

**Infrastructure Committee**

**13 March 2025**

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

**Department: Property & Infrastructure**

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

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

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The purpose of this report is to recommend approval of the proposed changes to traffic control devices (TCD), and parking related to the SH6/SH6A Frankton Intersection & Bus Hub Improvements that form part of the wider Queenstown Package (formerly referred to as the NZ Upgrade Programme, or NZUP).

**Recommendation | Kā Tūtohuka**

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That the Infrastructure Committee:

1. **Note** the contents of this report; and
2. **Approve** the proposed changes to traffic control devices (TCD) and parking, as described in option 3 in this report, for the SH6/SH6A Frankton Intersection & Bus Hub improvements that form part of the wider Queenstown Package, as it relates to the QLDC Traffic and Parking Bylaw 2018.

**Prepared by:**



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**18 February 2025**

**Prepared by:**



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**Title:** Senior Transport Engineer

**18 February 2025**

**Reviewed and Authorised by:**



**Name:** Tony Avery  
**Title:** GM Property & Infrastructure

**18 February 2025**

### Context | Horopaki

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1. Queenstown Lakes District Council (QLDC) and the New Zealand Transport Agency Waka Kotahi (NZTA) have recently jointly consulted on proposed changes to road markings and traffic signs, known as traffic control devices (TCD), for the SH6/SH6A Frankton Intersection & Bus Hub Improvements (proposed as part of the Government funded Queenstown Package, which is being delivered by the Kā Huanui a Tāhuna Alliance).
2. The proposed improvements and associated TCD 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.
3. The consultation opened on 9 September 2024 and concluded on 16 October 2024. The consultation is part of the legal process to update bylaws which make the no stopping lines, bus stops, special vehicle lanes, shared paths, intersection controls, one-way roads (Gray Street) and parking enforceable by police or council's traffic wardens.
4. Changes on local roads can only be introduced through amending QLDC's Traffic and Parking Bylaw 2018 (the bylaw), while for State Highways, the NZTA (Traffic Controls on State Highways) Bylaw 2017 applies.
5. Consultation on the proposed changes gave stakeholders and affected residents an opportunity to provide feedback about any new or previously unknown significant issues that could affect the location of the TCD. Council and NZTA have considered all feedback received prior to making final changes, before the bylaws are passed.
6. The proposed TCD changes in this report include consideration of submissions received from consultation with stakeholders and affected residents, following the Traffic Control Devices Consultation report presented to the Infrastructure Committee on 29 August 2024.
7. Approval of the proposed TCD will enable the objectives of the Queenstown Package to deliver improvements to SH6 and SH6A, to support an efficient and reliable transport network that addresses growth in Queenstown.
8. The bylaw regulates parking and the use of roads and public spaces under the Council's control.
9. 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.
10. 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.

11. In making decisions under the bylaw, the Council is required to act reasonably and give due consideration to those potentially affected by the restriction.
12. The proposed TCD changes include consideration of submissions received from consultation with stakeholders and affected residents, following the Traffic Control Devices Consultation report presented to the Infrastructure Committee on 29 August 2024.
13. Approval of the proposed TCD will enable the objectives of the Queenstown Package to deliver improvements to SH6 and SH6A, to support an efficient and reliable transport network that addresses growth in Queenstown.
14. The layout design for the project area, which encompasses Frankton intersection, the bus hub extension, and the Joe O’Connell and Hansen Road intersections, has been approved and has been previously consulted on and does not form part of this approval. Construction is now underway.
15. 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. Feedback from stakeholders has been received via public consultation submissions and has been considered by QLDC and NZTA, prior to making any final changes.
16. Bus stop markings and signage were included as part of the TCD consultation. The bus shelters (structures) have been consulted separately with adjacent landowners as per QLDC process.
17. Parking time limits outside the scope of the proposed Queenstown Package TCD, such as the Gray Street carpark time limit, will be managed separately through the QLDC Transport Strategy team.
18. Any submissions and feedback received that was not considered reasonably practicable, or unrelated to traffic control devices, has not been included in the proposed options in this report.
19. All submissions received are summarised in Attachment A – TCD Engagement Summary. The applicable issues raised were related to parking time restrictions, the removal of parking, and the location of an accessible parking bay.

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

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20. This report identifies and assesses the following reasonably practicable options for TCD, considering submissions received through consultation, as required by section 77 of the *Local Government Act 2002* (LGA).

21. Option 1 – No amendments to proposed TCD design following consultation

Description: Traffic control devices as proposed in the consultation plans (as per Attachment A).  
No proposed amendments to existing parking time limits.

*Advantages:*

- Legalises multi-modal accessibility
- Aligned with QLDC's Transport Demand Management Strategy
- Improves safety for vulnerable road users

*Disadvantages:*

- Accessible parking space is in a position which presents potential conflict with the adjacent loading zone, and is further from the blood lab
- With reduced parking spaces available and no change in parking time limits, there will be lower parking turnover
- No inclusion of feedback following consultation

13. Option 2 – Proposed TCD design with relocation of the accessible parking space on Gray Street

Description: Traffic control devices as proposed in the consultation plans, with relocation of the accessible parking space on Gray Street (as per Attachment B). No proposed amendments to existing parking time limits.

*Advantages:*

- Legalises multi-modal accessibility
- Improved access and safety for users of the accessible parking space
- Aligned with QLDC's Transport Demand Management Strategy
- Improves safety for vulnerable road users

*Disadvantages:*

- With reduced parking spaces available and no change in parking time limits, there will be lower parking turnover
- Limited inclusion of feedback following consultation

14. Option 3 – Proposed TCD design with updated parking time limits (includes accessible parking space relocation) (**recommended option**)

Description: Traffic control devices as proposed in the consultation plans, with relocation of the accessible parking space on Gray Street (as per Attachment B), and amendments proposed to existing parking time limits. The proposed parking time restrictions include new P30 on-street parking on Gray Street (currently P120), adjacent to Southern Community Laboratories, Nemo Workroom and Queenz Asian Mart, and new P60 parking within the Frankton Village parking area (limited number, others to remain P120) (as per Attachment C).

*Advantages:*

- Legalises multi-modal accessibility
- Aligned with QLDC's Transport Demand Management Strategy
- Improves safety for vulnerable road users
- Improved access and safety for users of the accessible parking space
- Improves parking turnover rate
- Balances parking provision with adjacent business needs
- Inclusion of community feedback following consultation

*Disadvantages:*

- Reduced quantity of parking spaces with longer parking time limits

15. Option 4 – Proposed TCD design with alternative parking time limits (includes accessible parking space relocation)

Description: Traffic control devices as proposed in the consultation plans, with relocation of the accessible parking space on Gray Street (as per Attachment B). Amendments proposed to existing parking time limits are similar to those detailed in Option 3 but with no inclusion of new P30 parking time limits. Instead, new parking time limits of P10 or P60 are proposed (as per Attachment D).

*Advantages:*

- Legalises multi-modal accessibility
- Aligned with QLDC's Transport Demand Management Strategy

- Improves safety for vulnerable road users
- Improved access and safety for users of the accessible parking space
- Improves parking turnover rate
- Inclusion of community feedback following consultation

#### *Disadvantages:*

- Reduced quantity of parking spaces with longer parking time limits
- Reduced alignment between parking time limits and adjacent businesses that require fast turnover of parking.

16. This report recommends **Option 3** be approved by the Infrastructure Committee. This option provides people with multi-modal transport options, increases safety for all road users, balances parking time limits against the needs of adjacent businesses, and increases parking space turnover to mitigate the effects of the reduction in parking supply.

#### Consultation Process | Hātepe Matapaki

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

17. This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy 2024, 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 report relates to the associated traffic control devices only.
18. 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.
19. 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 have now undertaken further public consultation, jointly with the NZTA, regarding the TCD elements of the design. The QLDC Engagement and Communications Team were involved with the development of the consultation approach.
20. The information consulted on for the TCD was made publicly available on 9 September 2024, and the period for submissions was from 9 September 2024 to 16 October 2024.

21. The engagement approach included door knocking, a public notice, a letter and email distribution to the various affected stakeholders, which included the TCD plans.
22. Submissions received on the public consultation are summarised in Attachment A and have been taken into consideration when assessing and recommending options.

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

23. The Council has not consulted with any specific Māori iwi on traffic control devices for the Queenstown Package, as none were recognised as affected stakeholders under section 22AD of the *Land Transport Act (LTA)*. 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**

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24. 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.
25. 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 traffic control devices.

