse between each time a driver drives on a specified section of road for a driver to avoid being regarded as cruising.

14.2 A person must not use a motor vehicle contrary to a control, prohibition or restriction made under this clause.

15 Unformed legal roads

15.1 The Council may by resolution restrict the use of motor vehicles on unformed legal roads for the purpose of protecting the environment, the road and adjoining land, and/or the safety of road users.

15.2 A person must not use a motor vehicle on an unformed legal road contrary to a restriction made under this clause.

16 Temporary restrictions on the use of roads

- 16.1 The Council may temporarily restrict the use of, or class of vehicles which may use, any road or part of a road when the Council's Chief Executive considers that:
- (a) there is, or is likely to arise, at any place on that road a risk of danger to the public or to a person working on or near a road or a risk of damage to the road; or
 - (b) it is necessary for the safety of a special event.
- 16.2 A person must not drive or use the vehicle contrary to any restriction made under clause 16.1.
- 16.3 Any vehicle being used for the purpose of maintenance or construction of roading, or a vehicle of a utility operator, may, with the permission of an authorised officer, be driven or parked in a manner contrary to any restriction made under clause 16.1, provided it is driven or parked with due consideration to other road users.

Part 3 – Parking

17 Stopping, standing and parking

- 17.1 The Council may by resolution:
- (a) prohibit or restrict the stopping, standing or parking of vehicles on any road; or
 - (b) limit the stopping, standing or parking of vehicles on any road to vehicles of any specified class or description, and limit the period of time that such vehicles may stop, stand or park on the road.
- 17.2 For the purposes of clause 17.1(b):
- (a) a class or description of vehicles may be specified by reference to whether the vehicle, or the driver or owner of the vehicle, has a permit or approval issued by the Council to stop, stand or park the vehicle on that road; and
 - (b) the Council may by resolution establish a permit or approval system which may include, without limitation, specifying or providing for:
 - (i) the criteria for obtaining the permit or approval;
 - (ii) the process for applying for the permit or approval including the provision of any information to the Council;
 - (iii) the payment of any application fee to the Council, and the amount of that fee;
 - (iv) the procedure for determining applications;
 - (v) the imposition of conditions on any permit or approval issued by the

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Council;

- (vi) the duration of the permit or approval;
- (vii) the revocation of approvals or permits;
- (viii) any other matter relevant to the approval or permit system.

17.3 A person must not stop, stand or park a vehicle on a road in contravention of a prohibition, restriction or limitation made under this clause, including any condition attaching to a permit or approval referred to in clause 17.2(a).

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18 Parking restrictions - parking places and transport stations

18.1 The Council may by resolution:

- (a) prescribe the times, manner (such as angle parking only) and conditions for the parking of vehicles or classes of vehicles in a parking place or transport station;
- (b) specify the vehicles or classes of vehicles that may or must not use a parking place or transport station, such classes including but not limited to:
 - (i) motorcycles;
 - (ii) cycles, including electric bicycles;
 - (iii) electric vehicles, while in the course of being recharged at an electric vehicle charging station;
 - (iv) goods service vehicles;
 - (v) passenger service vehicles, including large passenger service vehicles and small passenger service vehicles;
 - (vi) vehicles in the course of loading or unloading goods or passengers ("loading zone");
 - (vii) vehicles loading or unloading vessels;
 - (viii) vehicles used by disabled persons;
 - (ix) vehicles used by pregnant women or by persons accompanied by infants or young children;
 - (x) micromobility devices.
- (c) prescribe:
 - (i) any charges to be paid for the use of the parking place or transport station; and
 - (ii) the manner by which parking charges may be paid, through the use of parking machines or by way of electronic payment or in any other specified manner, and the way in which proof of payment must be

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demonstrated (such as display of a receipt);

- (d) make any other provision for the efficient management and control of the parking place or transport station.

18.2 For the purposes of clause 18.1(a) and (b):

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- (a) a class of vehicles may be specified by reference to whether the vehicle, or the driver or owner of the vehicle, has a permit or approval issued by the Council to park the vehicle in the parking place or transport station; and
- (b) clause 18.2(b) applies, with any necessary changes, to the establishment of the permit or approval system.

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18.3 To avoid doubt, the restrictions in clause 16.1 may be imposed, in the case of a road, by way of zone parking or a zone restriction.

18.4 Any restrictions that apply generally to a zone do not apply to locations within that zone where other specific stopping, standing or parking restrictions apply.

18.5 Where the conditions of parking require display in or on the vehicle of a ticket or receipt for payment or other similar document, then the requirement of display is not satisfied if the ticket, receipt or document:

- (a) is torn, defaced, or mutilated to such an extent that any material particular is not legible; or
- (b) has been tampered with so that it differs from the original document; or
- (c) is not used in accordance with the instructions (if any) relating to its use given on the ticket, receipt or document or on any sign relating to the parking; or
- (d) is not prominently displayed in the vehicle or is obscured or cannot easily be read and inspected by any person outside the vehicle.

18.6 A person must not park a vehicle in a parking place or transport station in contravention of a prohibition or restriction made under this clause, or without complying with a condition prescribed or applying under this clause. This includes, without limitation:

- (a) failing to pay a prescribed parking charge, either in the prescribed manner or at all;
- (b) failing to demonstrate proof of payment in the prescribed manner;
- (c) parking for a time period which is in excess of the time period for which payment has been made;
- (d) parking for a time period which is in excess of any maximum authorised period of parking prescribed by the Council.

19 Method of parking

- 19.1 Where individual parking spaces within a parking place or transport station are indicated by painted lines or other markings:
- (a) each vehicle must be parked entirely within a single parking space;
 - (b) where the parking spaces are to be used for angle parking only, vehicles must be parked on the angle indicated;
 - (c) where the parking spaces comprise bays for angle parking of motorcycles, no motorcycle (other than a motorcycle with a sidecar attached) shall be parked across any line marking the edge of the bay.

20 Mobility parking

- 20.1 A person may not park a vehicle in a parking place set aside for mobility parking unless:
- (a) a current mobility parking permit is prominently displayed in the vehicle; and
 - (b) the vehicle is being used to convey the holder of that permit or to pick up or drop off that person.

21 Residents' parking

- 21.1 The Council may by resolution:
- (a) if it considers it reasonable to do so, reserve any specified parking place or places as a residents' parking area, for the exclusive use of persons residing in the vicinity;
 - (b) prescribe:
 - (i) the criteria for qualifying to use the residents' parking area, and any conditions attaching to such use such as a requirement to display an approved resident's parking permit;
 - (ii) any fees to be paid for the use of the residents' parking area including the manner in which the fees are calculated and the manner of payment;
- 21.2 A person must not park a vehicle in a resident's parking area in contravention of a prohibition or restriction made, or a condition imposed, under this clause.

22 Passenger service vehicles, goods service vehicles, rental service vehicles

- 22.1 No small passenger service vehicle shall be parked on any road other than a parking place or transport station set aside for the use of small passenger service vehicles, unless the vehicle:
- (a) is in the course of hire; or

(b) is not available for hire.

- 22.2 No large passenger service vehicle shall be parked on any road other than a parking place or transport station set aside for such vehicles, unless the vehicle is in the process of loading or unloading passengers.
- 22.3 No passenger service vehicle exceeding 2,000 kilograms in tare weight or goods service vehicle exceeding 4,000 kilograms in tare weight shall be parked on any road between midnight and 5.00am, except where such overnight parking has been specifically authorised by the Council.
- 22.4 No goods service vehicle, large passenger service vehicle, small passenger service vehicle, or rental service vehicle parked on any road shall be washed down or cleaned in such a way that any water, sludge or other liquid flows from the vehicle onto any road or into a culvert, ditch or drain associated with the road.
- 22.5 No goods service vehicle, large passenger service vehicle, small passenger service vehicle, or rental service vehicle shall be parked on any road with its engine running for a period in excess of 5-minutes.
- 22.6 No rental service vehicle shall be parked on any road other than a parking place or transport station set aside for such vehicles, unless the vehicle is under hire at the time of the parking.

23 Parking off a roadway

- 23.1 A person must not stop, stand or park a motor vehicle on that part of a road which is laid out as a lawn or cultivated area, including a grass plot, a flower bed or a shrubbery.
- 23.2 A person must not stop, stand or park a vehicle off a roadway in any reserve, park or similar land used for public recreation, and which is under the Council's control, except:
- (a) in an area designed and constructed to accommodate a parked vehicle; or
 - (b) where the Council has given specific permission to stop, stand or park the vehicle in that place.

24 Miscellaneous

- 24.1 A person must not drive or park a vehicle on any road or in any public place in a manner that causes a nuisance.
- 24.2 A person must not:
- ~~(a) chain or otherwise attach a bicycle or other vehicle to street furniture or public infrastructure;~~
 - (a) chain or otherwise leave a bicycle, wheeled recreational device or other vehicle in such a way which unreasonably obstructs the road, footpath or damages public property.
- 24.3 A person must not, without the prior written consent of the Council:

- (a) leave or place on a road any thing other than a vehicle (for example, but without limitation, any machinery, equipment, containers or materials), except that this prohibition does not apply to containers which are placed off the roadway and are used solely for a council–authorised kerbside collection of waste or diverted material, if such containers do not remain on the road for more than 24 hours;
- (b) stop, stand or park a vehicle on a road or parking place for the purpose of advertising a good or service or offering the vehicle for sale, unless the vehicle is being used for bona fide travel and is parked, incidentally, in the course of such travel.
- (c) leave a vehicle (including a vehicle which is broken down) parked on a road or parking place for a continuous period of more than 7 days other than in a designated long term parking area;
- (d) carry out repairs or modifications to a vehicle on a road unless those repairs or modifications are of a minor nature and do not impede the flow of traffic or are necessary to enable the vehicle to be moved.

24.4 A person must not:

- (a) remove, deface, or otherwise interfere with any notice, board, sign, picture or device which has been erected or placed by the Council in relation to parking or the control of vehicles on any road or in any public place;
- (b) misuse, damage, interfere or tamper with any parking machine.

Part 4 – General Provisions

25 Inspection

25.1 Any parking warden or any enforcement officer may, for the purposes of this bylaw:

- (a) inspect any parked vehicle;
- (b) take any action to assist in determining or proving the period for which a vehicle is parked including marking the tyres of the vehicle;
- (c) inspect any ticket or receipt for payment or similar document demonstrating payment for parking, or any parking machine;
- (d) require the driver, or any person appearing to be in charge of a parked vehicle, to produce for inspection any ticket or receipt for payment or similar document (including an electronic document) demonstrating payment for parking;
- (e) retain, for the purposes of any enforcement action under this bylaw, any such document where the parking warden or enforcement officer believes on reasonable grounds that it may be evidence relevant to a breach of this bylaw in relation to parking.

26 Offences and penalties

- 26.1 The operation, driving, using or parking of any vehicle in breach of any of the provisions of this bylaw or any resolution made under this bylaw is a breach of this bylaw.
- 26.2 Without limiting the liability of any person under any enactment, every person commits an offence who:
- (a) commits a breach of this bylaw.
 - (b) causes or permits to be done, anything contrary to this bylaw.
 - (c) omits, fails or refuses to do anything required by this bylaw.
 - (d) operates any vehicle contrary to this bylaw.
 - (e) as the owner of anything parked or left on any road or in any public place does any act contrary to the provisions of this bylaw.
 - (f) is the driver, operator, person in charge, or user of any vehicle, which is driven, operated, used or parked in breach of this bylaw.
- 26.3 Nothing in clause ~~26.2~~ limits the liability of any person for an infringement offence as defined in the Act.
- 26.4 Any person breaching a provision of this bylaw made under section 22AB of the Land Transport Act 1998 and in respect of which no other penalty provision applies is liable for a fine of \$500.
- 26.5 Subject to any provision to the contrary, any person convicted of an offence of breaching a provision of this bylaw made under the Local Government Act 2002 is liable for the penalties set out in section ~~242~~ of the Local Government Act 2002.
- 26.6 Every person guilty of an infringement offence is liable for the applicable infringement fee relating to that offence together with any applicable towage fee.

27 Exceptions

- 27.1 A person is not in breach of this bylaw if that person proves that:
- (a) the act or omission complained of took place in response to a situation on a road; and
 - (b) the situation was not of the person's own making; and
 - (c) the act or omission was taken—
 - (i) to avoid the death or injury of a person; or
 - (ii) if the act or omission did not create a risk of death or injury or greater damage to any property, to avoid damage to any property.

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27.2 A person is not in breach of this bylaw if that person proves that the act or omission:

- (a) took place in compliance with the directions of an enforcement officer or a parking warden, constable, traffic signal or traffic sign; or
- (b) in the case of an act or omission done by an enforcement officer, constable or parking warden, was necessary in the execution of the person's duty.

27.3 Any restrictions made under Part 2 and 3 of this bylaw do not apply to:

- (a) a vehicle that is engaged in urgent repair work to a public utility service;
- (b) a vehicle that is being used as an emergency vehicle in attendance at an emergency situation (including a civil defence emergency);
- (c) a vehicle that is being used to transport registered medical personnel to assist at an emergency situation.

