

**Infrastructure Committee**

29 August 2024

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

**Department: Property & Infrastructure**

**Title | Taitara: Queenstown Package (formerly NZUP) Traffic Control Devices Consultation**

**Purpose of the Report | Te Take mō te Pūroko**

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The purpose of this report is to recommend approval to proceed to consultation with stakeholders and affected residents for the changes to traffic control devices (TCD) and parking as proposed for the State Highway 6 (SH6)/State Highway 6A (SH6A) Frankton Intersection and Bus Hub Improvements that form part of the wider Queenstown Package (formerly referred to as the New Zealand Upgrade Programme(NZUP)).

The objective of the Queenstown Package is to deliver improvements to SH6 and SH6A to support an efficient and reliable transport network to address growth in Queenstown.

This will include:

- Installing traffic signals at the SH6 and SH6A Frankton intersection and adjacent SH6/ Joe O'Connell Drive intersection.
- Realigning the Hansen Road intersection.
- Extending the Bus Hub and adding signals at the entry and exit to prioritise bus movements.
- New bus stops and cycle lanes.
- A shared use path along SH6 Ladies Mile.
- A new roundabout at the SH6 and Howards Drive intersection.

**Executive Summary | Whakarāpopototaka Matua**

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Queenstown Lakes District Council and the New Zealand Transport Agency Waka Kotahi (NZTA) will soon jointly consult on proposed changes to road markings and traffic signs known as TCD, for the SH6/SH6A Frankton Intersection & Bus Hub Improvements currently funded as part of the wider Queenstown Package.

The consultation, which opens on 9 September, is part of the legal process to update bylaws which make the no stopping lines, bus stops, special vehicle lanes, shared paths, intersection control, one-way roads (Gray Street) and parking enforceable by police or Council's traffic wardens.

Changes on local roads can only be introduced through amending Council's Traffic and Parking Bylaw 2018, while for State Highways, the NZTA (Traffic Controls on State Highways) Bylaw 2017 applies.

Consultation on the proposed changes will give stakeholders and affected residents an opportunity to provide feedback about any new or previously unknown significant issues that could affect the

location of these TCD. Council and NZTA will consider this feedback and make any final changes before the bylaws are passed.

The new road markings and traffic signs are being proposed as part of the Government funded Queenstown Package, which is being delivered by the Kā Huanui a Tāhuna Alliance.

The improvements have been developed following consultation with the community in 2017, 2019 and 2020, when people were asked about what was important to them in relation to roading, public transport, parking options, and recreational facilities.

### Recommendation | Kā Tūtohuka

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That the Infrastructure Committee:

1. **Note** the contents of this report;
2. **Approve** Queenstown Lakes District Council (QLDC) to proceed to public consultation jointly with the NZTA on proposed amendments to the QLDC Traffic and Parking 2018 Bylaw as set-out in **Attachment A**. New traffic and parking restrictions will be enforced once marked and relevant bylaws amended.

**Prepared by:**



**Name:** Lewis Grant  
**Title:** Intermediate Civil Engineer

8 August 2024

**Reviewed and Authorised by:**



**Name:** Tony Avery  
**Title:** Property & Infrastructure General  
Manager

12 August 2024

### Context | Horopaki

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1. The Queenstown Lakes District Council Traffic and Parking Bylaw 2018 regulates parking and the use of roads and public spaces under the Council's control.
2. Changes to existing restrictions or the implementation of new restrictions requires a Council resolution prior to implementation. Decision making on these changes is delegated to the Infrastructure Committee.

3. Regular changes to traffic restrictions (including parking controls) are required throughout the district, often in response to requests from the public or businesses citing safety or accessibility concerns. Opportunities for improvements are also identified by staff when considering changes in parking use patterns, demand, or as the development of master planning of town centres continues.
4. In making decisions under the bylaw, the Council is required to act reasonably and give due consideration to those potentially affected by the restriction.
5. The design for the project area which encompasses Frankton intersection, the bus hub extension, and the Joe O'Connell and Hansen Road intersections is finished and already consulted on. Construction is now underway. The design includes various TCD (no stopping lines, bus stops, special vehicle lanes, shared paths, intersection control, traffic direction and parking). Legislation requires specific consultation about TCD with stakeholders to give them an opportunity to provide feedback.
6. Bus stop markings and signage is included as part of this TCD consultation, the bus shelters (structures) are to be consulted separately with adjacent landowners as per QLDC process.