### **Financial Implications | Kā Riteka ā-Pūtea**

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26. The costs associated with installing the required traffic control devices and removing the existing traffic control devices are being funded by the NZTA.

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

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27. 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
28. The recommended option is consistent with the principles set out in the named policies.
29. 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

30. This report satisfies the decision-making requirements of Council under the new bylaw pursuant to the LTA and the LGA. 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

31. Section 10 of the LGA 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.

32. The recommended option:

- Can be implemented through funding provided by the NZTA Waka Kotahi;
- 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	TCD Engagement Summary
B	Queenstown Package Stage 1 Zone 3 TCD (draft)
C	Option 3
D	Option 4



## Attachment A: TCD Engagement Summary



**Queenstown  
Package**

# Traffic Control Devices Consultation

## Summary Report

Project Team: Queenstown Package

5 November 2024

## Revision History

Revision No.		Description	Date
A		Draft	25 October 2024
B		Final	5 November 2024

## Contents

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- Appendix A: TCD Information Package
- Appendix B: Bus Shelter Package
- Appendix C: Summary of Submissions

# 1 INTRODUCTION

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This report summarises the feedback received through the Traffic Control Devices (TCD) consultation process associated with Stage 1 of the Roads of Regional Significance Queenstown Package, SH6 / SH6A Frankton Intersection and Bus Hub Improvements.

## 2 TRAFFIC CONTROL DEVICES FOR THE QUEENSTOWN PACKAGE

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The TCD consultation process is required for the legalisation of the planned road signs and markings associated with no-stopping lines, bus stops, special vehicle lanes, shared paths, intersection control, traffic direction and parking.

The joint consultation with Queenstown Lakes District Council and the New Zealand Transport Agency Waka Kotahi is part of a legal process 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

The bylaw amendments will make the use of these traffic control devices enforceable by the relevant authorities. The submissions period for the traffic control devices was from 9 September to 16 October 2024.

In parallel with the above process, consultation was undertaken with adjacent landowners of two proposed bus shelters directly east of the SH6/Hansen Road/Joe O'Connell Drive intersection. The objection period for the bus shelters was from 9 September to 26 September 2024.

### 3 SUMMARY OF ENGAGEMENT ACTIVITIES

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Below summarises the recent engagement activities carried out as part of the TCD consultation. The opportunity to take part in TCD consultation had been brought to the attention of stakeholders during prior drop-in sessions, was highlighted in the April 2024 NZTA newsletter<sup>1</sup>, and more recently the upcoming TCD consultation was included in the Alliance newsletter Huanui Panui on 30 August 2024.

In the week prior to the start of the submission period a public notice was published in the Mountain Scene (Thursday 5 September). The NZTA website with the relevant consultation information was made live on Wednesday 4 September. The information package is attached in **Appendix A** and included:

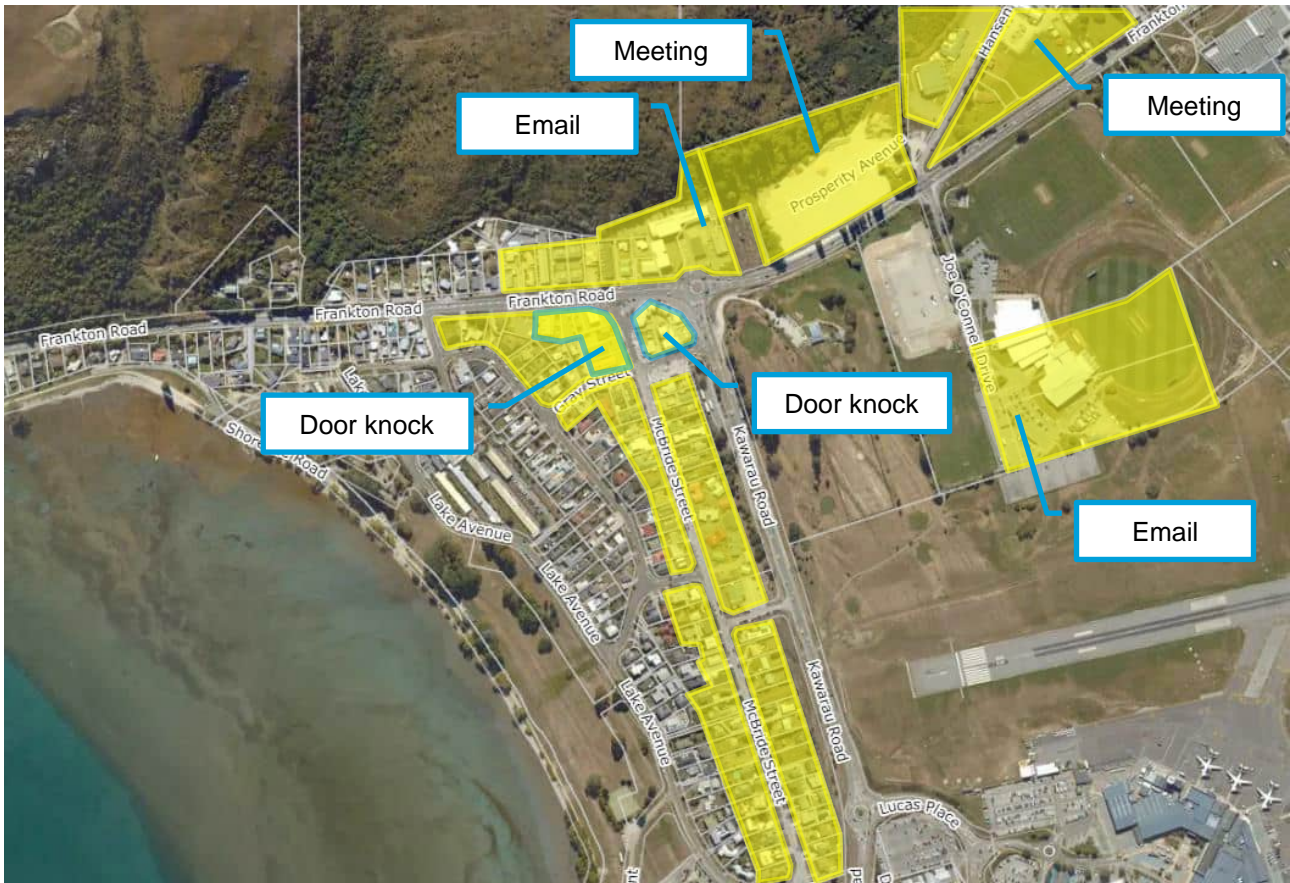
- Public notice
- Consultation Plans
- Frequently Asked Questions

Directly affected stakeholders were approached face-to-face on Monday 9 September in a door-knock and provided with a paper copy of the information package. This included the businesses in the Frankton Village. Some other stakeholders were informed in prior meetings.

Paper copies of the information package were delivered to all addresses shown in yellow on the below **Map 1** of the delivery area. A total of 130 packs were delivered.

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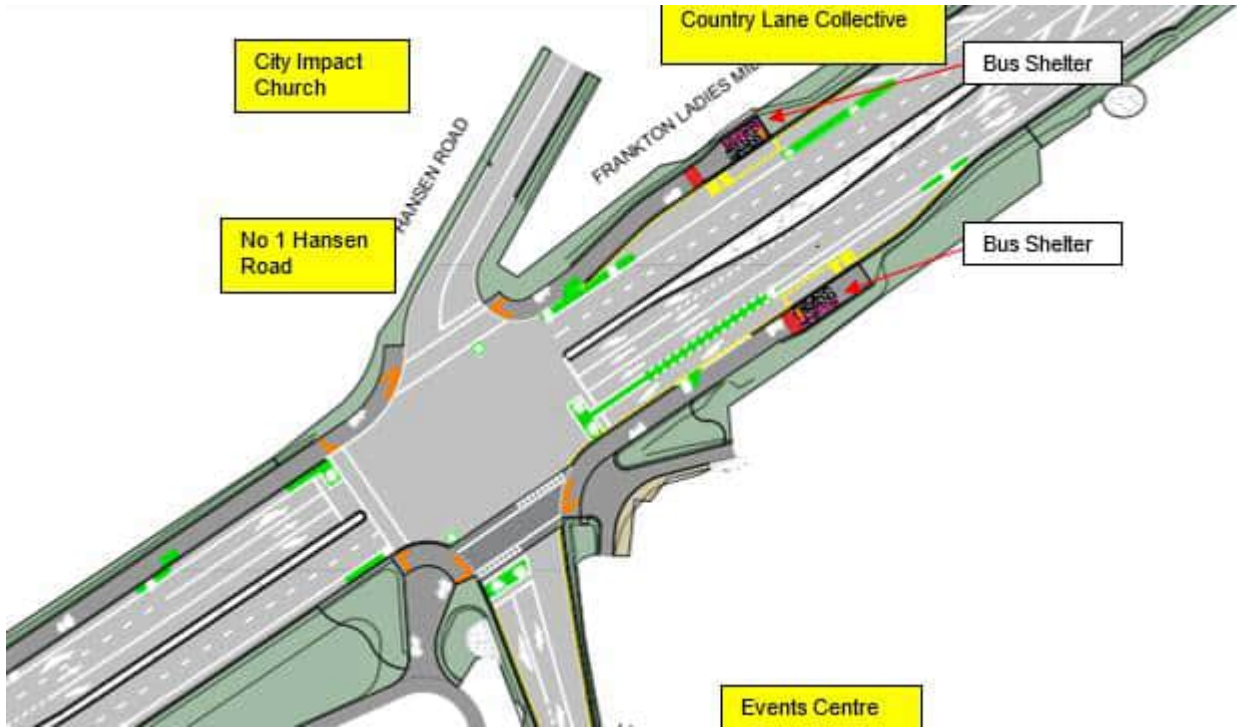
<sup>1</sup> <https://www.nzta.govt.nz/assets/projects/queenstown-package/nz-upgrade-queenstown-newsletter-april-2024.pdf>