27.4 Any restrictions made under Part 3 of this bylaw do not apply to ~~the parking of a branded Council vehicle, but only when being used by an officer of the Council on specific Council business away from the premises where that officer customarily works~~ an enforcement officer / council officer in the execution of duty, or permitted provided that:

- (a) the activity for which the vehicle is being used is necessary for the purpose of duty or function;
- (b) the vehicle is being used with due consideration for other road users; and
- (c) where practicable, no other reasonable alternative for conducting the duty or function is available that would avoid contravening the bylaw.

28 **Revocation**

The Queenstown Lakes District Council Traffic and Parking Bylaw 2018, including all amendments, is revoked.

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29 **Savings**

Any resolutions, approvals, permits or other acts of authority made pursuant to the Queenstown Lakes District Council Traffic and Parking Bylaw 2018, or any previous traffic and parking bylaw made by the Council, and in force as at the date of revocation of the Queenstown Lakes District Council Traffic and Parking Bylaw 2018, remains in force and is deemed to have been made under this bylaw, until revoked or amended by the Council.

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Additional information to Traffic and Parking Bylaw 2018

This document contains matters for information purposes only and does not form part of any bylaw. It may include matters made pursuant to a bylaw and other matters to assist in the ease of understanding, use and maintenance. The information contained in this document may be updated at any time

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1 History of Bylaw

Action	Description	Date of decision	Date of commencement
Make	Traffic and Parking Bylaw 2025	TBC	TBC
Revoke	Traffic and Parking Bylaw 2018	TBC	TBC
Make	Traffic and Parking Bylaw 2018	13 December 2018	1 March 2019
Revoke	Traffic and Parking Bylaw 2012	13 December 2018	1 March 2019
Make	Traffic and Parking Bylaw 2012	18 December 2012	2 May 2013
Revoke	Traffic and Parking Bylaw 2006	18 December 2012	2 May 2013
Make	Traffic and Parking Bylaw 2006	24 November 2006	1 December 2006
Revoke	Traffic and Parking Bylaw 2001	24 November 2006	1 December 2006
Make	Traffic and Parking Bylaw 2001	20 July 2001	1 September 2001

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Document title	Description	Location
Decision minutes and agenda	Decisions on submissions to proposed Traffic & Parking bylaw	www.gldc.govt.nz
Hearings report	Background and summary of submissions on proposed Traffic & Parking bylaw	www.gldc.govt.nz
Traffic & Parking Bylaw review Statement of Proposal	Provides background to proposed Traffic & Parking bylaw	www.gldc.govt.nz
Long Term Plan	Outlines financial plans	www.gldc.govt.nz
Annual Plan	Sets fees and charges	www.gldc.govt.nz
Land Transport Act 1998	Provides certain functions, duties, powers and penalties to make and enforce the bylaw	www.legislation.govt.nz
Local Government Act 2002	Provides certain functions, duties, powers and penalties to make and enforce the bylaw	www.legislation.govt.nz
Bylaws Act 1910	Provides for certain matters related to the validity of bylaws	www.legislation.govt.nz
Interpretation Act 1999	Provides for certain matters related to the interpretation of bylaws	www.legislation.govt.nz

2 Enforcement powers

Legislative provision	Description
Sections 128E and 139 of the Land Transport Act 1998	<p>Allows parking wardens to enforce any stationary vehicle offence or special vehicle lane offence, to direct the driver to remove any vehicle if it is obstructing the road or if it is desirable to remove the vehicle in the interests of road safety or for the convenience or interests of the public etc, or in those same circumstances, to move the vehicle or have someone else do so.</p> <p>Allows parking wardens to issue an infringement notice or proceed with a prosecution under the Criminal Procedures Act 2011.</p>
Part 8 of the Local Government Act 2002	<p>162 Injunctions restraining commission of offences and breaches of bylaws</p> <p>163 Removal of works in breach of bylaws</p> <p>164 Seizure of property not on private land</p> <p>165 Seizure of property from private land</p> <p>168 Power to dispose of property seized and impounded</p> <p>171 General power of entry</p> <p>172 Power of entry for enforcement purposes</p> <p>173 Power of entry in cases of emergency</p> <p>175 Power to recover for damage by wilful or negligent behaviour</p> <p>176 Costs of remedying damage arising from breach of bylaw</p> <p>178 Enforcement officers may require certain information</p> <p>183 Removal of fire hazards</p> <p>185 Occupier may act if owner of premises makes default</p> <p>186 Local authority may execute works if owner or occupier defaults</p> <p>187 Recovery of cost of works by local authority</p> <p>188 Liability for payments in respect of private land</p>

Council delegations

Clause	Function, duty, power to be delegated	Delegated authority	Date of delegation decision	Date of commencement
6.2	Power to make controls for one-way roads	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
7.1	Power to make controls for left or right turns and U turns	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
8.1	Power to make traffic controls because of size, nature or goods	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
9.1	Power to make special vehicle lanes	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
10.1	Power to regulate use of cycle paths	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
11.1	Power to make controls for engine braking	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
12.1	Power to make controls for cruising	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
13.1	Power to make controls for unformed legal roads	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
15.1	Power to make controls for stopping, standing and parking	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
15.2	Power to make, amend and revoke permit or approval system conditions excluding the setting of fees	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
16.1 and 16.2 and 16.3	Power to set restrictions for parking in parking places and transport stations, including zones.	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
19.1	Power to make controls for residents' parking	Traffic and Parking sub-Committee	13 December 2018	1 March 2019
20.3	Power to set aside roadway for large passenger service vehicle overnight parking	Traffic and Parking sub-Committee	13 December 2018	1 March 2019

Clause	Function, duty, power to be delegated	Delegated authority	Date of delegation decision	Date of commencement
Part 2 clauses 6-14	Provision of signs and markings to evidence controls	Infrastructure Tiers 3-5	13 December 2018	1 March 2019
Part 3 clauses 15-22	All powers, duties and functions as required to enforce	Regulatory Tiers 3-5 (parking wardens)	13 December 2018	1 March 2019
8.4	Power to issue permits to contractors	Regulatory Tiers 3-5 Customer services Tiers 3-4	13 December 2018	1 March 2019
8.5	Power to issue permits to events' organisers	Regulatory Tiers 3-5 Customer services Tiers 3-4	13 December 2018	1 March 2019
15.2	Power to determine and issue permits or approvals	Regulatory Tiers 3-5 Customer services Tiers 3-4	13 December 2018	1 March 2019
22.3	Power to issue written consent	Regulatory Tiers 3-5 Customer services Tiers 3-4	13 December 2018	1 March 2019

1. Summary of information

Queenstown Lakes District Council's (Council's) traffic and parking bylaw enables the regulation of behaviours on locally managed roads and land. The bylaw does not provide for parking infrastructure, instead, it acts as a regulatory tool which gives Council the power and processes to introduce traffic and parking controls. In general, the current bylaw is operating effectively, and only minor adjustments are proposed in the proposed draft Traffic and Parking Bylaw 2025 (draft bylaw). *Have your say on the proposed changes to the bylaw by going to <https://letstalk.qldc.govt.nz>.*

Traffic and parking controls (rules) are mainly created on a case-by-case basis

Typically, controls under this bylaw, such as parking limits, are discussed and implemented by Council resolution during committee meetings. These decisions are often part of wider projects or planned developments. Some bylaw controls apply district-wide, but most only apply to a street or section of road. This structure allows for the bylaw to be flexible enough to deal with issues as they occur and respond to changing circumstances and feedback. This makes the bylaw unique in its flexibility compared to other more detailed bylaws, such as the Freedom Camping Bylaw. Controls passed under the bylaw during regular meetings typically include parking time limits, no stopping rules, and heavy vehicles limits.

To ensure QLDC continues to have the ability to regulate traffic and parking in the district, a new bylaw will need to be adopted by 13 December 2025. The bylaw development process is also an opportunity to future proof the bylaw and ensure it aligns with national legislation and the needs of the district.

The main proposals in the draft bylaw are to:

- Enable police to enforce fitting of snow chains on vehicles (particularly on the Crown Range).
- Incorporate new definitions into the draft bylaw to facilitate potential controls in emerging areas of interest (e.g. electric vehicles, micromobility devices)¹.
- Update and simplify the draft bylaw to ensure alignment with national legislation.
- Facilitate the regulation of shared zones² and shared paths through additional clauses.
- Clarify bike and recreational device parking rules to increase availability and reduce obstructions.
- Amend the resolution process to reference Council strategies and plans.
- Clarify exemptions for council officers (police or council) only if necessary for the purposes of duty.

During the bylaw development process, several issues were identified. However, these issues are best addressed through the resolution process on a case-by-case basis instead of making district wide rules. These issues include:

- Vehicles parking on berms/verges, causing obstructions and damage to council property.
- Heavy vehicle parking (>3000kgs) in residential areas causing obstructions.
- Congestion and commercial use around public facilities (such as marinas, reserves and boat ramps), increasing maintenance costs and reducing public accessibility.
- Re-parking, where people are moving cars to re-park in the same zone. This reduces parking availability, especially in locations in the central business district (CBD).
- Mobility Park overstaying, where vehicles park overnight in mobility parking.

We want to know what you think. The consultation will be open for one month starting 7th August 2025. See submission details at: <https://letstalk.qldc.govt.nz>.

¹ Other definitions include: micromobility devices, boat ramps, re-parking, shared paths/zones, chains, trailers

² A shared zone is where both vehicles, pedestrians and cycles use the same space, a shared path is intended to be used by pedestrians, cyclist, mobility devices and other wheeled recreational devices.

Statement of Proposal

Draft Traffic and Parking Bylaw 2025 |
Kā Waeture Huarahi kā Tūka Waka 2025

2. Council's proposal

This statement of proposal is prepared under sections 83 and 86 of the Local Government Act 2002 (LGA) and contains:

- a copy of the draft Traffic and Parking Bylaw 2025 showing the proposed changes from the current bylaw
- information about the proposed amendments
- the reasons for the proposed amendments
- how you can have your say
- timetable for consultation
- Council's determinations under section 155 of the LGA.

The reason for the proposal

The key reason for this proposal is to:

- ensure Council's traffic and parking bylaw is fit for purpose and council retains the ability to regulate traffic and parking in the district
- seek community views on the draft bylaw
- to encourage people to give feedback on the draft bylaw
- to let people know how they can give feedback.

The 31 July 2025 Council report contains more detailed information on these points:

<https://www.qldc.govt.nz/media/xtwfditc/item-5-traffic-and-parking-bylaw-2018-review.pdf>

How you can have your say

Anyone can make a submission online at <https://letstalk.qldc.govt.nz>.

Submitters can also use the digital map to highlight specific locations in which they have feedback on future parking management plans or future resolution decisions. While this is not directly related to this bylaw review, these parking management plans will be using the tools that bylaw provides.

Submissions will be accepted from 8.00am on 7th August and must be received by 5.00pm on 7th of September.

All submissions should state:

- the submitter's name³
- details of any organisation the submitter is representing (if applicable)
- the submitter's contact details
- whether or not the submitter would like to speak to Council about this matter.

Copies of this statement of proposal and draft bylaw may be obtained at no cost from either of the Council offices at 10 Gorge Road, Queenstown or 47 Ardmore Street, Wānaka, any Council library within the Queenstown Lakes District or the Council website at <https://letstalk.qldc.govt.nz>. If you need help submitting, please contact Council at 03 441 0499, or call in to one of Council's offices. All written submissions made to Council will be acknowledged and made available to the public.

³ Note: if you do not feel comfortable providing your name or contact details in a submission, please contact Council, who can facilitate an anonymous submission.

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Written submissions may take any form (e.g. email or letter) but we recommend your submission be made on the specified submission form available online at <https://letstalk.qldc.govt.nz/>. An effective submission references the option of the proposal you wish to submit on, states why the option is supported or not supported, and states what change to the option is sought. Submissions on matters outside the scope of the proposal cannot be considered by the Hearings Panel.

Submissions are considered public information under the Local Government Official Information and Meetings Act 1987, and submissions will be published on our website following the consultation period. Your personal contact details will not be published⁴.

Council intends to hold a hearing late September 2025. This is when anyone who has made a written submission and who has said they would like to speak to Council, can do so. This meeting will be open to the public. If you indicate you would like to be heard, Council staff will get in touch with you to arrange a time for you to speak at the hearing either in person or via audio-visual link. If at the hearing you have any requirements, please let us know.

Section 82 of the LGA sets out the obligations of QLDC in regard to consultation and QLDC will take all steps necessary to meet the spirit and intent of the law.

Timetable for consultation

The dates below outline the timetable for the consultation process. Any changes to these dates will be publicly advised on Council's Facebook page and website.

Date	Activity
31 July 2025	Council adopted the draft bylaw and statement of proposal for consultation
7 August 2025	Consultation period begins (8.00am)
7 September 2025	Consultation period ends (5.00pm)
26 th September 2025	Oral submissions heard by Council hearing panel
To be confirmed post-election	Deliberations and adoption by Council

Background on the draft bylaw and proposal

What do traffic-related bylaws do?

The Traffic and Parking Bylaw 2018 regulates the use of Council-controlled roads and land. The scope of bylaw is determined by the Land Transport Act 1998⁵ and Local Government Act 2002 and 1974. The intention of the bylaw is to enable Council to regulate and enforce behaviours that are either not available through existing mechanisms (such as the Land Transport Act 1998), or to further enhance or refine those abilities in response to issues identified in the district.

For a diagram showing the relationship between the bylaw and other legislation see **Attachment A**. See the current bylaw here: <https://webadmin.qldc.govt.nz/your-council/council-documents/bylaws>.