#### Analysis and Advice | Tatāritaka me kā Tohutohu

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#### **Analysis**

7. No options have been provided as the required outcome of the report is that the recommendation to proceed to public consultation on TCD within the project is either accepted or rejected, as proposed in this report.
8. Safety and transport design professionals have made decisions on where to locate signs and markings for TCD within the project, based on the relevant standards.
9. Construction is already underway based on the design which has been consulted on and approved previously. Only those parts of the design that are related to TCD are part of this consultation.
10. Stakeholders and affected residents will have an opportunity to provide feedback about any new or previously unknown significant issues that could affect the location of traffic control device. Council and NZTA will consider this feedback and make any final changes before the bylaws are passed.
11. The Transport chapter of the District Plan endeavours to support mode use change by reducing parking requirements within commercial developments, encouraging off-street parking in residential developments and increasing densities around town centres.
12. Enforcement will only occur once appropriately marked and relevant bylaws have been amended.

13. Information on the restrictions applying across the district must be publicly available consistent with the requirements of the Land Transport Act 1998.
14. The proposed changes and restrictions are detailed in **Attachment A**.

#### **Advice**

15. This report recommends that the Infrastructure Committee approves QLDC to proceed to engagement and consultation with stakeholders and affected residents.

#### Consultation Process | Hātepe Matapaki

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#### **Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka**

16. This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy 2021 due to an expected high level of community interest from both affected residents and stakeholders within proximity of the works. The changes proposed are based on community feedback, Council officer and NZTA officer recommendations and outputs from transport strategy requirements. The infrastructure changes proposed as part of the Queenstown Package will affect a significant number of public transport users, active travel users and motor vehicle users in the area however this matter concerns the associated TCD only.
17. The persons who are affected by or interested in this matter are residents/ratepayers of the Queenstown Lakes District community; visitors; neighbouring businesses; emergency services; tourism transport operators; public transport operators; and the NZTA.
18. The Council and the NZTA have previously undertaken public consultation in 2017, 2019 and 2020 regarding the importance of elements within the design of the Queenstown Package and will undertake further public consultation, jointly with the NZTA, regarding the TCD elements of the design. The QLDC Engagement and Communications Team have been involved with the development of the consultation approach.
19. The engagement approach includes door knocking, a public notice, letter and email distribution to the various affected stakeholders including the TCD plans.
20. The relevant information to be consulted on will be made publicly available on 9 September 2024 and the timeframe for submissions is from 9 September to 16 October.

#### **Māori Consultation | Iwi Rūnaka**

21. The Council has not consulted with any specific Iwi or wider Māori community on TCD for the Queenstown Package as none were recognised as affected stakeholders under the Land Transport Act (LTA) section 22AD. Sub-section 22AD(2) of the LTA outlines persons, authorities and organisations to be consulted when making or amending a bylaw under section 22AB of the LTA, such as occupiers of adjoining properties and affected road controlling authorities.

### Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

22. This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK10006 Ineffective planning for property and infrastructure within the QLDC Risk Register. This risk has been assessed as having a high residual risk rating.
23. The approval of the recommended option will allow Council to avoid the risk. This will be achieved by ensuring operational processes are consistent with legal and regulatory requirements to support enforcement activities for the proposed implemented TCD.

### Financial Implications | Kā Riteka ā-Pūtea

24. The costs associated with installing the required TCD and removing the existing TCD are being funded by the NZTA.

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

25. The following Council policies, strategies and bylaws were considered:
- The proposed changes align with principles of the Vision Beyond 2050: Zero carbon communities | Parakore Hapori and Disaster-defying resilience | He Hapori Aumangea; through provision of public transport and active travel connectivity and resilient infrastructure.
  - QLDC Traffic and Parking Bylaw 2018
  - The QLDC Disability Policy
  - QLDC Bus Stop Policy and Standards
26. The recommended option is consistent with the principles set out in the named policies.
27. This matter is not included in the Long Term Plan/Annual Plan, the TCD aspect of this matter is funded by the NZTA.