Map 1: Information package delivery area.

A bulk email with a digital version of the information package was sent to a TCD distribution list on Monday 9 September. The distribution list had 131 recipients on it.

The bus shelter stakeholders were approached in person prior to and on Monday 9 September. These stakeholders were provided paper copies of a separate pack of information which included the TCD information as well as information relating to the bus shelters. The same information was emailed to this group. For a copy of this information please refer to **Appendix B**. The stakeholders for the bus shelter consultation are shown on the below **Map 2**.



Map 2: Bus shelter consultation stakeholders.



## 4 SUMMARY OF FEEDBACK

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A total of eight submissions were received from the TCD consultation. The submissions have been summarised in **Appendix C** and are commented on below.

No submissions or hearing requests were received following the bus shelter consultation.

To determine if submitters are affected by the proposed traffic control devices, the location of submitters needs to be considered. According to the Land Transport Act 1998, section 22AD, “occupiers of any properties adjoining the road to which the proposed bylaw would apply” need to be consulted. In the case of the eight submissions, all submitters are owners or occupiers of properties adjoining the road to which the proposed bylaw would apply. Five submitters were from the Frankton Village Shops area (including Gray Street), one from McBride Street, one from Hansen Road and one from Frankton Road (SH6A).

The feedback about traffic control devices on local roads will be considered and decided on by QLDC. The feedback for traffic control devices on the State Highway will be considered and decided on by NZTA.

Two out of eight submissions and parts of other submissions have no relevance to the proposed traffic control devices, i.e. requests about speed limit changes, advertising signage and internal access for commercial delivery vehicles. Some parts of submissions relate to areas outside the footprint of the project and are therefore not considered as part of the TCD package. Submissions outside the TCD have been passed onto relevant persons within NZTA and QLDC to respond to.

A recurring theme in the submissions is parking, which is mentioned by five out of eight submitters. Four submitters requested to make parking durations shorter, particularly at the Gray Street car park, and bring back more car parks instead of removing them.

One out of eight submissions is in support of the proposed changes in general. Five out of eight submitters are concerned about loss of parking on McBride Street, Gray Street, and at the Frankton Village highway frontage. The two remaining submissions are silent on parking changes.

Three out of eight submissions request to reduce parking durations at the QLDC carpark area on Gray Street to P30, P60 and P120 (rather than the current 10 hours). One submitter asks for some P60 parking to be retained outside the village area on Frankton Road and another submitter asks for some P60 parking to be retained at Gray Street. One submitter asks for the proposed reverse angle parking in Gray Street to be changed. Another submitter requests to not remove parking to place cycle lanes in Gray Street and McBride Street.

The submissions have been summarised in **Appendix C** and the themes and items discussed above are noted in columns C to L of this appendix.

## 5 NEXT STEPS

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QLDC and NZTA will consider all the submissions received and work with the Queenstown Package design team to make any changes that might be required before the bylaws are set. Once the bylaws are amended, they will be available on the QLDC and NZTA websites.

A summary of feedback, how this feedback has been considered, what happens next and when any decisions will be made will be communicated back to submitters and key stakeholders in writing and will also be available on the project website.

# Appendix A: TCD Information Package

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## Public Notice [9 September 2024]