⁴ In accordance with LGOIMA section 7(2)(a) to protect the privacy of natural persons.

⁵ Section 22AB of the Land Transport Act details most of the bylaws remit

Statement of Proposal

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What does the current bylaw address?

Key areas that the bylaw regulates in the district includes:

- The use of vehicles or traffic on roads, such as determining the direction of travel (one-way roads), restrictions due to size and nature of goods carried or class of vehicle (e.g. heavy vehicles etc.).
- The establishment of cycle paths and special vehicle lanes (which regulates if only specific classes of vehicles can be used on certain roads).
- Engine braking and cruising on local roads, to reduce nuisance, noise and protect public safety.
- Unformed legal roads, such as restricting motor vehicles to protect the environment.
- Restrictions on stopping, standing and parking of vehicles, including setting time limits and requiring permits or payment.
- Temporary restrictions on the use of roads to protect public safety or the purposes of maintenance and construction.
- Specific provisions to allow the introduction of regulations regarding mobility permits, residents parking permits and other permits on classes of vehicles (such as taxis & carpooling permits etc.).
- Provisions regarding parking off a roadway, obstructions of the road, limitations on continuous parking (over seven days).
- Provisions to reduce obstructions of roads and cycleways, as well as to protect Council property.
- General provisions to empower enforcement officers to inspect vehicles, issue offences as well as determine conditions for exceptions or breaches of the bylaw.

What is proposed in the draft bylaw?

It is proposed that the draft bylaw will largely maintain the scope and powers of the current bylaw. There are some changes proposed in the draft bylaw (as described in the summary) in order to:

- Enable police to enforce the fitting of snow chains on vehicles (through using temporary traffic restrictions powers under the bylaw).
- Incorporate new definitions into the draft bylaw to facilitate potential controls on topics such as:
 - micromobility devices
 - electric vehicles
 - vehicles with trailers
 - boat ramps
 - re-parking (where vehicles re-park in the same zone)
 - chains (snow chains).
- Update and simplify wording to ensure alignment with national legislation and ease of use.
- Facilitate the regulation of shared zones and shared paths through additional clauses.
- Encourage the use of bicycles by allowing more flexible parking locations and clarifying wording regarding obstructions to include wheeled recreational devices (which includes e-scooters).
- Amend the resolution process to reference Councils parking strategy and plans.
- Clarify exemptions to parking controls are for council / enforcement officers only for the purposes of duty or function when there are no other reasonable practical alternatives.

As part of the bylaw process several issues were identified that are summarised along with recommended next steps in the table in **Attachment B**.

For more details on the options discussed to address perceived problems refer to Council workshop material [here](#).

Determinations under section 155 of the LGA

Before adopting a bylaw, Council will consider whether:

- there has been adequate consultation (which will occur through this proposal)
- that a bylaw is the most appropriate way of addressing the perceived problems,
- that the proposed bylaw is in the most appropriate form, and
- that it does not give rise to any implications under the New Zealand Bill of Rights Act 1990 (NZBORA).

Determination that a bylaw is the most appropriate way to address the perceived problems

Vehicle use and parking continue to be significant issues in the Queenstown Lakes District (QLD). Perceived problems include public safety, travel delays, obstructions, reduced accessibility, public nuisance, and damage to the environment (fauna and flora) and/or public property or infrastructure.

Analysis of request for service (RFS) data demonstrates issues and queries related to traffic and parking are a significant proportion of the communities' interaction with Council. In 2024, 39% of all RFS requests (including snap send solve requests) were related to parking. Of the five most common parking infringement offences in QLD, four have a clear linkage with the bylaw, either through the bylaw resolution process, or are empowered directly through clauses in the bylaw. If there was no traffic-related bylaw in the QLD, the Land Transport Act 1998 would be the best alternative regulatory tool to address problems related to traffic and parking. However, many of the powers granted to Road Controlling Authorities under Section 22AB of the Land Transport Act 1998 require a bylaw to be implemented and are designed to complimented by a bylaw.

Due to the bylaw's complementary role with legislation, its active use in the district to address perceived problems, and its ability to action Council strategies and plans, officers recommend that a bylaw is the most appropriate tool to address perceived problems related to traffic and parking in the district.

Determine that the bylaw is the most appropriate form of bylaw

Different forms of the bylaw could include a standalone document, amendment to existing bylaw, or consolidation with other bylaws.

Council has determined that a standalone document is the most appropriate form of bylaw because it would provide an accessible single repository for all relevant regulatory matters, is appropriately concise, and there are no other appropriate documents or bylaws that could reasonably be applied to achieve QLDCs traffic and parking roles and responsibilities. QLDC has used a standalone traffic and parking bylaw since at least 2012. This form of bylaw has been generally considered fit for purpose and utilises the resolution process (through framework controls) to enact most traffic and parking rules in the district. This allows for flexibility in responding to perceived problems as they occur outside of the bylaw review cycle and to response to the unique characteristics of each location.

New Zealand Bill of Rights Act 1990 implications

The NZBORA protects the civil and political rights and freedoms of all New Zealanders. In accordance with section 5 of the NZBORA, 'the rights and freedoms contained in the Bill of Rights may be subject only to such reasonable limits prescribed by law as can be demonstrably justified in a free and democratic society'.

Statement of Proposal

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Kā Waeture Huarahi kā Tūka Waka 2025

Traffic-related bylaws potentially give rise to implications on the right of freedom of movement (Section 18) due to restrictions on where a person may use or park a vehicle. However, these limitations are a justified, proportionate and reasonable response to the problem, therefore Council considers that the proposed bylaw is not inconsistent with the NZBORA.

What happens next?

This proposal is the third step in developing a new bylaw, after this proposal is published public consultation will commence from X to X. A hearings panel will receive submissions and deliberate, and Council will then finalise and adopt a new bylaw (as shown below).



A new traffic and parking bylaw needs to be adopted by 13th December 2025 as the current bylaw will be automatically revoked on this date. Council may make other changes to the draft bylaw in response to feedback, but anything that is a significant departure from the options set out in this proposal may require further consultation.

Council will consider the following options about how to proceed:

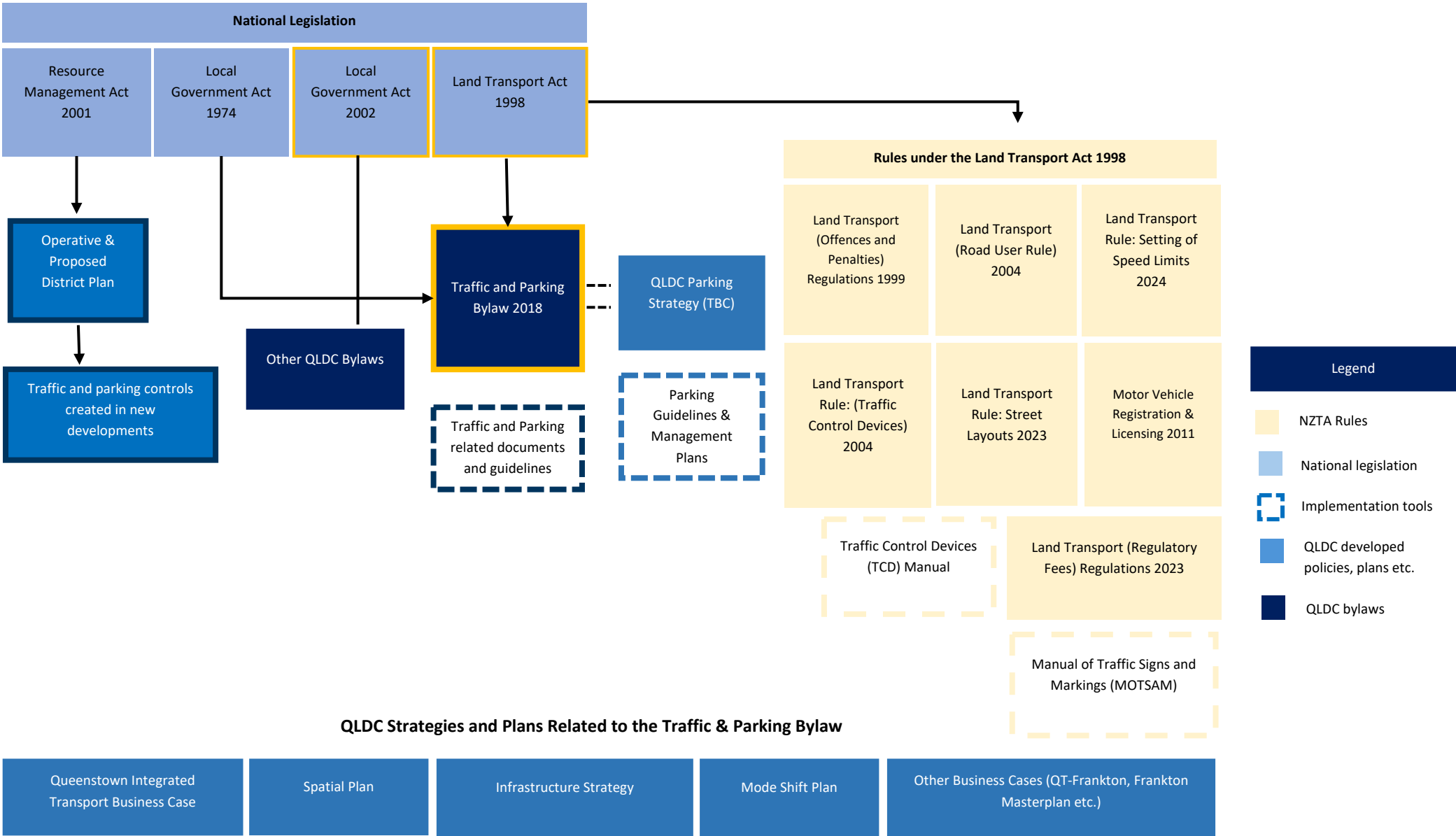
Option 1 – adopt the draft bylaw

- This option involves adopting draft bylaw as provided in this proposal

Option 2 – do not adopt the draft bylaw

- This option involves not adopting a new bylaw, this would result in the bylaw lapsing

Attachment A – Traffic and Parking Bylaw Regulatory Context



Attachment B – Summary of issues identified during review process and recommended options to address them

Problem identified	Amend bylaw	Use resolution process	Use another approach/tool
Parking on verges/berms			✓ Continue with approach of enforcement of hotspots/signage at hotspots
Heavy vehicle parking		✓ Address problem through T&P resolution process	
Congestion around public facilities (marinas, parks and other facilities)		✓ Address problem through T&P resolution process	✓ Use combination of T&P bylaw and Maritime Transport Act to address issues
Re-parking		✓ Address problem through T&P resolution process	
Mobility Parking		✓ Address problem through T&P resolution process	
Snow chains			✓ Use existing bylaw clause (14.1) to reinstate precedent code for police
Shared zones and shared paths	✓ Introduce clause to facilitate regulation of these spaces		
Updating of resolution process	✓ Amend resolution process to explicitly consider parking strategy		
Issues identified that may not require a regulatory response or change under the traffic and parking bylaw			
Updating delegations' underneath bylaw			✓ Can be achieved through updating delegations register
Rubbish bins causing obstructions			✓ Already accounted for in existing bylaw clause 22.3 (a)
Bylaw implementation improvements, such as maintaining live schedule of controls			✓ Can be addressed through business improvement project/s internal to council
Freedom camping issues in the district			✓ Freedom Camping Bylaw best suited tool
Parking availability			✓ Bylaw is a tool used for enactment but doesn't provide investment for parking availability or new infrastructure

Attachment C – Summary of changes to the bylaw and their effect

Section of bylaw	Control type	Changed?	Bill of Right Implications	Description of changes and impact of changes
Part 1 – Preliminary Definitions and interpretation	-	Amended	None	Amended bylaw to: <ul style="list-style-type: none"> Clarify purpose of the bylaw is to regulate council-controlled and managed land Better align the bylaw with national legislation definitions (e.g. Land Transport Act 1998) Incorporate new definitions in areas of interest, e.g. electric vehicles (see list of new definitions in sections above). These definitions will facilitate future resolutions. Remove repealed Interpretation Act 1999 and replace with Legislation Act 2019 Reference legislation directly to ensure the most up to date definitions are used
Resolution process	-	Amended	None	<ul style="list-style-type: none"> Amended to incorporate QLDC's parking strategy and other parking related plans and guidelines are of relevant consideration when making resolutions
Part 2 – Vehicle and road use Direction of travel	Framework (case-by-case) ⁶	Carried over	None	<ul style="list-style-type: none"> No changes
Traffic control because of size, nature or goods	Framework (case-by-case)	Carried over	None	<ul style="list-style-type: none"> No changes
Special vehicle lanes	Framework (case-by-case)	Carried over	None	<ul style="list-style-type: none"> No changes
Cycle paths	Framework (case-by-case)	Carried over	None	<ul style="list-style-type: none"> No changes
Shared zones, new clause	Framework (case-by-case)	New	None	<ul style="list-style-type: none"> Clause added to allow the council to regulate behaviour in, and establish, shared zones
Shared paths, new clause	Framework (case-by-case)	New	None	<ul style="list-style-type: none"> Clause added to allow the council to regulate behaviour in, and establish, shared paths
Engine braking	Framework (case-by-case)	Carried over	None	<ul style="list-style-type: none"> No changes
Cruising	Framework (case-by-case)	Carried over	None	<ul style="list-style-type: none"> No changes
Unformed legal roads	Framework (case-by-case)	Carried over	None	<ul style="list-style-type: none"> No changes
Temporary restrictions on the use of roads	Framework (case-by-case)	Carried over	None	<ul style="list-style-type: none"> No changes

⁶ Framework controls are implemented on a case-by-case basis, through the resolution process detailed in the bylaw (Clause 5.).