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

28. This report satisfies the decision-making requirements of Council under the new bylaw pursuant to the Land Transport Act 1998 and the Local Government Act 2002. The report provides a robust platform for the decisions to restrict parking and control vehicle use that are implemented on land under council's control.

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

29. Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. The recommended advice is consistent with these objectives.

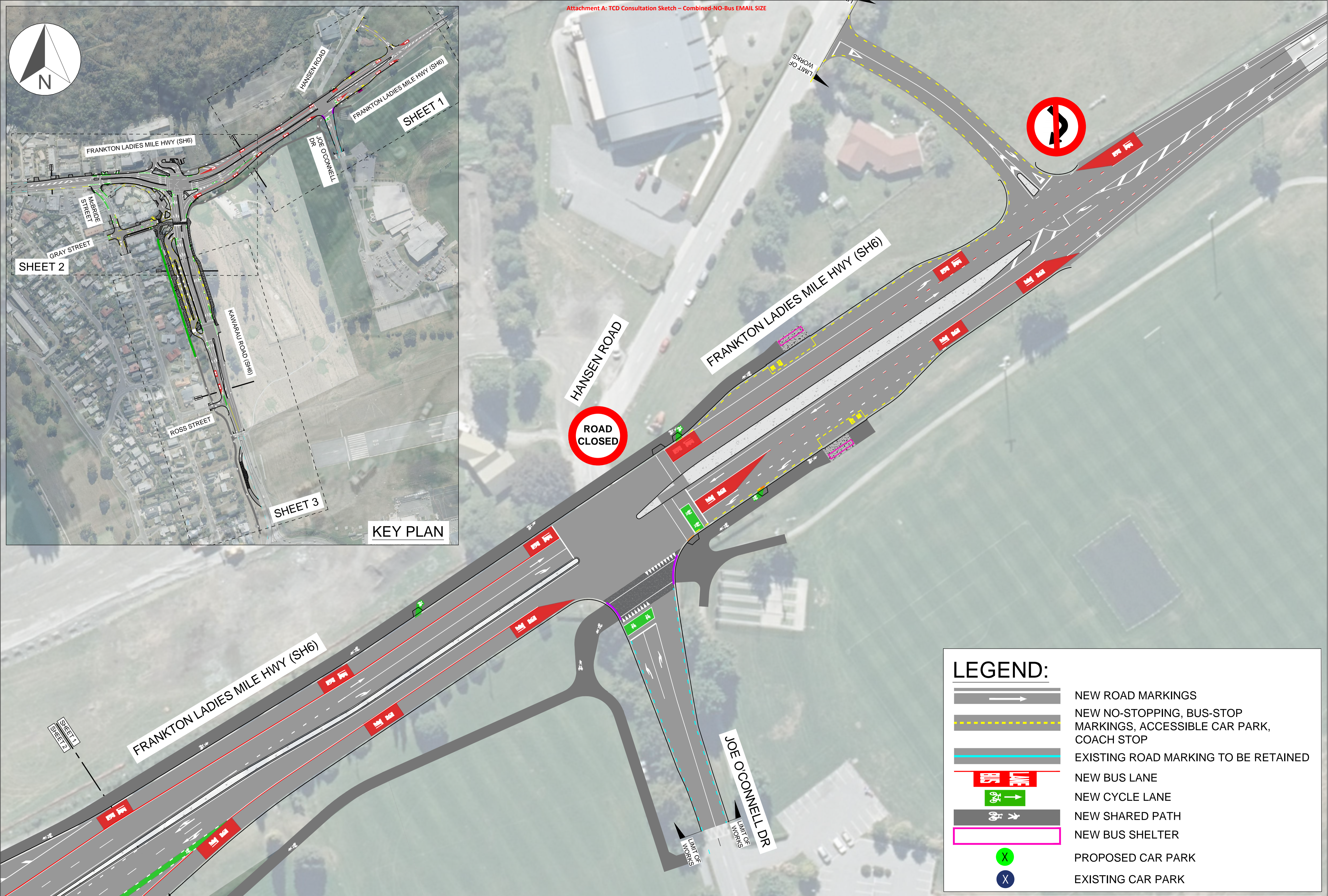
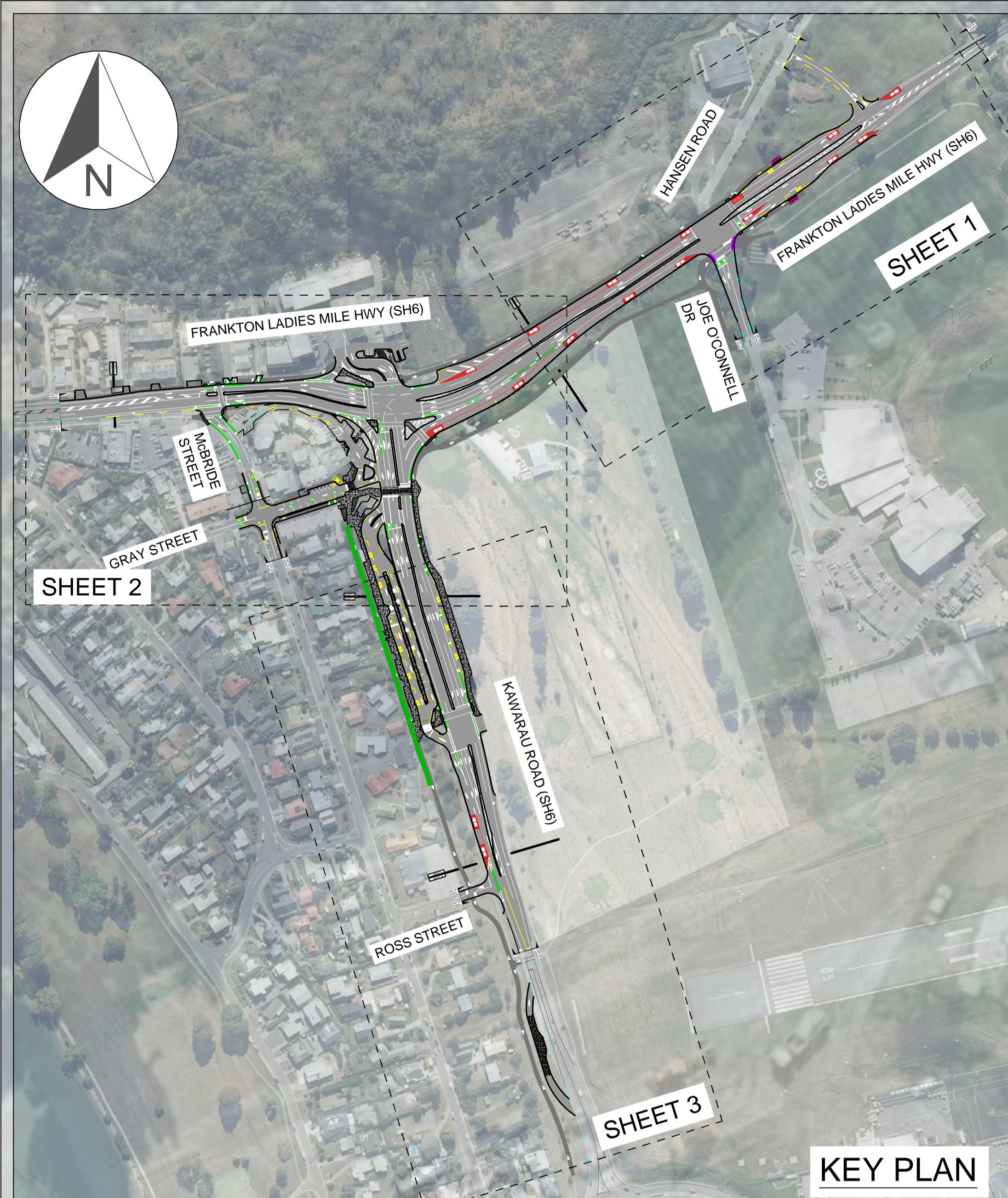
30. The recommended option:

- Can be implemented through funding provided by the NZTA
- 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**

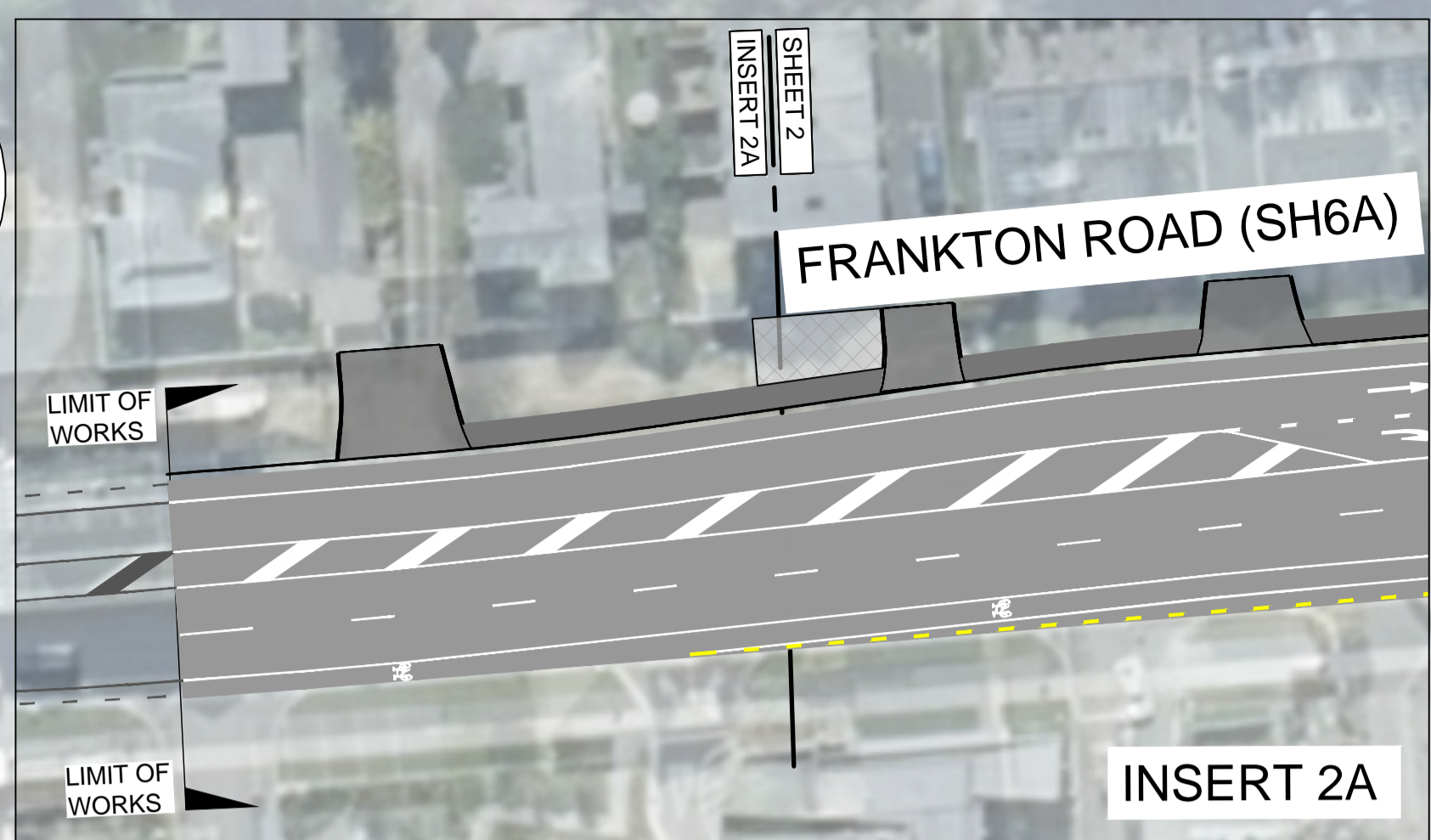
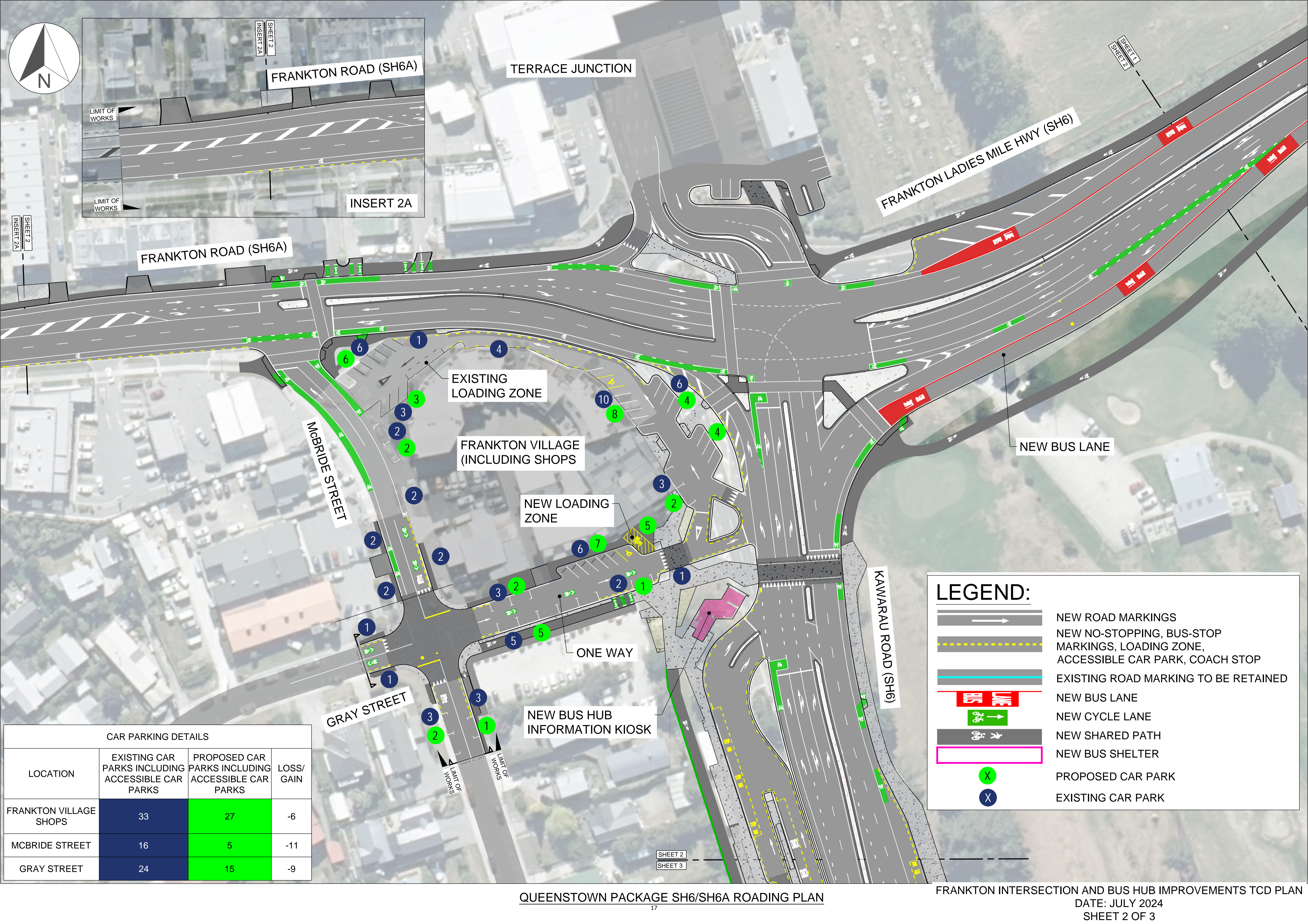
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A	TCD Consultation Sketch – Combined-NO-Bus EMAIL SIZE
B	Appendix A TCD Queenstown Package FAQs June 2024_updated
C	DRAFT - Resident letter Stakeholder email TK edits LD rev EM updated May 2024
D	DRAFT - Public Notice May 2024 (003)