### 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:

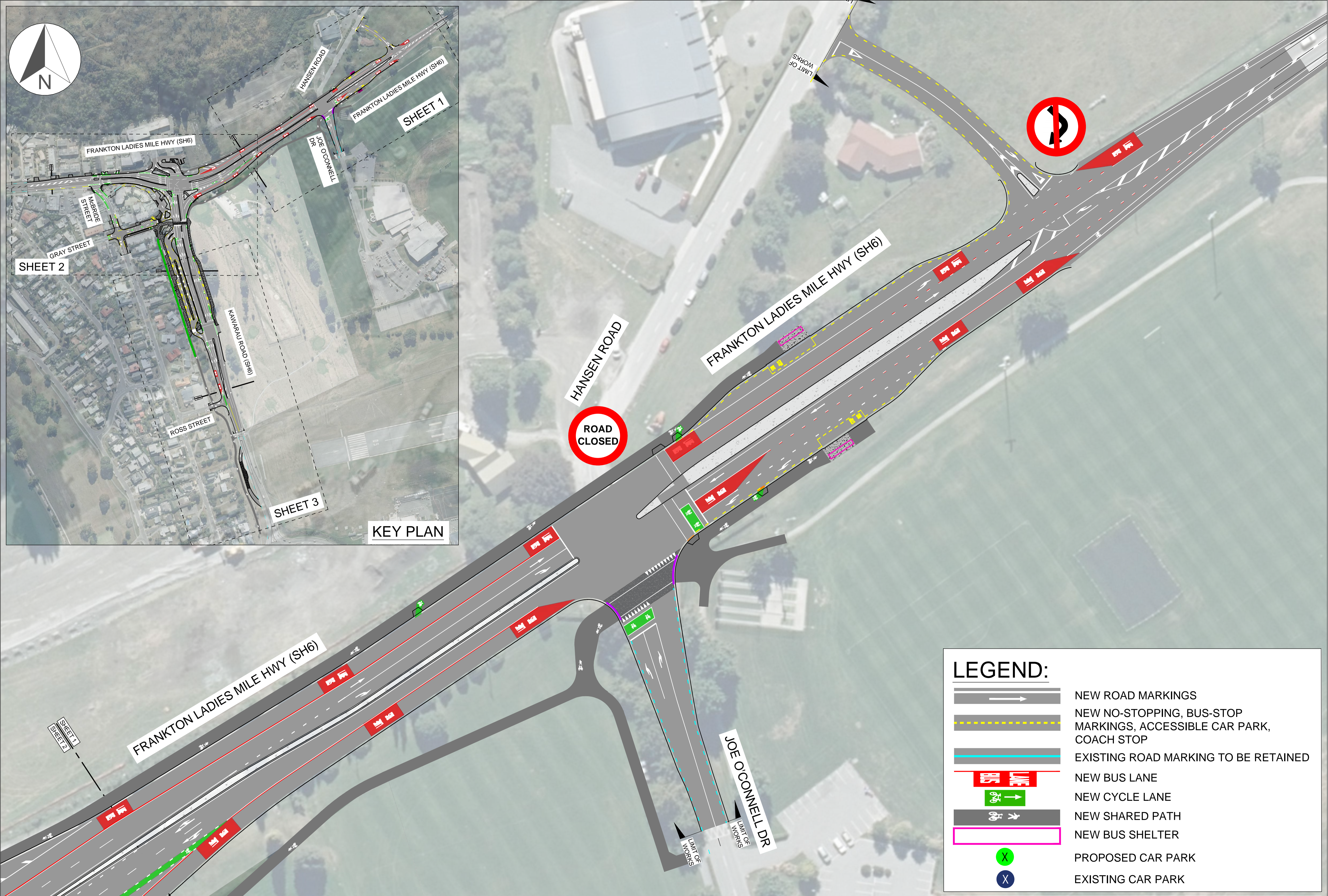
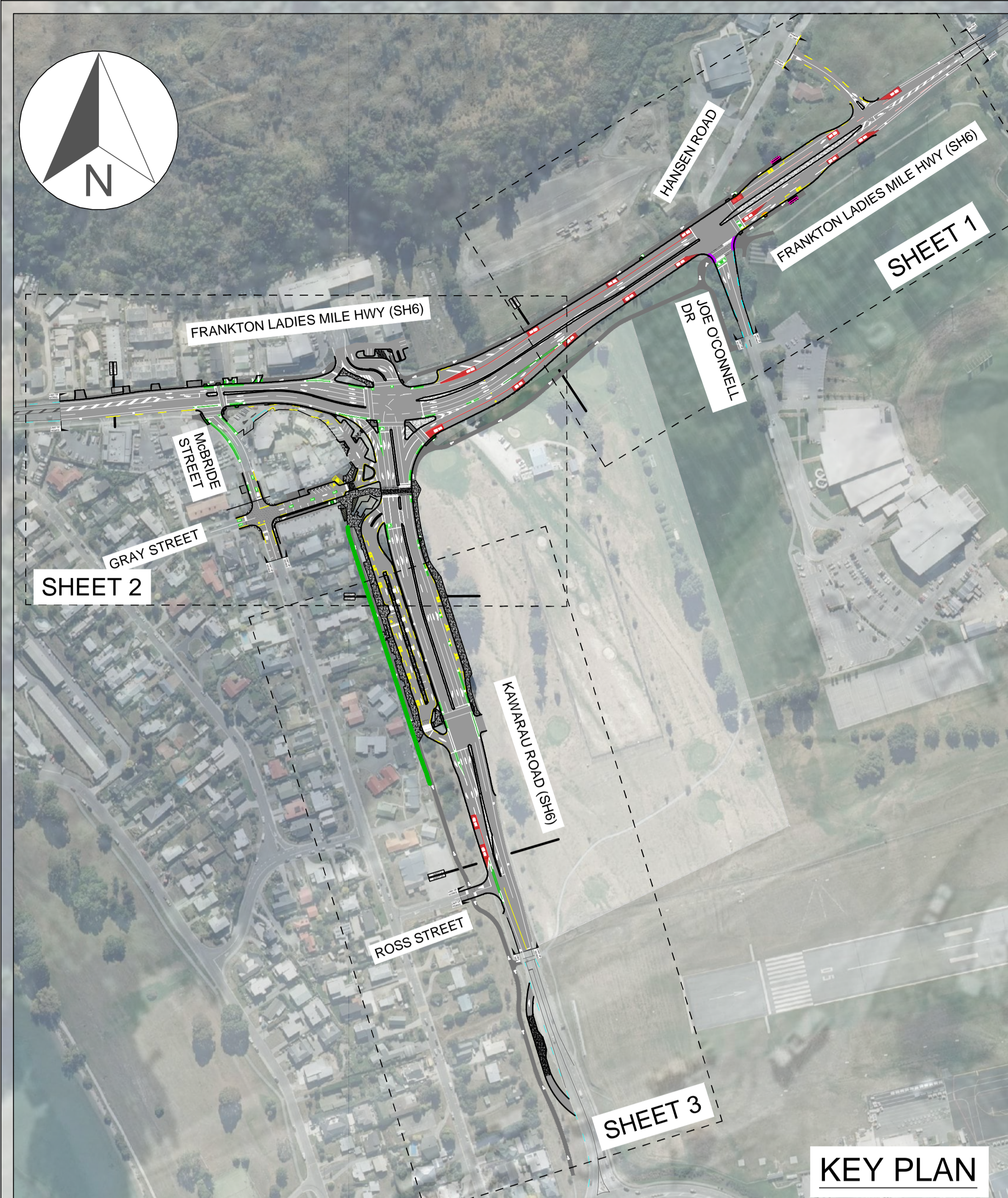
- *The Queenstown Lakes District Council Traffic and Parking Bylaw 2018*
- *The New Zealand Transport Agency (Traffic Controls on State Highways) Bylaw 2017.*

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:

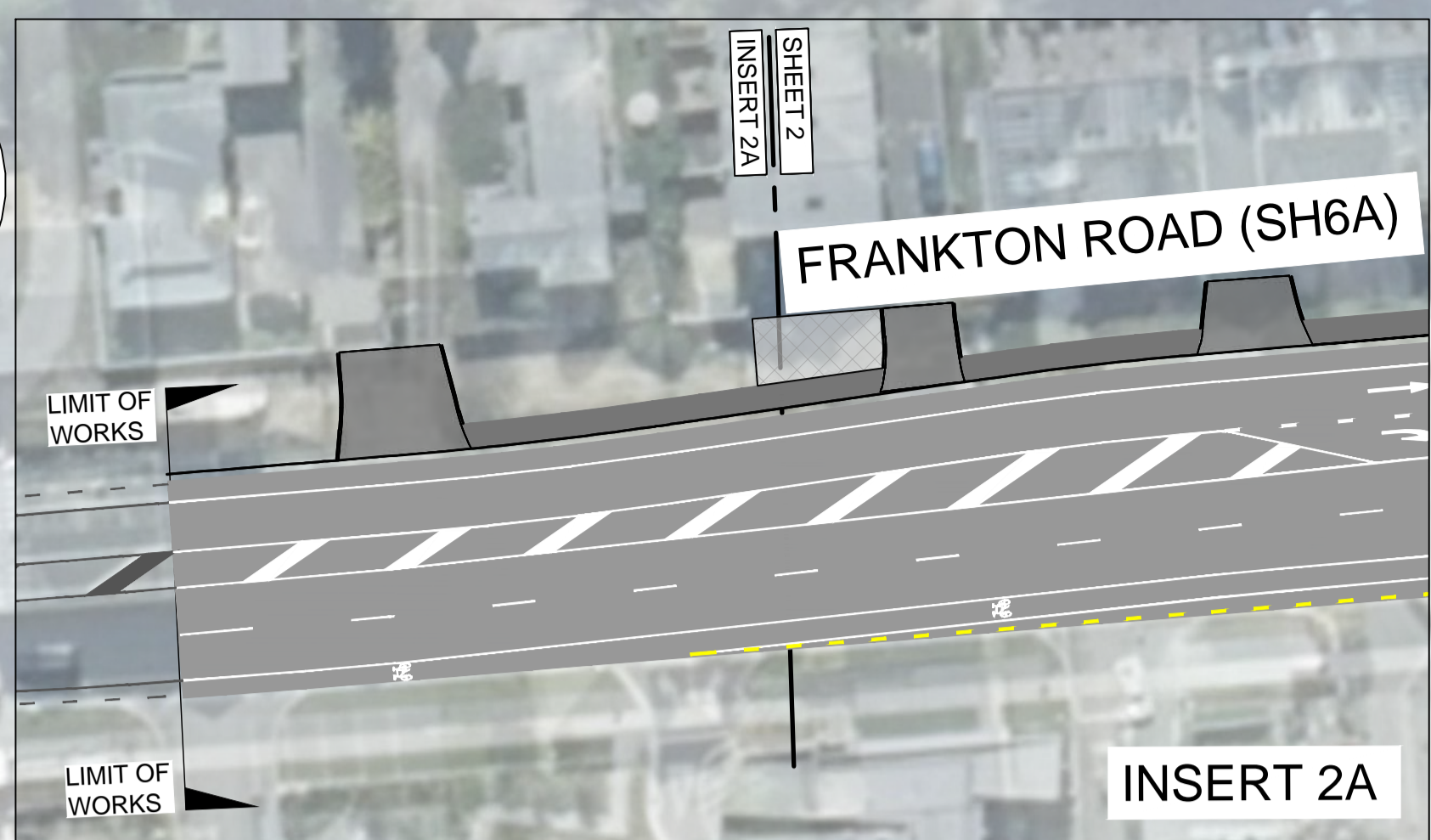
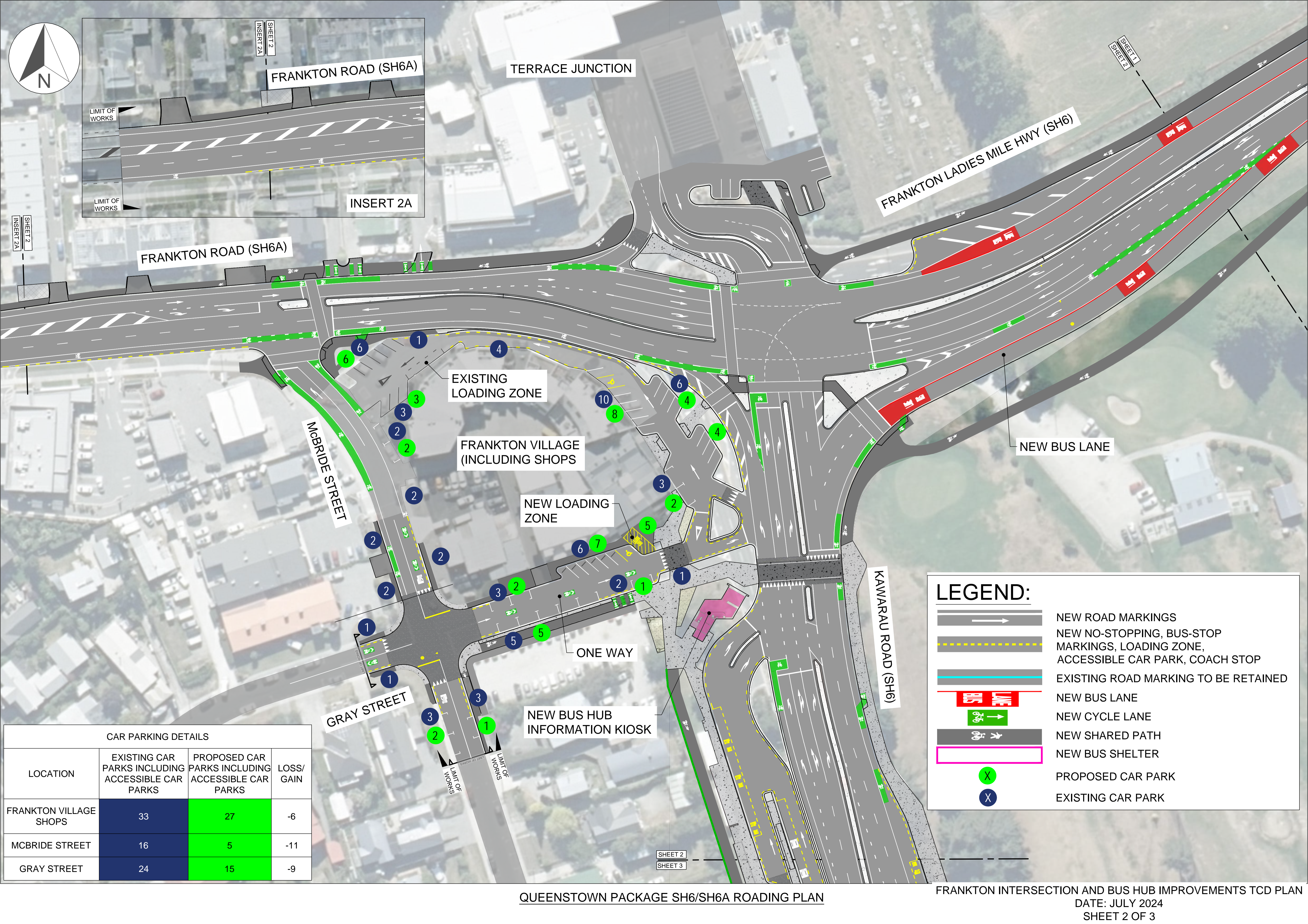
Kā Huanui a Tāhuna (Whakatipu Transport Programme Alliance)  
Queenstown Package TCD consultation  
PO Box 400  
Queenstown 9348