Part 3 – Parking Stopping, standing and parking	Framework (case-by-case)	Carried over	None	<ul style="list-style-type: none"> No changes
Parking restrictions – parking places and transport stations	Framework (case-by-case) & Self-contained (district-wide) ⁷	Amended	None	<ul style="list-style-type: none"> Amended clause 18.1 (b) to incorporate additional definitions, such as vehicles in the course of loading or unloading vessels and micromobility devices, to facilitate future resolutions.
Method of parking	Self-contained (district-wide)	Carried over	None	<ul style="list-style-type: none"> No changes
Mobility parking	Self-contained (district-wide)	Carried over	None	<ul style="list-style-type: none"> No changes
Residents' parking	Framework (case-by-case)	Carried over	None	<ul style="list-style-type: none"> No changes
Passenger service vehicles, goods service vehicles, rental service vehicles	Self-contained (district-wide)	Carried over	None	<ul style="list-style-type: none"> No changes
Parking off a roadway	Self-contained (district-wide)	Carried over	None	<ul style="list-style-type: none"> No changes
Miscellaneous	Self-contained (district-wide)	Amended	None	<ul style="list-style-type: none"> Remove clause 22.2 (a) for clarity and amend 22.2 (b) to include bicycles and wheeled recreational devices
Part 4 – General Provisions Inspection	Self-contained (district-wide)	Carried over	None	<ul style="list-style-type: none"> No changes
Offences and penalties	Self-contained (district-wide)	Carried over	None	<ul style="list-style-type: none"> No changes
Exceptions	Self-contained (district-wide)	Amended	None	<ul style="list-style-type: none"> Clarify exceptions are only if necessary for duty or function, and when no alternative options and being considerate of other users.
Revocation	-	Amended	None	<ul style="list-style-type: none"> Amended to consider the 2018 Traffic and Parking Bylaw
Savings	-	Amended	None	<ul style="list-style-type: none"> Amended to consider the 2018 Traffic and Parking Bylaw

⁷ Self-contained controls apply district-wide and detailed in the body of the bylaw.

Attachment C: Emailed submissions

Good Morning

These are some points I would like reviewed in the upcoming Traffic & Parking Bylaw hearing.

1. The shared road at Rees Street is not working for traffic as Pedestrians gather right in the middle of the road near the traffic lights and make it impossible for vehicles to turn into Rees Street, causing unnecessary congestion through the lights system, there is enough room on both sides of the street area, that pedestrians don't need to take up the whole entire street!
2. Bus Lane - top of Stanley Street, what is its purpose, all of a sudden you have a bus charging through into a one lane system, this will cause a serious accident soon.
3. The out of service Pedestrian Crossing above Fergburger needs to be completely covered over, this is still adding to congestion and pedestrians walk out anywhere they like now!
4. Yewlett Crescent needs to be made into no right hand turn, the amount of camper vans that block this intersection because they want to turn right, also the exit at McDonald's also should be made into no right hand turn.
5. I live in Fernhill and if I want to go to town for shopping or an afternoon I get the bus, but it is appalling at the lack of bus shelters in this town on wet days!

Regards

Sharon Shaw

Queenstown

Kia ora QLDC please accept these photos as a submission for the Traffic & Parking Bylaw.

These photos are examples of obstructions experienced between 2017 and 2025. Some of them have been submitted as part of a Request for Service.

I would also like to ask as part of my submission; what happens to all the *Requests for Service* regarding wheelie bins obstructing footpaths? I have sent numerous ones over the last 16 years, as encouraged to do so by QLDC staff. Are these RFS's referred to in the drafting of this bylaw and how are these RFS's used?

Kind regards

Catkin Bartlett

























7th September 2025

Re: Submission on Draft Traffic and Parking Bylaw 2025

Tēnā koutou,

Thank you for the opportunity to provide feedback on the Draft Queenstown Lakes District Council Traffic and Parking Bylaw 2025. We support the overall intent of the bylaw and welcome the recognition it gives to active travel, micromobility, and safer shared spaces. Our specific comments are set out below:

Clause 6.2(b) – Cycles on One-Way Roads

We support the inclusion of this clause. Allowing cycles to travel in the opposite direction on one-way roads provides greater connectivity for active travel and encourages cycling as a safe and practical option.

Clause 10 – Cycle Paths

We agree with the proposed changes. We seek clarification on clause 10.1(b)(iv), which refers to “riders of wheeled recreational vehicles.” Could this be interpreted as including electric motorbikes? If so, we recommend specifying the scope to avoid confusion between micromobility devices and larger, faster vehicles.

Clauses 11 & 12 – Shared Zones and Shared Paths

We support the inclusion of both clauses. For clause 11.2(c), we recommend an additional statement clarifying the nature of “other restrictions,” to ensure consistent application and avoid ambiguity. This would also enable further control over speed limits and use to be included if needed.

Clauses 17, 18, 19, 20 – Parking Controls

We support the provisions that restrict and regulate parking. These are essential for managing competing demands for road space and ensuring fairness and safety. This does need to be supported by additional communication, street-based signage, and more clarity and consistency around enforcement.

Clause 21 – Residents’ Parking

We support residents’ parking schemes. However, we recommend including provision for **visitor permits**, particularly in areas with high residential density and limited off-street parking. Resident parking areas also need dedicated parking spaces allocated to rideshare and community vehicles.

Clause 22 – Passenger, Goods, Rental, and Other Service Vehicles

We recommend that this section explicitly recognise **rideshare and community vehicles**. Provision should be made for their parking within residents' parking zones and other controlled areas, to ensure equitable access and support for sustainable transport initiatives.

Clause 23 – Parking Off a Roadway

We recommend the following clarifications and extensions:

- Clause 23 should apply to both **individuals and organisations/companies**.
- Clause 23.1 should explicitly include **berms**.
- A further provision is needed to prevent vehicles from parking on **street corners**, as this creates visibility and safety hazards.
- Clause 23.2 should clarify that the definition of “reserve” includes **roadway reserves**.

Clause 24 – Miscellaneous

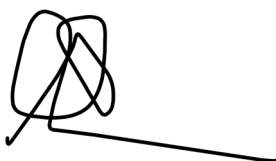
We support this section. However, we recommend that it be expanded to explicitly prohibit obstructions on **footpaths and shared paths**, including wheelie bins, e-scooters, and parked vehicles. Ensuring these spaces remain clear is critical to the safety and accessibility of pedestrians, people with disabilities, and micromobility users. Updates to the District Plan in the Queenstown Lakes are also needed to ensure that new developments have ‘rubbish bin bays’ to ensure that footpaths/shared paths are not obstructed.

Summary

Overall, we support the draft bylaw and commend QLDC for updating it to reflect the changing nature of transport and community expectations. Our suggestions are intended to strengthen the bylaw's effectiveness, particularly in supporting safe and accessible active travel.

A representative from Lightfoot would be happy to speak to this submission at a future QLDC meeting if required.

Ngā mihi nui,



Amanda Robinson

Chief Executive

The Lightfoot Initiative Charitable Trust

CBD Parking

Kim Wilkinson – [REDACTED]

Alastair Clifford – [REDACTED]

Skyline

June 2025

Agenda – what we will cover

1. **Marking on the new street scape paving – Rees and Beach Streets:** Clearly mark out areas for visitor parking and loading zones would assist uses. Using Dunedin CBD (George St) as an example of how this could work.
2. **Identification/Signage Improvement:** The loading zone at the bottom of Church Street has faded paint, making it unclear if it's a loading zone or driveway. The yellow dotted lines are only on the sides, not across the front, unlike other loading zones around the CBD.
3. **Space Utilization:** Some loading zones, like those outside McDonald's and DFS on Camp Street, could be expanded to better utilize the available space, potentially adding an extra space for another vehicle.
4. **Extension of Existing Zones:** The lower Cow Lane loading zone could be extended slightly to provide more space for an additional vehicle.
5. **Visibility of Signage:** Many signs are aligned with the footpath and not easily visible from inside a car, potential leading to minor infringements and ticketing for those visitors unfamiliar with our bylaws.
6. **Safety Concerns on Upper Beach Street:** There is some concerns about the logic behind the closure of upper Beach Street; questioning why it is considered more dangerous for pedestrians on upper Beach Street necessitating the closure, compared to mid/lower Beach Street or Rees Street which remain open.
7. **Car Park Signage:** There needs to be improve signage for our visitors advising car park availability and entrances (remembering that the majority are unfamiliar with Queenstown). Current signage to Stanley Street site is a good example.

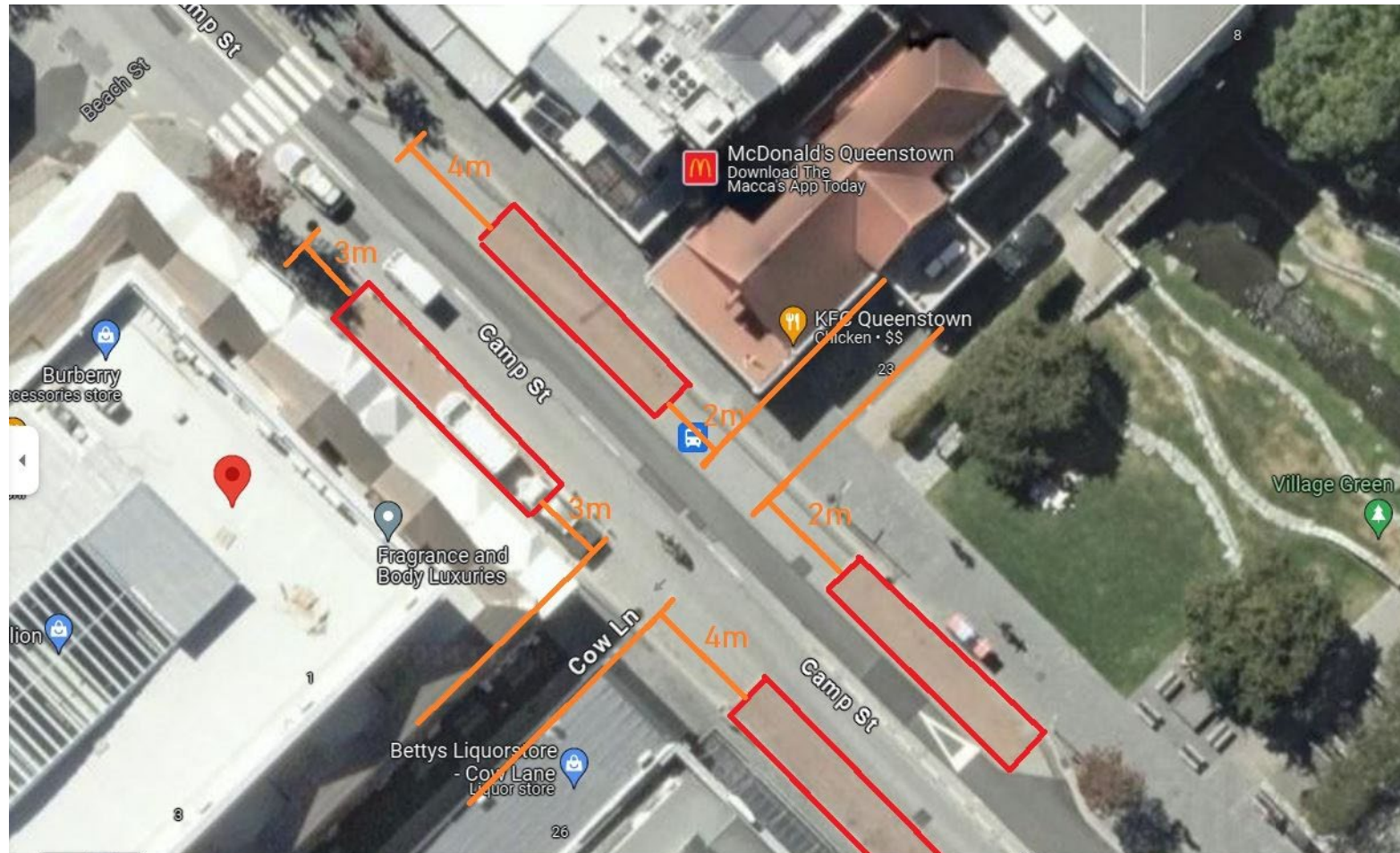
Street marking – shared zone

Street marking on George Street Dunedin compared to Rees Street Queenstown.