**LEGEND:**

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



**LEGEND:**

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

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





SHEET 2  
SHEET 3

SHEET 3  
SHEET 3A

ROSS STREET

KAWARAU ROAD (SH6)

KAWARAU ROAD (SH6)

ROSS STREET

INSERT 3A

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

## **Appendix A – TCD Queenstown Package FAQs June 2024**

*Hardcopy to be included as part of the letter drop and to be made available online when engagement starts.*

*To be supplemented by existing project FAQs available online ([Queenstown package | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](https://www.nzta.govt.nz/queenstown-package))*

### **What are Traffic Control Devices (TCD)?**

Traffic Control Devices (TCD) are the signs, markings, signals, islands, and other devices placed on, or adjacent to, roads, footpaths and cycle paths that are used to instruct, warn, guide or advise road users.

### **What is the TCD process?**

The TCD process brings into effect new Traffic Control Devices, for example signs and markings for bus lanes, through a bylaw change. The bylaw change will enable authorities to manage and enforce the new public transport and active mode infrastructure. Before the bylaw is changed, legislation requires consultation with stakeholders to give them an opportunity to provide feedback.

### **Why are you doing this TCD consultation?**

We're consulting to make sure we have heard and addressed any issues with the proposed legalisation of the planned signs and markings associated with no-stopping lines, bus stops, special vehicle lanes, shared paths, intersection control, traffic direction and parking which are part of the Queenstown Package works. Once the consultation process is complete and any changes have been made to the plans, this will conclude the process and make unauthorised use of the above traffic devices enforceable by the relevant authority.

For clarity, this does not mean that the whole design will be revisited following consultation. Construction is already underway based on the design which has been consulted on and approved previously. Only those parts of the design that are related to Traffic Control Devices are part of this consultation.

### **What are you consulting on, what can we influence?**

We've finished, and already consulted on, the design for the project area which encompasses Frankton intersection, the bus hub extension, and the Joe O'Connell and Hansen Road intersections. Construction is now underway. The design includes various Traffic Control Devices (no stopping lines, bus stops, special vehicle lanes, shared paths, intersection control, traffic direction and parking). Legislation requires specific consultation about TCD with stakeholders to give them an opportunity to provide feedback.

Our safety and transport design professionals have made decisions on where to locate signs and markings for TCD within the project, based on the relevant standards. We would like to understand if there are any reasons that might require us to re-consider the location of the associated signs and markings. For example, if a proposed car park would block your access to the road.

**Why are the no stopping lines and car parks laid out as they are? Why are there fewer car parks?**

The no stopping lines and the new car parking layout is to enable traffic flow through the new intersection while keeping as much car parking as possible. Specifically, the constraints are:

- Parking out the front of the Frankton Village is reduced to accommodate the increased footprint of the SH6/6A intersection.
- There is less room for parking in McBride Street due to the additional cycle lanes requiring more space.



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

### **Why are the bus lanes red?**

The bus lanes are shown on the plans in red to distinguish them from the cycle lanes. In reality the bus lanes will be marked on the pavement in green, not in red.

### **Tell us what you think**

If you think there is an issue with any of the Traffic Control Devices that we're proposing as part of the upcoming works, please let us know.

Send your feedback to [info@wtpa.co.nz](mailto:info@wtpa.co.nz), or you may prefer to write to us at:

Ka Huanui a Tahuna  
Queenstown Package TCD consultation  
67 Gorge Road  
Queenstown 9300

**Please provide your feedback by 5pm, 16 October 2024.**

### **What happens next?**

Once the consultation period closes QLDC and NZTA will consider all the submissions received and work with the design team to make any changes that might be needed before the bylaws are set. Once the bylaws are amended they will be available on the QLDC and NZTA websites.