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



**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

SHEET 3  
SHEET 3A

INSERT 3A

KAWARAU ROAD (SH6)

KAWARAU ROAD (SH6)

ROSS STREET

ROSS STREET

**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

## **TCD Queenstown Package FAQs**

To be supplemented by existing project FAQs available online ([Queenstown package | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](#))

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

Traffic Control Devices (TCD) are the signs, markings, 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?**

1. Proposed TCD changes have been developed during the project design stage
2. Design plans are drawn up
3. We consult with residents about the proposed changes
4. Submissions are considered
5. Necessary design changes are made
6. QLDC and NZTA Waka Kotahi make their decisions on the TCD items
7. Submitters will be advised of the outcome and how their feedback was taken into account
8. The final decision will be shared publicly.

### **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 use of the above traffic devices legally enforceable by the relevant authority.

We are not consulting on the whole design. Only those parts of the design that are related to Traffic Control Devices are part of this consultation. Construction is already underway based on the design which has been consulted on and approved previously

### **What are you consulting on?**

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 which are no stopping lines, bus stops, special vehicle lanes, shared paths, intersection control, traffic direction and parking. Legislation requires specific consultation about TCD with directly affected residents and property owners 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.



**Which bylaws are affected by this proposal?**

The consultation is part of a legal process 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

**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 changes are:

- Parking out the front of the Frankton Village is reduced to accommodate the increased footprint of the SH6/6A intersection.
- To make room for a cycleway on McBride Street, which connects the Frankton Track to shared use paths along the Ladies Mile Frankton Highway, and use the existing road space some carparks will be removed.



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	18	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:

Kā Huanui a Tāhuna (Whakatipu Transport Programme Alliance)  
Queenstown Package TCD consultation  
PO Box 400  
Queenstown 9348

**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.

# Appendix B: Bus Shelter Package

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## Letter to property owners – Proposed Bus Shelters, 9 September 2024

Kia ora,

We're getting in touch to notify you that Queenstown Lakes District Council is proposing to install a bus shelter near your property/premises as part of the Frankton Intersection and Bus Hub Improvements.

As a nearby property owner/occupier, we encourage you to view the enclosed plan showing the location of the new bus shelters. We welcome comments about our proposed changes.

You can respond to us via email at [info@wtpa.co.nz](mailto:info@wtpa.co.nz) or in writing to:

Kā Huanui a Tāhuna (Whakatipu Transport Programme Alliance)  
Queenstown Package TCD consultation  
PO Box 400  
Queenstown 9348

You have two weeks to respond (by 26<sup>th</sup> September 2024) and to tell us if you would like to be heard at a hearing. If you request to be heard, we will let you know the date, time and location of the hearing soon.

If we don't receive a response by this date, QLDC will take this as acceptance of the proposal.

Kind regards | Ngā mihi,

The Kā Huanui a Tāhuna team

For more information on the Queenstown Package visit <https://www.nzta.govt.nz/projects/queenstown-package/>

## **TCD Queenstown Package FAQs**

*To be supplemented by existing project FAQs available online ([Queenstown package | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](#))*

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1. Proposed TCD changes have been developed during the project design stage
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8. The final decision will be shared publicly.

### **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 use of the above traffic devices legally enforceable by the relevant authority.

We are not consulting on the whole design. Only those parts of the design that are related to Traffic Control Devices are part of this consultation. Construction is already underway based on the design which has been consulted on and approved previously

### **What are you consulting on?**

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 which are no stopping lines, bus stops, special vehicle lanes, shared paths, intersection control, traffic direction and parking. Legislation requires specific consultation about TCD with directly affected residents and property owners 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.

**Which bylaws are affected by this proposal?**

The consultation is part of a legal process 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

**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 changes are:

- Parking out the front of the Frankton Village is reduced to accommodate the increased footprint of the SH6/6A intersection.
- To make room for a cycleway on McBride Street, which connects the Frankton Track to shared use paths along the Ladies Mile Frankton Highway, and use the existing road space some carparks will be removed.



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	18	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.