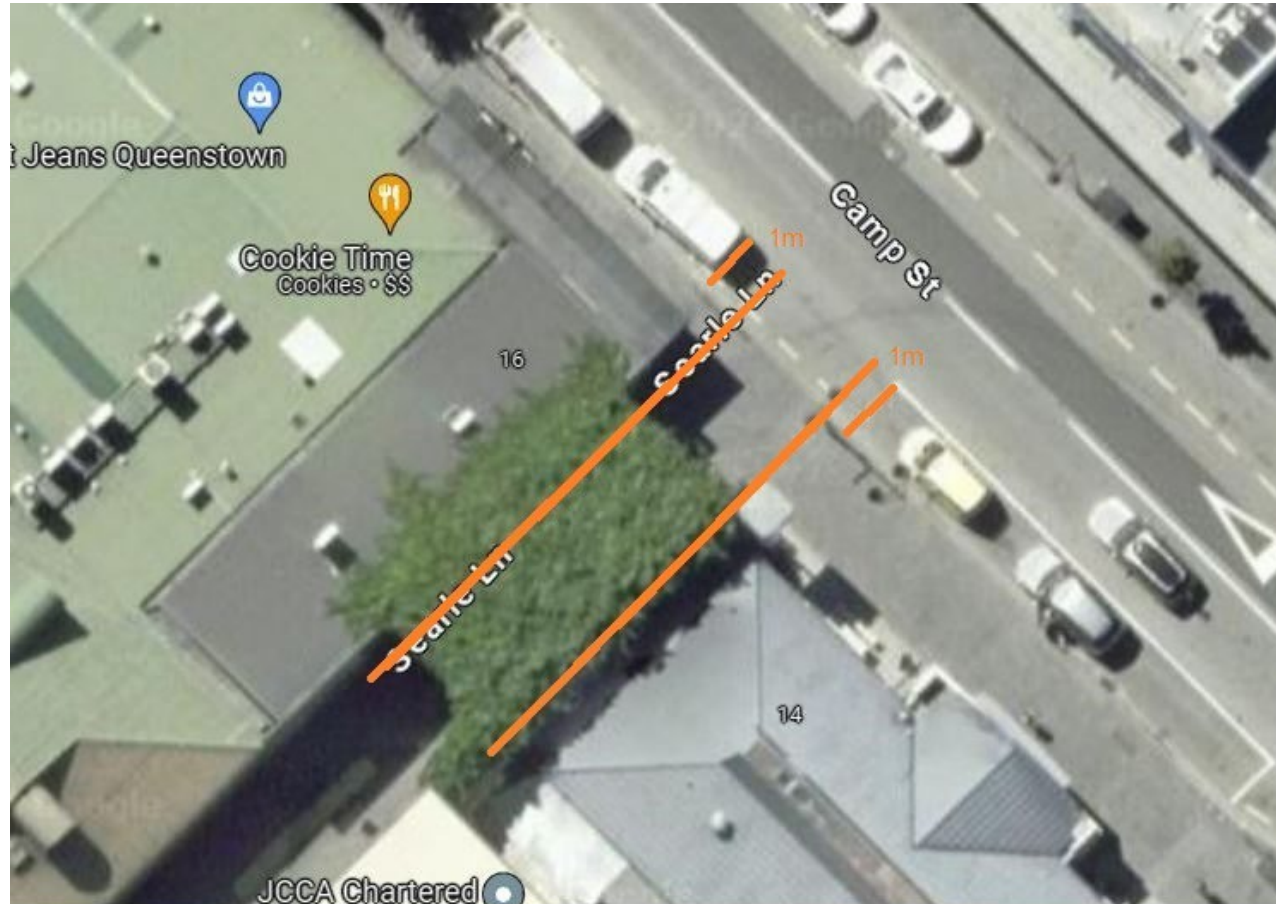
Clearly mark out areas (both on the street and with signage) on Rees St and upper/lower Beach Streets for loading zones and car parking. This may require relocating some of the street furniture. This gives users a clear message as to where they can and cannot park a vehicle. Times limits on George St in Dunedin are 5 minutes in some areas and 30 minutes in others. I would suggest 10 or 15 minute parking on both streets for customer parking. Paint need not be used on the road – coloured paving stones replacing existing grey ones could be used to mark the parks.

Camp Street Loading Zone



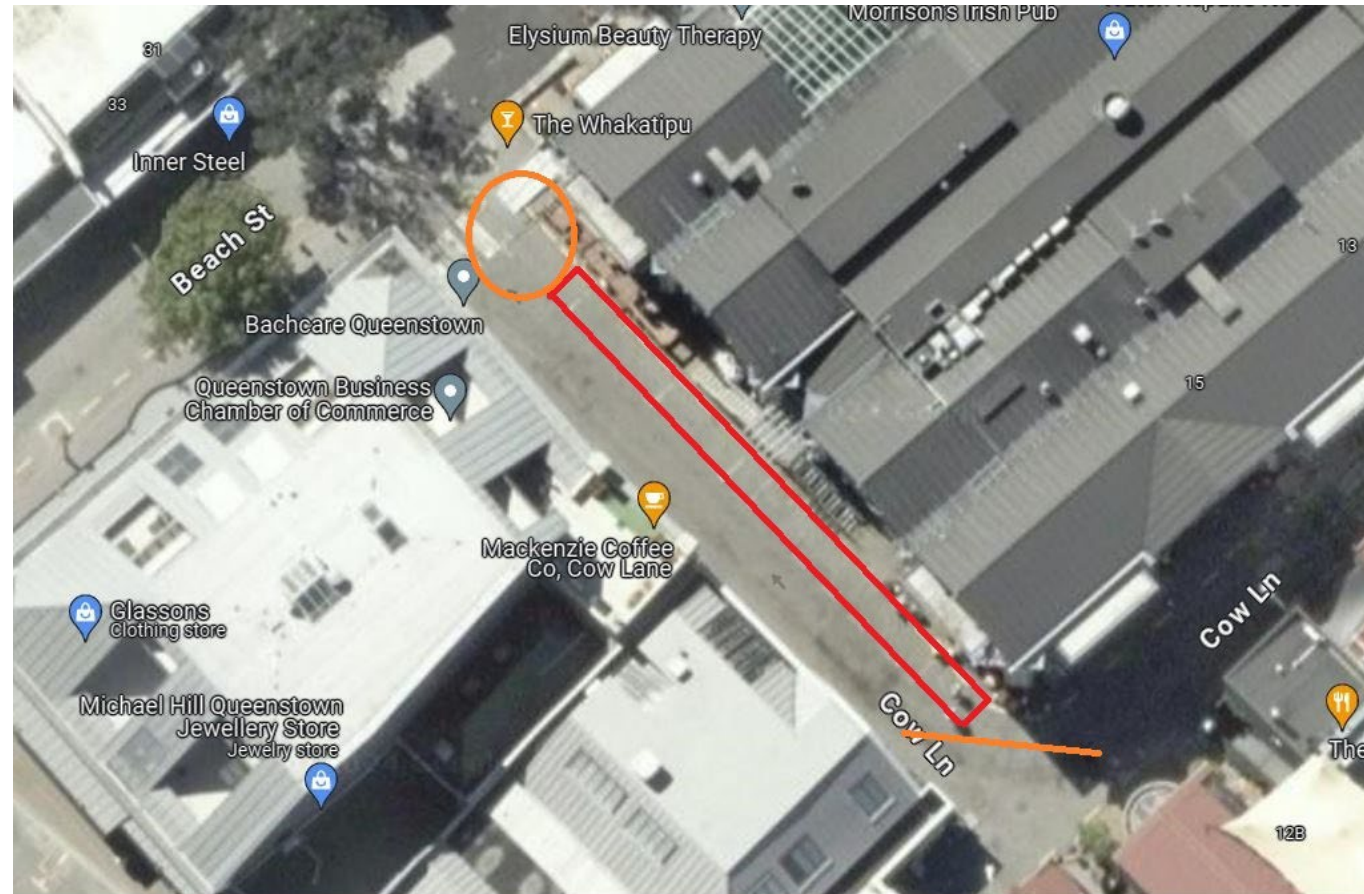
There appears to be significant space each side of the original bus stops (pre 2018) that could be used for additional load zone space, noting the setback compared to Searle Lane.

Comparison of loading zone: Searle Lane vs Cow Lane



The parking bays each side of Searle Lane are within a meter of the Searle Lane entrance

Cow Lane Loading Zone



The loading zone on Cow Lane appears to start too early, cramping vehicles turning at The Bunker end, with the zone ending too soon. Additional loading zone could be gained in the area.

Church Street Loading Zone



Marking are faded, and space almost appears as if its a driveway entrance
Can the markigns be repainted.



Loading zone at lower Church Street
is missing key markings



Appears that most loading zones are
outlined with dotted yellow lines

Car Park Signage



The car park sign is unreadable from the street

Can the car park sign be relocated to the corner, so vehicles traveling down Stanley Street see it. Likewise, a new sign for traffic travelling the other direction.

Car Park Visual Appeal & Signage



Queenstown should be able to do better than this.

Attachment C: Submissions (Bylaw)