**DRAFT letter to residents – [date]**

Kia ora,

We're getting in touch to let you know that NZ Transport Agency Waka Kotahi and the Queenstown Lakes District Council are consulting on proposed changes to traffic control devices (road signs and markings) around Frankton as part of the Frankton Intersection and Bus Hub Improvements.

The consultation, which runs from 9 September – 16 October 2024, is part of the legal process to amend the following two bylaws to include no stopping lines, bus stops, special vehicle lanes, shared paths, intersection control, one-way road (Gray Street) and parking changes:

- The Queenstown Lakes District Council Traffic and Parking Bylaw 2018
- The New Zealand Transport Agency (Traffic Controls on State Highways) Bylaw 2017

As the property owner/occupier on the road that the proposed bylaw/s would apply to, we encourage you to view the enclosed information, including the map of the changes and Q&As. We welcome comments related to the traffic control devices, so let us know if we've missed anything significant.

Submissions on this proposal can be made on our website at

<https://www.nzta.govt.nz/projects/queenstown-package/>, or by writing to us at:

Ka Huanui a Tahuna  
Queenstown Package TCD consultation  
67 Gorge Road  
Queenstown 9300

**Please provide your feedback by 5pm, 16 October 2024.**

If no submission is received by this date, NZTA will take this as acceptance of the proposal.

Once the consultation period closes we'll consider all the submissions received and work with our design team to make any changes that might be needed before the bylaws are set. Once the bylaws are amended they will be available on the QLDC and NZTA websites.

Kind regards | Ngā mihi,

The Kā Huanui a Tāhuna team

**DRAFT email to stakeholders [date]**

Kia ora,

We're getting in touch to let you know that NZ Transport Agency Waka Kotahi and the Queenstown Lakes District Council are consulting on proposed changes to traffic control devices (road signs and markings) around Frankton as part of the Frankton Intersection and Bus Hub Improvements.

The consultation, which runs from 9 September – 16 October 2024, is part of the legal process to amend the following two bylaws to include no stopping lines, bus stops, special vehicle lanes, shared paths, one-way road (Gray Street) and parking changes:

- The Queenstown Lakes District Council Traffic and Parking Bylaw 2018
- The New Zealand Transport Agency (Traffic Controls on State Highways) Bylaw 2017

As the representative of an organisation with an interest in the operations of the roads that the proposed bylaws would apply to, we encourage you to view the attached information, including the map of the changes and Q&As. We welcome comments related to the traffic control devices, so let us know if we've missed anything significant.

Submissions on this proposal can be made on our website at <https://www.nzta.govt.nz/projects/queenstown-package/>, or by writing to us at:

Ka Huanui a Tahuna  
Queenstown Package TCD consultation  
67 Gorge Road  
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**Please provide your feedback by 5pm, 16 October 2024.**

If no submission is received by this date, NZTA will take this as acceptance of the proposal.

Once the consultation period closes we'll consider all the submissions received and work with our design team to make any changes that might be needed before the bylaws are set. Once the bylaws are amended they will be available on the QLDC and NZTA websites.

Kind regards | Ngā mihi,

The Kā Huanui a Tāhuna team

**DRAFT Public Notice [date]**

*(125 words)*

**Consultation on proposed changes to Traffic Control Devices**

Waka Kotahi NZ Transport Agency and Queenstown Lakes District Council are proposing changes to no stopping lines, bus stops, bus and cycle lanes, shared paths, intersection control, one way road (Gray Street) and parking as part of the Queenstown Package.

Consultation is required to amend the following two bylaws:

- *The Queenstown Lakes District Council Traffic and Parking Bylaw 2018*
- *The New Zealand Transport Agency (Traffic Controls on State Highways) Bylaw 2017.*

Information about the proposal is available at <https://www.nzta.govt.nz/projects/queenstown-package/>.

Submissions can be made by email to [info@wtpa.co.nz](mailto:info@wtpa.co.nz) or in writing to:

Ka Huanui a Tahuna  
Queenstown Package TCD consultation  
67 Gorge Road  
Queenstown 9300

Submissions must be received by 5pm, Wednesday 16th October 2024.