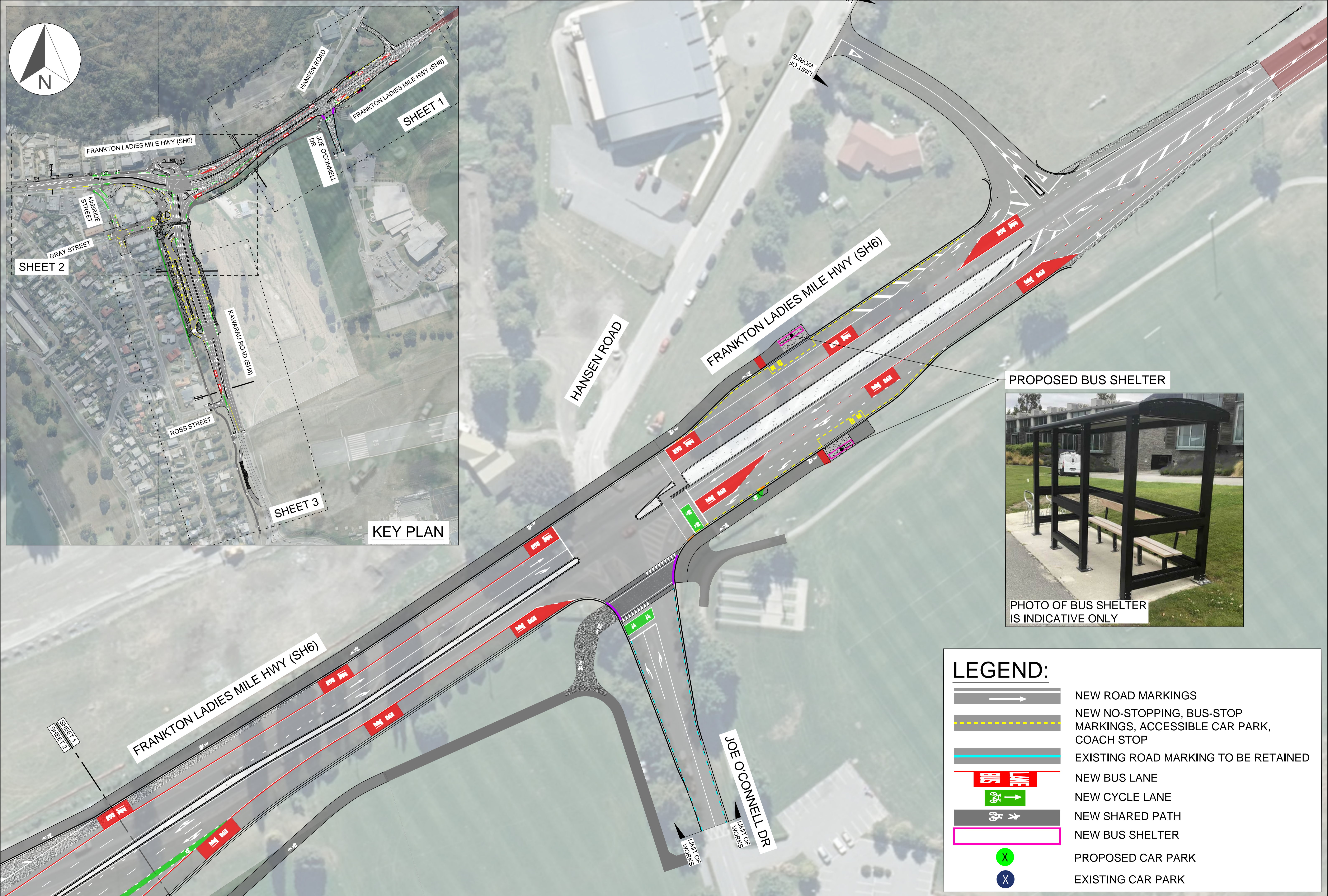
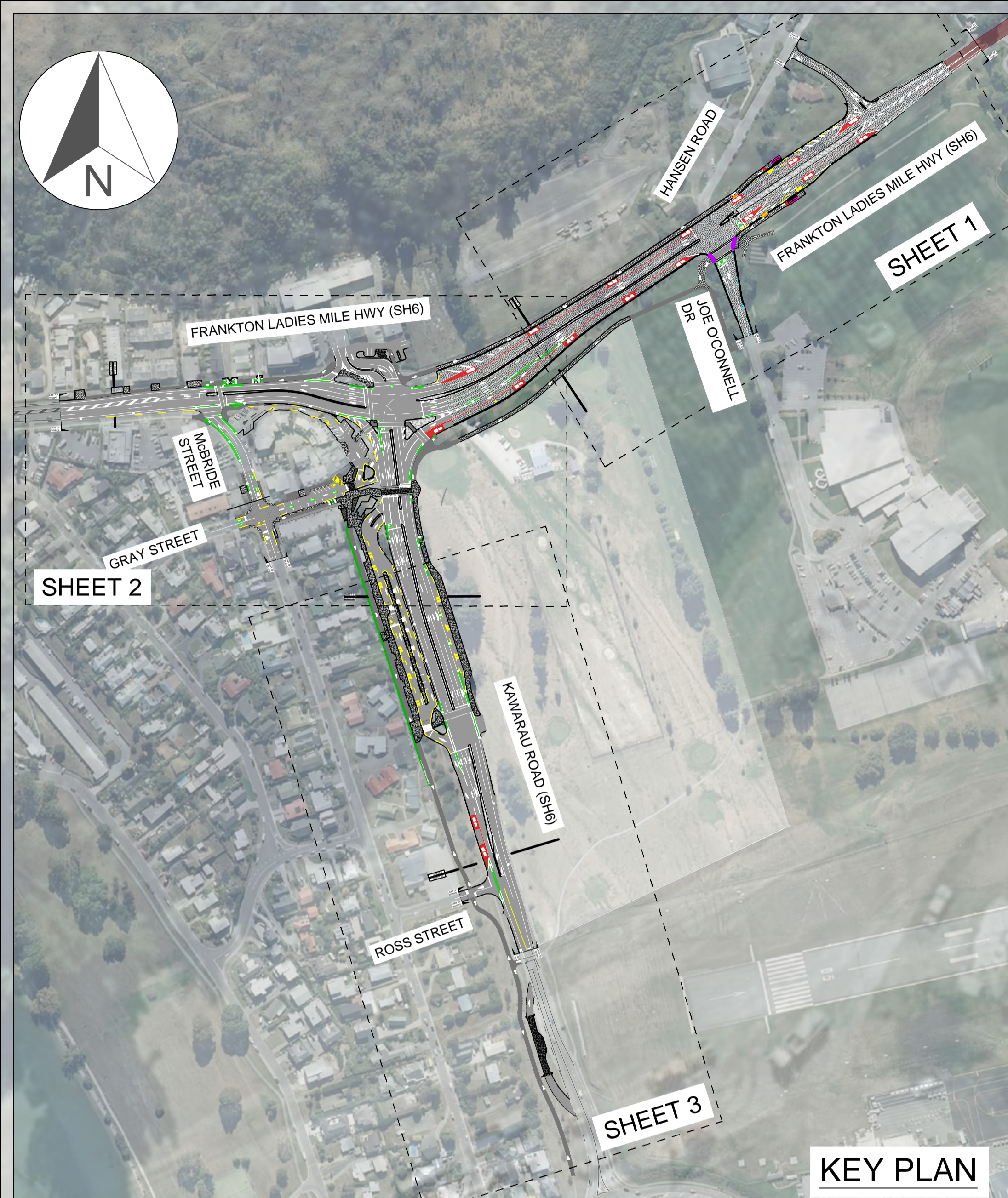
Send your feedback to [info@wtpa.co.nz](mailto:info@wtpa.co.nz), or you may prefer to write to us at:

Kā Huanui a Tāhuna (Whakatipu Transport Programme Alliance)  
Queenstown Package TCD consultation  
PO Box 400  
Queenstown 9348