Date of contribution	Survey Responses															What is your position on the introduction of a clause into the bylaw to better enable the regulation and introduction of shared spaces?	Please share any additional comments on the amendment related to shared zones or shared paths here:	What is your position on updating the bylaw decision-making process to ensure Council considers existing parking strategy and plans when making decisions?	Please share any additional comments on the change to consider traffic and parking related plans and strategies when making decisions here:	What is your position on clarifying wording regarding bicycle parking rules?	Please share any additional comments on the clarification around working of bicycle parking rules here:	What is your position on clarifying that parking exemptions are only for enforcement or Council officers under specific circumstances?	Please share any additional comments on the clarification around parking exemptions here:	What is your position on giving Police these powers under the bylaw?	Please share any additional comments on giving Police these powers here:	What is your position on managing these issues on a case-by-case basis?	Please share any additional comments on managing these issues on a case-by-case basis here:
	Name:	Organisation:	Do you wish to speak to your submission at a hearing?	In the last 12 months, how often have you attended a Council meeting, workshop, consultation/drop-in session, or made a submission?	I understand my feedback is considered public information:	If you have a prepared submission, please upload it here:	What is your position on the proposed changes in the draft Traffic and Parking Bylaw 2025?	Please explain your position on the proposed changes in the draft Traffic and Parking Bylaw 2025:	Share any other comments you wish to make on the draft Traffic and Parking Bylaw 2025 here:																		
Aug 07 25 08:13:28 pm Aug 14 25 10:18:00 am	mark Keri Jackson		No		I understand.		I support the proposed changes I am neutral to the proposed changes		I am just wondering why QLDC staff have a separate locked area in the Church St underground car park for their bikes, as they obviously consider it unsafe to park bikes in the general bike car park area. But you are encouraging people to use bikes and provide bike parking. Unable to understand why you would encourage this if you own staff don't think it is safe to park their bikes in the general space. The building of lockable areas for council staff is just another waste of rate payers money. If general bike parking is good enough for the public then I don't see why a lockable area just for council staff members bikes are needed.	I support it		I am neutral to it		I am neutral to it		See my comment on first page	I am neutral to it										
Aug 29 25 01:33:27 pm	Blair Deasy	N/A	No	Not ever, this is my first time	I understand.		I support the proposed changes	Always good to continue to make improvements where you can But there is NO discussion about embracing technology to enforce - Provisions regarding parking off a roadway - in Frankton you have the signs up but they ain't - General provisions to empower enforcement officers etc - swap the chalk out for technology	Technology would assist with - Restrictions on parking vehicles in time limited QLDC car parks - you have signs in place but they aren't enforced - Provisions regarding parking off a roadway - in Frankton you have the signs up but they ain't - General provisions to empower enforcement officers etc - swap the chalk out for technology	I support it	N/A	I am neutral to it	I'm only neutral as if you don't embrace technology to assist with the enforcement of people abusing the parking time frames then are we stuck with no change until this is reviewed again in 7 years as the most current one I can find is dated 2018 - Maybe this isn't the document to talk about the Technology but you need to embrace it before people abusing the parking time limits set by the QLDC start to effect businesses	I support it													
Sep 02 25 07:17:21 pm	Carkin Bartlett	Private individual	Yes	More than a few times	I understand.		I support the proposed changes	In general I support the purpose of the Traffic and Parking Bylaw. I support any actions which will enable people to ride or walk and I have significant concerns about how access to paths is currently NOT being enabled by QLDC and have some suggestions about how this can be achieved and needs to be added to the bylaw	Since our first daughter was born I have been raising the significant challenges of using paths with QLDC due to obstructions from parked vehicles e.g. Edinburgh Drive, wheele bins (everywhere and especially along Frankton Road), abandoned terrible e-scooters, delivery vehicles. The biggest concern is with wheele bins. I have been raising this for over 15years and the situation has not improved. Please can the following additions be considered. 1. Recognition that the primary purpose of paths (including shared paths) is to enable people to use (people walking, cyclists, wheelchairs, NZ posies infant buggies) them and this is prioritised. These are the primary users. Wheele bins, courier vehicles, private vehicles etc are secondary users and are of a lower priority and must not impede the primary purpose users. 2. Speed restrictors/ limitations on the use of solely electric powered vehicles which will not affect electric wheelchairs users but ensure that electric scooters/ electric mobility vehicles can only move as fast as humans. 3. Permit learner cyclists e.g. children to ride on footpaths in the absence of a shared paths e.g. around Lake Hayes Estate. 4. Time limitations for how long wheele bins can be left out before and after being emptied, e.g. must be removed from the footpath by 8 pm on collection day and only put out after 8 pm the night before. 5. Requirement that wheele bins may only be placed on the footpath if there is nowhere else to place it. It must be the only option and it must not impede pedestrians/ primary users and allow a minimum access width e.g. the width of a wide wheelchair plus room for hands/ double buggy/ bike with double trailer. 6. Requirement that wheele bins must be placed in designated spaces on the footpath by- e.g. marked out by white lines so they do not impede primary users. 7. QLDC contractors are required to replace wheele bins into these designated spaces on the footpath must not place them back in a way that impedes primary users.	I support it	Shared spaces need to prioritise the slowest and most vulnerable users e.g. pedestrian, children, wheelchair users.	I am neutral to it	I don't understand what this is asking.	I am neutral to it	Please make it easy to park bikes. Rarely does a bike attached to a railing obstruct someone else and consider including bike parking areas when consenting businesses or e.g supermarkets, loading up bike with groceries needs space close to the supermarket. Park n save is a good example of easy bike parking. Woolworths is a poor example.	I am neutral to it	I don't understand this question	I support it		I support it	Please consider why people are parking on berms and is it because there is an unmet need e.g. parking at the Events Centre/ inadequate public bus service or the way public are using facilities has changed/ increased. The case-by-case approach needs to include an option for review rather than just punitive management. How do constant/ consistent infringements trigger a review.						
Sep 03 25 03:59:13 pm	Joe Waide		No	Not ever, this is my first time	I understand.		I support the proposed changes	I am not sure if this relates specifically to it, but I live in Wānaka town central (Main Street) and my 6 year old goes to Take Kāwara Primary school. We have a few times done a trial bike to her school. There is no bike lane option in and around the CBD. That is no bike option from Pembroke Park up to the top of Brownston Street. It would be amazing to have a bike lane or similar in and around the direct CBD area in Wānaka as there are a lot of families with children that live here and there is no bike lane option. Trying to navigate footpaths with a lot of tourists is a challenge in itself for a 6 yr old.		I support it		I am neutral to it															
Sep 04 25 10:22:22 am	Laura Byrne	Bike Wānaka	No	Once or twice	I understand.		I support the proposed changes	Bike Wānaka supports the proposed changes which encourage the use of bicycles by allowing more flexible parking locations and clarifying wording regarding obstructions to include wheeled recreational devices (which includes e-scooters).		I support it		I am neutral to it															
Sep 05 25 12:26:50 pm	Alastair Clifford	Skylive Properties	Yes	More than a few times	I understand.		I am neutral to the proposed changes - see feedback noted to point 12.	Feedback on the Traffic and Parking Bylaw Review: I support the Council's intent to encourage the use of electric vehicles (EVs), public transport, and cycling. However, this must be balanced with the practical realities of year-round transport in our region. For example, cycling to work at 7am during winter is often impractical, and public transport may not accommodate after-school activities or flexible work schedules. I do not support the expansion of facilities for EVs or cycles if it comes at the expense or exclusion of other transport users. A balanced approach is essential to ensure equitable access for all. I recommend increasing the availability of mobility parking spaces and introducing more short-term (5–10 minute) parking zones within the CBD to support quick drop-offs and pick-ups. The bylaw should clearly state the purpose of enforcement—whether it is intended to generate revenue, educate the public, or deter misuse. This clarity would help guide enforcement strategies and improve public trust. Currently, there is a perception that enforcement is focused on revenue generation, with tickets issued for minor infractions that have little impact on the wider community. Consideration should also be given to relaxing parking restrictions during off-peak times. For example, allowing deliveries in the Queenstown CBD before 10am could be facilitated by permitting delivery vehicles to use standard car parks, adding timed loading zones, or exploring other flexible solutions. Finally, I recommend implementing a system to support contractor parking for essential repairs within the CBD. Many contractors need frequent access to tools and parts from their vehicles. Providing suitable parking options would improve productivity and reduce the time needed for repairs, ultimately freeing up parking spaces more quickly.	I am neutral to it	Clear and consistent signage is essential to ensure the public understands how parking spaces can be used. Ambiguity around time limits, vehicle types, or loading zones leads to confusion and unnecessary enforcement. Improved signage would support compliance and reduce frustration. I do not support the creation of additional shared spaces if it results in the loss of standard car parks, particularly in high-demand areas. While shared zones can enhance pedestrian and cyclist safety, they must be carefully balanced with the need for accessible and practical parking options for all users.	I support it		I am neutral to it	Wholesale conversion of car parking spaces to bicycle parking should be proportional to the actual usage and practicality of each transport mode. While I support sustainable transport initiatives, I do not support the creation of new bicycle parking if it results in a disproportionate loss of standard car parks, especially in high-demand areas. Any reallocation of space should be based on robust data and reflect actual transport patterns and needs.	I support it												
Sep 07 25 07:51:30 am	Marian Krogh		No	More than a few times	I understand.		I support the proposed changes	It's overall better for people who choose to bike instead of drive. There needs to be as much encouragement as possible for mode shift.	Chains on the Crown range seems like a good idea to enforce when needed. I think enforcement of parking is important but there needs to be more public transport too. Then it would mean it's less necessary for people to drive, and would ease parking.	I support it		There should be way more of these. Safe paths for walking and biking mean more people walking and biking, and fewer people driving.	I support it	There can't continue to be urban sprawl like there is currently. It results in a system that is designed for cars. If we build more places to live closer to places of work, shopping, playing etc then people won't have to drive as much. Every new home built should consider if it will add more cars, and therefore more parking needs. There's a bike parking problem in Queenstown and Wānaka. But if the QLDC continues to approve subdivisions a long way away from town, with few or no amenities in them, then people will continue to have to choose but to drive. A good example is all of the housing development in Hawea. There have been thousands of homes approved and no way to get to Wānaka (where 99% of residents need to go to get to school, work, shops, pool, etc) other than to drive. This means thousands of people having to park in Wānaka every day. This type of development wouldn't be approved if the traffic and parking, and climate pollution of all those vehicles driving everyday was considered.	I support it	I agree, as long as a bike isn't blocking something it should be able to be parked. But also - provide more bike parking areas.	I support it	No parking exemptions except for people with disabilities.	I support it								
Sep 07 25 08:05:07 am	Protect Our Winters Aotearoa	Protect Our Winters Aotearoa	Yes	More than a few times	I understand.		I support the proposed changes	Overall the changes will make it safer and easier for people to choose to bike, walk, or use micromobility devices to get around the QLDC. POW advocates for less driving, fewer greenhouse gas emissions, and this will help.		I support it	Yes - the QLDC should be building and creating more shared zones and paths. This will mean more people will find it safe and easy to choose to get around by bike, foot, or other devices that are not a private car	I support it		Favour people who choose to use a bike to get around. POW supports more people being able to choose active transport.	I support it	There shouldn't be any parking exemptions if it's possible for someone to make that trip by public transport.	I support it	We want everyone to be safe driving over the Crown Range in the snow. Even better would be for public transport options, so that those who don't wish to drive with chains could easily take the bus instead.	I support it								
Sep 07 25 03:56:09 pm	Suria		No	More than a few times	I understand.		I am neutral to the proposed changes	I don't think there is enough being done for locals to be able to park in town. There are no free areas at all and everything is either timed or payed. This is awful for locals working in town but not living on the public transport routes. If I don't find a park in time it can increase my morning commute to over 45 minutes. The new no parking areas are forcing locals to park in weirder places even further away from their work. I live out of town and have no other option to get to work. I can't bike or carpool.	I agree with police being able to enforce snow chains.	I am neutral to it	As long as those paths do end up getting made that would be good. But it feels like this is another way to drag out putting in changes right away.	I support it		We need more parking for locals! We need more public transport routes!	I support it												

Attachment D: Submissions (General Traffic and Parking)

Date	Contributor Details		Survey Response		What are the main issues you experience regarding traffic and parking?	What do you think Council could do better to address these traffic and parking issues?	Are you, or people in your household reliant on on-street parking for personal vehicles?	How many personal vehicles rely on on-street parking from your household?	Have you experienced any issues with parking or parking availability on your local	Please let us know your local street:	Please share any other general thoughts or feedback you may have on traffic and parking here:
	Name:	Organisation:	In the last 12 months, how often have you attended a Council meeting, workshop, consultation/drop-in session, or made a submission?	I understand my feedback is considered public information:							
Aug 11 25 03:24:52 pm	Christine Smith		More than a few times	I understand.	I border the Mt Iron loop track, in Old Racecourse Road, initially DOC land, and created as a walking path when the Mt Iron Country estate subdivision was established over 20 years ago. In recent times this path has become increasingly busy and this has mean't parking outside my property has similarly increased. The stormwater / drain formed along the whole of Racecourse Road is natural but outside here has been completely eroded by cars parking and turning resulting in a large pond forming whenever it rains as the water doesn't flow along the street as it used to, also causing the verge to slump away. This sees cars parked on the road or straddling the road as they don't want to park in the pond. Cars park and turn on mass outside here and the neighbour across the street, whose frontage is now suffering the same fate, as strangely people don't seem to want to walk a short distance from further along, rather park right on top of the track entrance.	limit the number of cars outside any one property to spread the load through plantings or other tools to prevent everyone parking in one place, reinstate the material eroded away so ponding is addressed	No		Yes	Old Racecourse Road	I enjoy the natural nature of our road but because of the numbers of those who are driving here for dog walks, climbing, tramping etc especially over the warmer months, this issue is worthy of some consideration. Also I am disappointed to have so many vehicles and the associated door slamming and noise outside my home now and would appreciate some creative thinking to minimise the load.
Aug 12 25 07:43:58 am	Matthew Barnett		Once or twice	I understand.	There needs to be more short stay/10 minute car parks in Queenstown. Plus there needs to be a dedicated pick up/drop off zone like the airport. There is currently no legal right to exit Shotover Country into the morning rush hour traffic. The only way traffic flows out of Shotover Country is due to the courtesy of West bound traffic letting people in. This junction is experiencing growing traffic load from Arthurs Point/Lower Shotover residents travelling to Frankton. The growth from these communities adding demand to the SH6 Shotover Bridge does not appear to be considered in the towns growth.	- Increase short stay parks in Queenstown - Create a pick up/drop off zone in Queenstown - Create a merging lane for traffic leaving Shotover Country - Create a bus lane departing Shotover Country - Utilise express buses with less stops where there is sufficient demand. This will make using the bus more appealing.	No		No		The current LHE bus that detours at high speed down the very narrow Shearers Drive is an accident waiting to happen.
Aug 14 25 10:34:32 am	Scott Kennedy		Once or twice	I understand.	More affordable parking for locals coming to the CBD for work and recreation	More bike parking, more public transportation options and frequency.	No		No		While the focus is mainly on cars and where to park them, by increasing the accessibility to public transportation options, making cycling easier and safer it will make a massive difference to our quality of life and go a long way to saving our 'car' issues.
Aug 14 25 11:05:14 am	Emma Kent		Once or twice	I understand.	Traffic is a circus. I don't think I have to go I to detail but mostly, slow traffic down every main access road such as Frankton road, Hawthorne drive etc. Lately I have found an increase in selfish driving behaviour and people taking risks because they're frustrated let alone. Twice in one day I had a d over fail to give way to the right to me at BP roundabout and I almost hit them. Both had the cheek to give me the finger. But it's just a symptom of how angry drivers are getting here now. Cones everywhere. Slower speed limits through the roadworks...it all adds up. It can take hours to reach somewhere that should take 20 mins. Additionally, I am disabled myself and work supporting others with disabilities and the disability parking here is abysmal. You do not provide enough disability parks in QLD owned parking places. I have raised this concern a number of times over the years to different councilors and sub committees and don't even get an email back acknowledging me. If there does happen to be a rare space for disabled, it's either full because there may only be one or two if you're lucky, or a builder has parked a work vehicle there and put cones around it, or someone is parked there without a permit and couldn't give a flying squirrel if they stop myself or a client from using a facility because they are illegally in our spots. Its disgusting to see one or two spaces available outside an establishment, I have had to do laps of car parks and then gone home disappointed and frustrated. I am happy that the shared car and pedestrian space in the CBD that has recently been finished, has disability parking throughout, however it is really poorly signed and confusing. The signs say disability parking any time, but there are n spots painted out, so I've been assuming we park anywhere on the street in that area and we are fine? I'm speaking of the area along rees and beach street.	Please. For the love of all that is sane, SORT OUR INFRASTRUCTURE OUT. We simply cannot have almost every important route in our town, either closed off or half closed off because it's being dug up to build roads that are behind before they've even started. The bp roundabout is a great example. This area is constantly backed up with traffic. And while I do appreciate it is to make important changes to the network, by the time it's complete, the growth will already have outgrown the road they're building. Why do we not have dual lane roads instead of roads that all funnel into a bottleneck, causing more traffic. Why don't we have more bridges? Alternative routes in and out of town that seve locals and workers. Tourists won't come first when all the locals who turn this town over, are forced out of the area. We need to have a completely overhaul of our roading infrastructure here and until that's been done, I seriously think you should consider pausing building projects for hotels and houses. How can this town be boiling at th brim and you just keep adding more to the pot? It doesn't make sense. I'd like to see far more disability parks and clear signage including penalties for using them without a badge. I'd like to see CCTV cameras pointed at these spaces. If people know they could be caught via camera instead of the chance of a parking warden coming by, I think it would deter them. I shouldn't have to call you guys constantly to report people doing it. I shouldn't have to stand up to them myself to be met with aggression. I have been told to "f.u.c.k off" multiple times when I have asked people to move. And it's scary. The disabled community shouldn't have to live in fear like that. Its disgusting.	Yes	2	Yes	Bale road, Hanley's farm.	I would like to add that parking in Hanley's and jacks is dangerous. Even if it isn't on your street. I live on Bale road and if I want to leave, I turn onto Jack Hanley drive...which has a constant line of parked cars long the street. I cannot see passed the parked cars... I have to inch out to see. And risk being hit by oncoming traffic I cant see. Also, who thought putting pedestrian crossings directly after sets of traffic lights was a good idea in built up shopping centers? One example being the set of 4 traffic lights at 5 mile. If you're heading towards the warehouse from Kmart and choose those traffic lights that go straight across, they go green but everyone then has to stop because there's a pedestrian crossing right there that a lot of people use. This means, people go when it's green, then end up getting backed up in the middle of the cross roads due to pedestrians using the walkway, and the light turns read and whomever now you're blocking. We cram 2 cars on a small driveway as no on street parking available. I have also been given tickets when sick, unable to drive or in hospital for not driving and moving my car within 7 days.
Aug 14 25 11:36:46 am	Samantha Dennis		Once or twice	I understand.	No disability parking available. Or the one spot available being full. Inaccessible disability parking surrounded by curbs causing those with disabilities to go onto the road to access footpaths or crossings (Woolworths Five Mile is a good example). Arrowtown desperately needs more than 2 disability parking spaces especially for a community that is elderly. More then 1-2 disability parking in large parking areas. Disability parking at reserves and tracks as these don't ever have disability parking. The end result is getting back to your vehicle and no longer being able to get myself or my mobility aid in. Many times I have had to cancel supermarket shopping, appointments or plans as disability parking is not available when I have a mobility aid to make it accessible for me to be there the only thing stopping me is the lack of parking or the poor construction and planning of the spaces.	Having more easily accessible disability parking options. Consulting an organisation that specialises in mobility parking not just allowing an able bodied person with no disability experience to create them.	No		Yes	Bale Road, Jacks Point	
Aug 29 25 08:21:15 am	Meagan Wilken		Not ever, this is my first time	I understand.							It's horrible and mentally taxing on all residents! Impacting mental health directly. Lack of planning/proper project management for new roads lead to more mess in town all over the place which is frustrating to drive /bike and walk. Not enough cycling paths so biking is unsafe as an option council keep pushing ei winter conditions and no safe cycle routes from suburbs to town. Parking have is either expensive for locals, to far to walk for families with babies/children or anyone with injury or disability. So we are forced to stay out of town and not enjoy it because it's to hard to find a park. I suggest lake esplanade be turned into similar idea of parking that Wānaka adopted park and then you can sit at lake front or walk in. This could extend to Glenorchy road which should be decreased speed limit anyway coming into town. Better use of the lake there and provide more notions for families

Date	Contributor Details		Survey Response								
	Name:	Organisation:	In the last 12 months, how often have you attended a Council meeting, workshop, consultation/drop-in session, or made a submission?	I understand my feedback is considered public information:	What are the main issues you experience regarding traffic and parking?	What do you think Council could do better to address these traffic and parking issues?	Are you, or people in your household reliant on on-street parking for personal vehicles?	How many personal vehicles rely on on-street parking from your household?	Have you experienced any issues with parking or parking availability on your local street?	Please let us know your local street:	Please share any other general thoughts or feedback you may have on traffic and parking here:
Aug 29 25 01:10:15 pm	Blair Deasy	N/A	Not ever, this is my first time	I understand.	My issue is the antiquated approach (chalking tyres) as measure of time parked in a QLDC operated car park & the lack of Enforcement of Parking where designated time periods are signed and controlled by the QLDC.	Embrace technology - LPR cameras are a must Use this technology to ensure a fair playing field for all users of on street parking where designated time periods are being abused & not enforced effectively. It sees to me you are only reacting when a member of the public has to do a snap & send (no solve part) as the problem is endemic in a few areas (could be more) that the QLDC are responsible for. The Technology a) doesn't lie b) creates a situation that avoids confrontation with staff on the ground c) generates data & revenue for you	Yes	One - but my issue isn't related to on-street parking in a residential situation - it's about QLDC enforcement/monitoring team not having the tools to do their job	No		You aren't creating a fair and sustainable business model when it comes to Enforcement of time designated parking areas i.e. QRC students rubbing chalk off their tyres while they park all day in the 4hrs parking area near the QT ice rink or the vehicles that park for days & days effectively storing their vehicles on Glenda Drive which is a 12 hour parking zone to encourage staff & customers access to businesses!! You need to urgently engage with Parking Enforcement Services or Central Park both organisations are doing a much better job than your current contractor "Cougar Security"? How much is it costing me a rate payer for the inefficiencies of your contacted enforcement services?
Sep 02 25 09:13:23 am	Alastair Clifford	Skyline Properties Limited	Once or twice	I understand.	Over enforcement of parking fines (suck as received a ticket for briefly stopping on Cow Lane). QLDC's continual removal of car park, with adequate replacements The rapid rise in parking fees	Listen to feedback from the local community. Re-assess the parking layout and signage on Beach and Rees Street Change the under utilized Lakeview park to free for locals. Marking on the new street scape paving – Rees and Beach Streets: Clearly mark out areas for visitor parking and loading zones would assist uses. Using Dunedin CBD (Geroge St) as an example of how this could work. Identification/Signage Improvement: The loading zone at the bottom of Church Street has faded paint, making it unclear if it's a loading zone or driveway. The yellow dotted lines are only on the sides, not across the front, unlike other loading zones around the CBD. Space Utilization: Some loading zones, like those outside McDonald's and DFS on Camp Street, could be expanded to better utilize the available space, potentially adding an extra space for another vehicle. Extension of Existing Zones: The lower Cow Lane loading zone could be extended slightly to provide more space for an additional vehicle. Visibility of Signage: Many signs are aligned with the footpath and not easily visible from inside a car, potential leading to minor infringements and ticketing for those visitors unfamiliar with our bylaws. Safety Concerns on Upper Beach Street: There is some concerns about the logic behind the closure of upper Beach Street; questioning why it is considered more dangerous for pedestrians on upper Beach Street necessitating the closure, compared to mid/lower Beach Street or Rees Street which remain open. Car Park Signage: There needs to be improve signage for our visitors advising car park availability and entrances (remembering that the majority are unfamiliar with Queenstown). Current signage to Stanley Street site is a good example.	No	No			
Sep 05 25 01:02:13 pm	Kim Wilkinson	Kim & Marie Wilkinson Family Trust. Landlord of three Queenstown CBD businesses.	More than a few times	I understand.	- Lack of easy accessible on-street short-term parking within the Queenstown CBD. - Lack of clear signage showing visitors and locals where they can legally park. - High cost of QLDC parking rates (\$6.50 per hour) in the Stanley St/Ballarat St carparks. - Lack of understanding from authorities (QLDC; ORC; Waka Kotahi) that only 10% of traffic stops in the Queenstown CBD with 90% of vehicles travelling around the CBD. The CBD is not the major cause of traffic congestion (morning and evening commuter times - the exception).	- Introduce 10 minute short-term parking into Rees St and lower Beach St with clearly marked signs and road markings. (A good example of this is George St in Dunedin). - Introduce better signage indicating where all major carpark sites are including Church St and the Stanley/Ballarat St carparks. - Reduce the cost of (recently increased) carparking to encourage locals to come back to the Queenstown CBD. - Obtain accurate traffic statistics from all roads going around and into the Queenstown CBD to better understand traffic congestion issues.	No	No		Re Question 9: Statistics should be available re the number of people who have or use Mobility Parking Permits. Re Question10: While we live up on Queenstown Hill and have no parking issues on our street, further down closer to the CBD many streets are filled with workers parking all day in residential streets. A park & ride on the outskirts of the CBD for workers with valid reasons to use their vehicles would resolve this problem. With the arterial route roadworks and the Queenstown CBD upgrades there has been a loss of hundreds of easy-to-access on-street carparks. This has caused frustrations for locals and visitors trying to access the CBD. Consequently it has damaged the reputation of the CBD to the point that some visitors avoid the CBD while many locals actively avoid coming into town altogether. This has resulted in reduced pedestrian counts (Colliers Pedestrian Survey) and many are going to force Frankton track users onto the Frankton road and footpath for 18 months if you please in January 2026, while a new sewer line is installed. We are up to September and already the counter for cyclists is over 51,000 not to mention walkers and runners. I realise the work has to be done, but how are you going to protect the well being of all this people on that terrible Frankton Rd, people rely on and use this great track for saving time, money, and road congestion.	
Sep 07 25 02:12:53 pm	Bert Chandler		Not ever, this is my first time	I understand.	First of all, are you waiting for an accident? I know what the traffic rule is on parking distance from a corner, usually indicated by broken yellow lines 1 corner of Dublin and Halenstein, allow no parking here, there is just not enough room. 2 Halenstein where Gorge Rd meets, the inside corner on the Callex side opposite the Laundry. It is possible to park legally, there has been so many near misses, the broken yellow lines need extending here before the is people hurt, why something hasn't been done up to now I don't understand especially when those that work for the council drive the road and don't mention there is a problem, be a little more proactive.		Yes	2	Yes	Suburb St lower	



The Queenstown Lakes District Council Traffic and Parking Bylaw 2018

Kā Waeture Huarahi kā Tūka Waka 2018

Queenstown Lakes District Council

Date of making: 13 December 2018

Commencement: 1 March 2019

This bylaw is made pursuant to section 22AB of the Land Transport Act 1998 and Part 8 of the Local Government Act 2002.

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Part 1 – Preliminary

1 Title and commencement

- 1.1 This bylaw is the “Queenstown Lakes District Council Traffic and Parking Bylaw 2018”.
- 1.2 This bylaw comes into force on 1 March 2019.

2 Area within which Bylaw applies

This bylaw applies to the area of the Queenstown Lakes District.

3 Purpose

The purpose of this bylaw is to regulate parking and the use of vehicles or other traffic on roads and other public places in the Queenstown Lakes District.

4 Interpretation

- 4.1 Any word used in this bylaw that is defined in the Act or the Rules has the same meaning as in the Act or the Rules, unless the context otherwise requires or a different definition is given in clause 4.2.

Explanatory note: for convenience, some of these definitions are reproduced below, in their form as at the date this bylaw was made. However, the Act and Rules are subject to change, and the wording of the definitions at any particular time should be confirmed in the Act or Rules themselves.

Goods service vehicle means a motor vehicle used or capable of being used in a goods service for the carriage of goods; but does not include a vehicle specified as an exempt goods service vehicle in the regulations or the rules

Heavy motor vehicle means a motor vehicle (other than a motorcar that is not used, kept, or available for the carriage of passengers for hire or reward) having a gross vehicle mass exceeding 3 500 kg

Large passenger service vehicle means any passenger service vehicle that is designed or adapted to carry more than 12 persons (including the driver).

Motorcycle means a motor vehicle running on 2 wheels, or not more than 3 wheels when fitted with a sidecar; and includes a vehicle with motorcycle controls that is approved as a motorcycle by the Agency; but does not include a moped

Motor vehicle means a vehicle drawn or propelled by mechanical power; and includes a trailer; but does not include-

- (a) a vehicle running on rails; or
- (b) a trailer (other than a trailer designed solely for the carriage of goods) that is designed and used exclusively as part of the armament of the New Zealand Defence Force; or
- (c) a trailer running on 1 wheel and designed exclusively as a speed measuring device or for testing the wear of vehicle tyres; or

- (d) a vehicle designed for amusement purposes and used exclusively within a place of recreation, amusement, or entertainment to which the public does not have access with motor vehicles; or
- (e) a pedestrian-controlled machine; or
- (f) a vehicle that the Agency has declared under section 168A of the Land Transport Act 1998 is not a motor vehicle; or
- (g) a mobility device

Parking means,—

- (a) in relation to any portion of a road where parking is for the time being governed by the location of parking meters placed pursuant to a bylaw of a local authority, the stopping or standing of a vehicle on that portion of the road for any period exceeding 5 minutes;
- (b) in relation to any other portion of a road, the stopping or standing of a vehicle on that portion of the road

and **park** has a corresponding meaning.

Parking place means a place (including a building) where vehicles or any class of vehicles may wait or park

Parking warden means a person appointed to hold the office of parking warden under section 128D of the Land Transport Act 1998

Passenger service vehicle means a vehicle used or available for use in a passenger service for the carriage of passengers; but does not include—

- (a) a vehicle designed or adapted to carry 12 or fewer persons (including the driver) provided by one of the passengers being carried; or
- (b) a vehicle specified as an exempt passenger service vehicle in the regulations or the rules

Rental service vehicle means a vehicle used or available for use in a rental service for letting on hire for the carriage of passengers or goods, or both, to a person who drives the vehicle or provides a driver for the vehicle; but does not include a vehicle specified as an exempt vehicle in the Land Transport Act 1998 or the regulations or the rules made under that Act.

Road includes—

- (a) a street; and
- (b) a motorway; and
- (c) a beach; and
- (d) a place to which the public have access, whether as of right or not; and
- (e) all bridges, culverts, ferries, and fords forming part of a road or street or motorway, or a place referred to in paragraph (d); and
- (f) all sites at which vehicles may be weighed for the purposes of this Act or any other enactment

Small passenger service vehicle means any passenger service vehicle that is designed or adapted to carry 12 or fewer persons (including the driver).