**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.



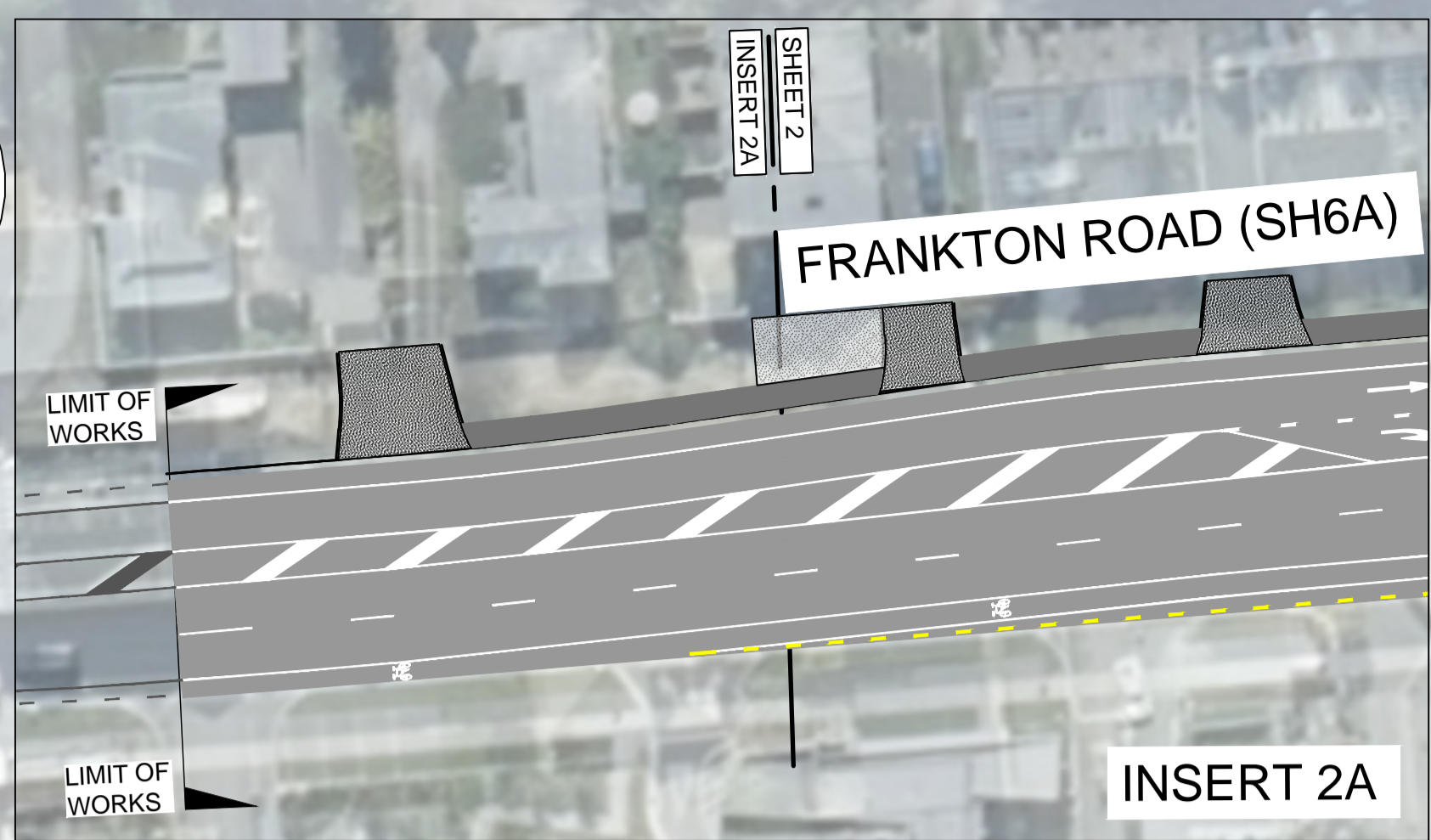
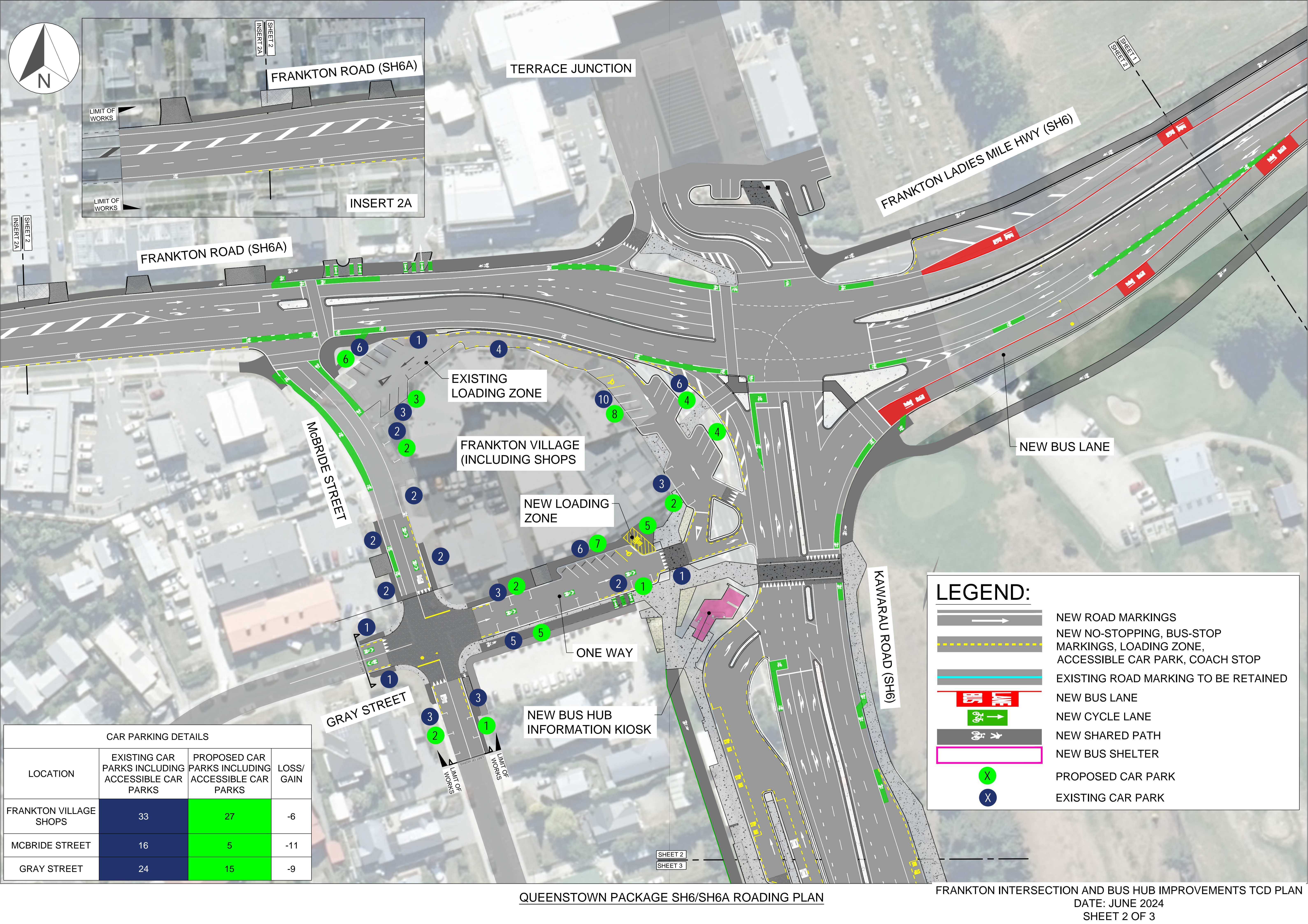
PROPOSED BUS SHELTER