Transport station means a place where transport service vehicles or any class of transport service vehicles may wait between trips.

Vehicle means a contrivance equipped with wheels, tracks, or revolving runners on which it moves or is moved; and includes a hovercraft, a skateboard, in-line skates, and roller skates; but does not include-

- (a) a perambulator or pushchair:
- (b) a shopping or sporting trundler not propelled by mechanical power:
- (c) a wheelbarrow or hand-trolley:
- (d) a pedestrian-controlled lawnmower:
- (e) a pedestrian-controlled agricultural machine not propelled by mechanical power:
- (f) an article of furniture:
- (g) a wheelchair not propelled by mechanical power:
- (h) any other contrivance specified by the rules not to be a vehicle for the purposes of this definition:
- (i) any rail vehicle

Zone parking, in relation to a road, means a parking restriction imposed by the Council:

- (a) that applies to an area comprising a number of roads; and
- (b) in respect of which persons using vehicles within the area could reasonably be expected to be aware of the application of the parking restriction to the area without the need for the erection of signs at each intersection within the area, for reasons including:
 - (i) the nature of the area; or
 - (ii) the nature of the parking restriction; or
 - (iii) traffic patterns into and within the area; or
 - (iv) the nature and number of entry points to the area; and
- (c) that the Council specifically declares to be a zone parking control.

Zone restriction means an area of roadway the use of which is restricted to a specified class or classes of vehicle or class or classes of road user (with or without a time restriction).

4.2 In this bylaw, unless the context otherwise requires,-

Act means the Land Transport Act 1998.

Authorised officer means any person appointed or authorised by the Council to act on its behalf under this bylaw and includes any Parking Warden or Enforcement Officer.

Council means the Queenstown Lakes District Council.

Driver in relation to a vehicle, includes the rider of a motorcycle or moped or bicycle; and **drive** has a corresponding meaning.

Enforcement officer means-

- (a) in relation to powers exercised under the Land Transport Act 1998:
 - (i) a sworn member of the Police
 - (ii) a non-sworn member of the Police who is authorised for the purpose by the commissioner of Police.

- (iii) a person who is appointed to that office by warrant under section 208 of the Land Transport Act 1998 or who holds that office by virtue of that Act and any parking warden appointed by the Council and warranted accordingly.
- (b) in relation to powers exercised under the Local Government Act 2002, an enforcement officer appointed under section 177 of the Local Government Act 2002

Infringement offence has the same meaning as it has in section 2(1) of the Land Transport Act 1998.

Operate, in relation to a vehicle, means to drive or use the vehicle on a road, or to cause or permit the vehicle to be on a road or to be driven on a road, whether or not the person is present with the vehicle; and **operator** has a corresponding meaning

Mobility parking permit means a mobility parking permit issued by CCS Disability Action.

Owner in relation to a motor vehicle, means the person lawfully entitled to possession of the vehicle, except where-

- (a) the motor vehicle is subject to a bailment that is for a period not exceeding 28 days; or
- (b) the motor vehicle is let on hire pursuant to the terms of a rental- service licence.-

in which case owner means the person who, but for the bailment or letting on hire, would be lawfully entitled to possession of the motor vehicle; and

owned and **ownership** have corresponding meanings

Parking machine means a machine which is used to facilitate the payment of charges for parking, and includes a parking meter, pay and display machine or other device.

Person has the meaning given in the Interpretation Act 1999.

Public place means all or part of a place -

- (a) that is under the control of the Council; and
- (b) that is open to, or being used by, the public, whether or not there is a charge for admission; and includes:
- (c) a road, whether or not the road is under the control of the Council.

Road means a road as defined in the Act which is under the control of the Council.

Rule means the Land Transport Rule: Traffic Control Devices 2004.

Use in relation to a vehicle, includes driving, drawing or propelling on a road by means of such vehicle, and includes permitting to be on any road; and to **use** and **user** have corresponding meanings.

4.3 Any explanatory notes and attachments are for information purposes, do not form part of this Bylaw, and may be made, amended or revoked without any formality.

4.4 The Interpretation Act 1999 applies to this bylaw.

5 Resolutions made under this Bylaw

5.1 In making a resolution under this bylaw, the Council will take into account the following considerations, if and to the extent they are relevant and in proportion to the significance of the decision:

- (a) the purpose of this bylaw;
- (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;
- (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;
- (d) the likely effect of the decision on members of the public or categories of the public;
- (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 this bylaw;
- (f) the public interest in protecting from damage land and assets which are owned or under the control of the Council.

5.2 A resolution made under this bylaw may:

- (a) regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particular case;
- (b) apply to all vehicles or traffic or to any specified class of vehicles or traffic;
- (c) apply to any road or part of a road under the care, control or management of the Council;
- (d) apply at any specified time or period of time;
- (e) be made subject to any such conditions as are reasonable in the circumstances;

- (f) amend, revoke or revoke and replace any previous resolution made under this bylaw or any equivalent former bylaw.

Part 2 – Vehicle and road use

6 One-way roads

- 6.1 No person shall drive any vehicle on any of the roads specified in Schedule 1 of this Bylaw, except in the direction specified in that schedule.
- 6.2 The Council may by resolution:
 - (a) require vehicles on a specified road to travel in one specified direction only;
 - (b) specify that cycles may travel in the opposite direction on a one-way road.
- 6.3 A person must not drive a vehicle on a one-way road in a direction contrary to that specified in Schedule 1 or pursuant to clause 6.2.

7 Left or right turns and U-turns

- 7.1 The Council may by resolution prohibit on any specified road:
 - (a) any vehicle generally or any specified class of vehicle from turning to the left or turning to the right of the path of travel;
 - (b) any vehicle turning from facing or travelling in one direction to facing or travelling in the opposite direction (performing a U-turn).
- 7.2 A person must not turn a vehicle to the left, or to the right, or perform a U-turn, where that movement has been prohibited pursuant to this clause.

8 Traffic control because of size, nature or goods

- 8.1 The Council may by resolution prohibit or restrict the use of a road as unsuitable for any specified class of traffic or any specified class of vehicle due to its size or manner of operation or the nature of the goods carried.
- 8.2 Unless the resolution says otherwise, no prohibition or restriction made under clause 8.1 applies to a waste collection vehicle collecting waste pursuant to a waste collection contract.
- 8.3 A person must not use a road in a manner contrary to a prohibition or restriction made under this clause.
- 8.4 The Chief Executive of the Council may issue permits to contractors in respect of specified construction contracts or projects, authorising vehicles of the permit-holder to be used on any roads or streets in respect of which a prohibition or restriction under clause 8.1 is in place, and to load and unload materials and supplies for such projects, between 10.00am and 6.00pm on any specified day, and subject to such conditions as may be included in the permit.

8.5 The Chief Executive Officer of the Council may issue permits to events organisers in respect of specified events, authorising vehicles of the permit-holder to occupy parking spaces, and to be used on any roads or streets in respect of which a prohibition or restriction under clause 8.1 is in place, between 10.00am and 6.00pm on any specified day, and subject to such conditions as may be included in the permit.

8.6 A person is not in breach of clause 8.3 if they are acting pursuant to, and in accordance with, a permit issued under clause 8.4 or clause 8.5.

9 Special vehicle lanes

9.1 The Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane that may only be used by a specified class or classes of vehicle.

9.2 A person must not use a special vehicle lane contrary to any restriction made under this clause.

10 Cycle paths

10.1 The Council may by resolution regulate the use of cycle paths including by:

- (a) prohibiting the use of the cycle path by specified vehicles or classes of vehicle;
- (b) determining priority for users of the cycle path by some or all of the following persons:
 - (i) pedestrians;
 - (ii) cyclists;
 - (iii) riders of mobility devices;
 - (iv) riders of wheeled recreational vehicles.

10.2 A person must not use a cycle path in a manner contrary to any prohibition or restriction made under this clause.

11 Engine braking

11.1 The Council may by resolution prohibit or restrict engine braking on any road where the permanent speed does not exceed 70 km/hr.

11.2 A person must not use engine braking on any road contrary to a prohibition or restriction made under this clause.

12 Cruising

12.1 The Council may by resolution:

- (a) specify any section of road or roads on which cruising is controlled, restricted or prohibited;

- (b) prescribe the period of time that must elapse between each time a driver drives on a specified section of road for a driver to avoid being regarded as cruising.
- 12.2 A person must not use a motor vehicle contrary to a control, prohibition or restriction made under this clause.
- 13 Unformed legal roads**
- 13.1 The Council may by resolution restrict the use of motor vehicles on unformed legal roads for the purpose of protecting the environment, the road and adjoining land, and/or the safety of road users.
- 13.2 A person must not use a motor vehicle on an unformed legal road contrary to a restriction made under this clause.
- 14 Temporary restrictions on the use of roads**
- 14.1 The Council may temporarily restrict the use of, or class of vehicles which may use, any road or part of a road when the Council's Chief Executive considers that:
 - (a) there is, or is likely to arise, at any place on that road a risk of danger to the public or to a person working on or near a road or a risk of damage to the road; or
 - (b) it is necessary for the safety of a special event.
- 14.2 A person must not drive or use the vehicle contrary to any restriction made under clause 14.1.
- 14.3 Any vehicle being used for the purpose of maintenance or construction of roading, or a vehicle of a utility operator, may, with the permission of an authorised officer, be driven or parked in a manner contrary to any restriction made under clause 14.1, provided it is driven or parked with due consideration to other road users.

Part 3 – Parking

- 15 Stopping, standing and parking**
- 15.1 The Council may by resolution:
 - (a) prohibit or restrict the stopping, standing or parking of vehicles on any road; or
 - (b) limit the stopping, standing or parking of vehicles on any road to vehicles of any specified class or description, and limit the period of time that such vehicles may stop, stand or park on the road.
- 15.2 For the purposes of clause 15.1(b):
 - (a) a class or description of vehicles may be specified by reference to whether the vehicle, or the driver or owner of the vehicle, has a permit or approval issued by the Council to stop, stand or park the vehicle on that road; and

- (b) the Council may by resolution establish a permit or approval system which may include, without limitation, specifying or providing for:
 - (i) the criteria for obtaining the permit or approval;
 - (ii) the process for applying for the permit or approval including the provision of any information to the Council;
 - (iii) the payment of any application fee to the Council, and the amount of that fee;
 - (iv) the procedure for determining applications;
 - (v) the imposition of conditions on any permit or approval issued by the Council;
 - (vi) the duration of the permit or approval;
 - (vii) the revocation of approvals or permits;
 - (viii) any other matter relevant to the approval or permit system.
- 15.3 A person must not stop, stand or park a vehicle on a road in contravention of a prohibition, restriction or limitation made under this clause, including any condition attaching to a permit or approval referred to in clause 15.2(a).
- 16 Parking restrictions - parking places and transport stations**
- 16.1 The Council may by resolution:
- (a) prescribe the times, manner (such as angle parking only) and conditions for the parking of vehicles or classes of vehicles in a parking place or transport station;
 - (b) specify the vehicles or classes of vehicles that may or must not use a parking place or transport station, such classes including but not limited to:
 - (i) motorcycles;
 - (ii) cycles, including electric bicycles;
 - (iii) electric vehicles, while in the course of being recharged at an electric vehicle charging station;
 - (iv) goods service vehicles;
 - (v) passenger service vehicles, including large passenger service vehicles and small passenger service vehicles;
 - (vi) vehicles in the course of loading or unloading goods or passengers (“loading zone”);
 - (vii) vehicles used by disabled persons;

- (viii) vehicles used by pregnant women or by persons accompanied by infants or young children.
 - (c) prescribe:
 - (i) any charges to be paid for the use of the parking place or transport station; and
 - (ii) the manner by which parking charges may be paid, through the use of parking machines or by way of electronic payment or in any other specified manner, and the way in which proof of payment must be demonstrated (such as display of a receipt);
 - (d) make any other provision for the efficient management and control of the parking place or transport station.
- 16.2 For the purposes of clause 16.1(a) and (b):
- (a) a class of vehicles may be specified by reference to whether the vehicle, or the driver or owner of the vehicle, has a permit or approval issued by the Council to park the vehicle in the parking place or transport station; and
 - (b) clause 15.2(b) applies, with any necessary changes, to the establishment of the permit or approval system.
- 16.3 To avoid doubt, the restrictions in clause 16.1 may be imposed, in the case of a road, by way of zone parking or a zone restriction.
- 16.4 Any restrictions that apply generally to a zone do not apply to locations within that zone where other specific stopping, standing or parking restrictions apply.
- 16.5 Where the conditions of parking require display in or on the vehicle of a ticket or receipt for payment or other similar document, then the requirement of display is not satisfied if the ticket, receipt or document:
- (a) is torn, defaced, or mutilated to such an extent that any material particular is not legible; or
 - (b) has been tampered with so that it differs from the original document; or
 - (c) is not used in accordance with the instructions (if any) relating to its use given on the ticket, receipt or document or on any sign relating to the parking; or
 - (d) is not prominently displayed in the vehicle or is obscured or cannot easily be read and inspected by any person outside the vehicle.
- 16.6 A person must not park a vehicle in a parking place or transport station in contravention of a prohibition or restriction made under this clause, or without complying with a condition prescribed or applying under this clause. This includes, without limitation:
- (a) failing to pay a prescribed parking charge, either in the prescribed manner or at all;