**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





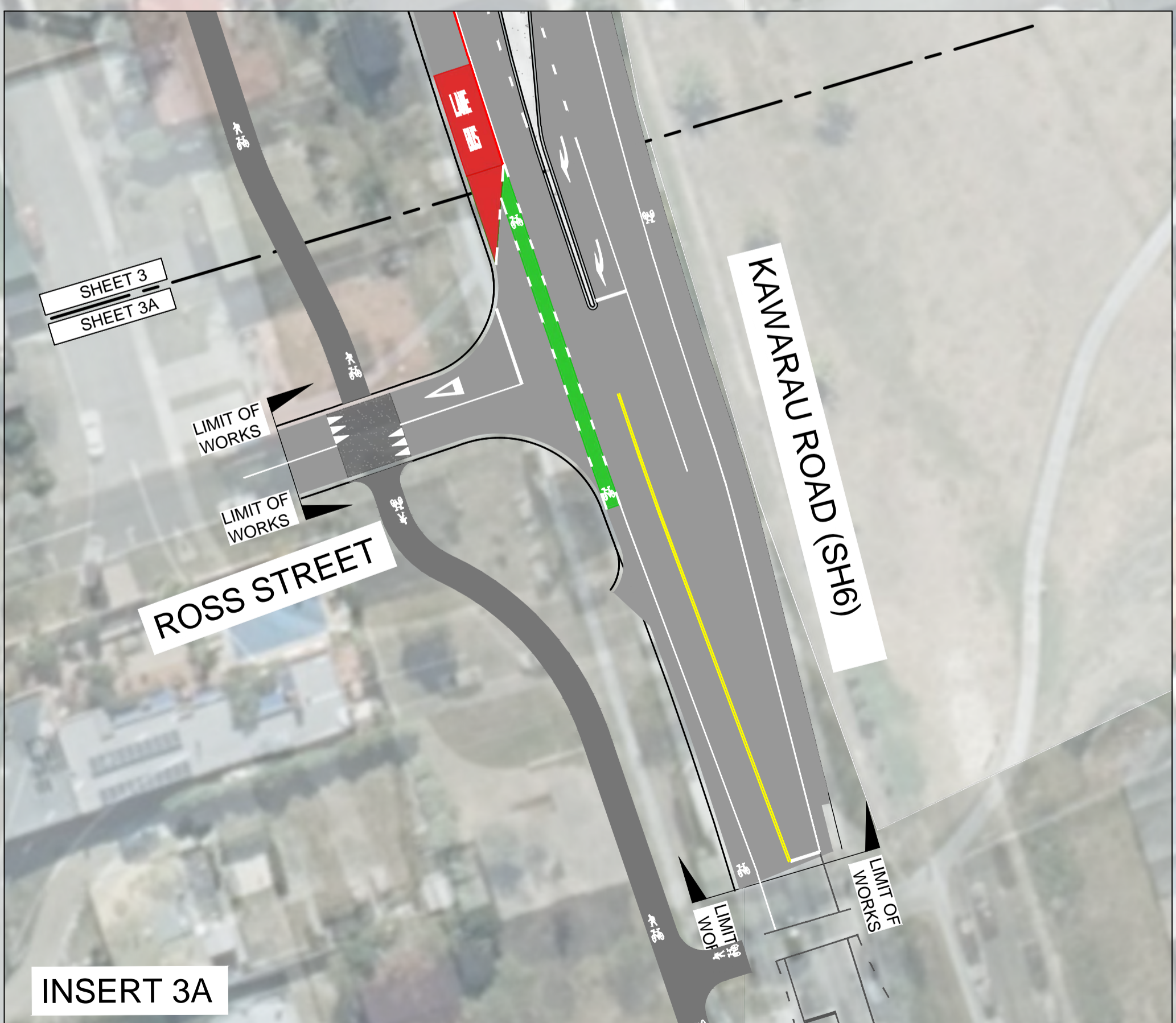
**LEGEND:**

- 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



**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 C: Summary of Submissions

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ID No.	Submission
1	<p>To whom it may concern,</p> <p>We are in support of the proposed changes but we would like to see yellow "no parking" lines added along the stretch of the existing Hansen Road from the entrance to Country Lane to the current intersection as per the below image. We frequently have vehicles parked in front of our entrances/gates and too close to the driveways of 14 Hansen Road to have sufficient sight distance to safely pull onto Hansen Road.</p> <p>We also have approval for additional vehicle crossings onto Hansen Road from our property (see attached document) where we need safe sight distances.</p> <p>Furthermore, having vehicles parked on both sides of Hansen Road essentially turns Hansen Road into a one-lane road which creates traffic disruptions. With the upcoming development of No. 1 Hansen Road on top of the current situation which already creates parking challenges during events at the Event Centre, we think yellow lines are absolutely necessary. We understand that this is a different matter but we also support lowering the speed limit on SH6 to 50km/h from the Grant Road roundabout to the BP roundabout.</p> <p>Please don't hesitate to contact me if you would like to discuss this submission further.</p> <p>Regards,</p>
2	<p>I am writing on behalf of Bread by European Bakery, located at 12 McBride Street, Frankton, Queenstown, to express our concerns regarding the proposed changes to the traffic control devices in the Frankton area, particularly the removal of parking spaces in the vicinity of our business. We understand that these changes are part of the broader Frankton Intersection and Bus Hub Improvements project and appreciate the intent to improve transport options and traffic flow. However, we would like to address the significant impact that the loss of 26 parking spaces, including 5 on McBride Street and 2 directly outside our bakery, will have on our operations and customers.</p> <p>As a business that relies heavily on passing traffic, convenient access to parking is crucial for both our customers and suppliers. Many of our patrons choose to visit us because of the easy parking options available nearby, allowing them to make quick stops to purchase fresh bread and other baked goods. The loss of parking directly outside our shop, along with the reduction in parking spaces in the surrounding area, will likely deter customers from visiting, especially during peak hours.</p> <p>To mitigate the negative effects of the reduced parking availability, we propose that the Grey Street parking area be changed from its current 10-hour parking status to a 30-minute limit. This change would encourage more frequent turnover of parking spaces, making it easier for customers to find parking for short visits, which is common for our bakery patrons. Additionally, this would help support other small businesses in the area that similarly rely on short-term parking for their clientele.</p> <p>We understand the importance of balancing the needs of the community and the necessity for infrastructure improvements, but we respectfully request that the impact on local businesses like ours be taken into consideration. We believe that the suggested modification to Grey Street parking would be a practical compromise that could alleviate some of the pressure caused by the loss of parking in our immediate vicinity.</p> <p>We appreciate the opportunity to provide feedback and hope that our proposal will be given serious consideration as part of the consultation process. Thank you for your time and for working to improve the Queenstown transport infrastructure. We look forward to hearing from you regarding the next steps.</p>
3	<p>I would like to suggest that you create a left hand runoff just beyond the crossing lights for traffic turning left into Ross St so that traffic can keep flowing. I hope that some consideration is given to this suggestion as currently traffic gets held up at this point.</p>

ID No.	Submission
4	<p>General feedback regarding the impending roading changes in the Frankton roundabout area.</p> <ol style="list-style-type: none"> <li data-bbox="252 304 1465 898"> <p>The Grey Street public car park has historically been a 12 hours parking space for the entirety of the car park lot.</p> <p>Recently an area dedicated to 30 minute parks to mitigate the loss of parks as a result of the loss of street parking due to the roadworks.</p> <p>This 30 minute area has been very valuable to the Frankton shopping centre overall. We would like to ask the council to seriously consider this as a permanent move.</p> <p>The 30 minute car parking row has assisted all the businesses to have customers park with convenience, The flow of traffic has been assisted by having this area.</p> </li> <li data-bbox="252 629 1465 898"> <p>The Angle parking on grey street is designed to reangle in the other direction for customers to reverse into these parks.</p> <p>We anticipate this is going to be a cluster moment for people on the one-way street.</p> <p>Currently it is angled for a person to drive in to and reverse out. Something that everyone is used to and traffic is generally used to stopping for a car to reverse out - a faster manoeuver than trying to reverse into a carpark.</p> <p>Please keep the angle as it is.</p> </li> </ol> <p>Thank you for your consideration.</p>
5	<p>Re: Proposed Traffic Control Devices (SH6/Frankton Rd intersection)</p> <p>As a local business owner based at Frankton Village, Shop 3, 1091 Frankton Road on the South Western corner, I am very concerned about the following:</p> <ul style="list-style-type: none"> <li data-bbox="252 1115 1401 1182">Reduction of car parking spaces immediately outside the building on the Frankton Road side</li> <li data-bbox="252 1189 1377 1256">Continued 10hr parking space allowance on Grey St (gravel car park area opposite Nemo), which needs to be reduced to 60min – 120min parking</li> <li data-bbox="252 1263 1377 1330">Reduction of car parking spaces on McBride St, between the Mobil and Wakatipu Medical Centre</li> </ul> <p>Of all the businesses based at Frankton Village, MTF Finance Central Otago is the most affected. 5-6 car parks immediately outside our premises are being lost, which are all 60minute car parks.</p> <p>The average time frame for our client appointments is 60-90minutes. We would appreciate your consideration of reducing the 10hr car parking on the Grey Street Car Park to ideally 120minute parks to accommodate this, and retain some 60m car parks immediately outside the Village area on Frankton Rd.</p> <p>Please note that the 10hr car park as it currently stands is of no benefit to any of our customers, as these are used currently as permanent car parks for a cleaning business, since the traffic warden only works 8hr shifts, so they never have to lose their places as they change their cars over outside of the traffic warden's operating hours.</p> <p>Many thanks for your consideration of the above.</p>
6	<p>Hello</p> <p>I am an owner of a unit at 1080 Frankton Road (Unit 4), Queenstown. I have some questions regarding the SH6/6A roundabout and surrounding upgrades, and particularly how it will affect the access to our property (and neighbouring properties) both during the works and after completion.</p> <p>Historically, access to our property when travelling from Frankton direction has been difficult, primarily because there is pedestrian 'island' structure (Figure 1 of this email) immediately in front of our driveway which prohibits traffic from turning right into the</p>

ID No.	Submission
	<p>driveway (I understand that this has served a really important purpose allowing pedestrians to cross the very busy road). Due to this pedestrian island, when accessing our property historically has involved turning right across traffic (using the median strip that allowed cars heading from Queenstown to turn right into McBride Street) into a neighbouring property's carparking area, using this area to turnaround and then turning left out of their property towards our property at 1080 Frankton Road.</p> <p>Currently, with the works underway and access to McBride Street temporarily closed, we are having to drive slightly further along the road and turn right into the carpark of a nearby motel (Queenstown Gateway Apartments – 1066 Frankton Road) in order to turn around to access our property.</p> <p>Before writing this email I consulted the currently published information on the project, including the recently released sketches of Traffic Control Devices.</p> <p>I am keen for more detail surrounding these topics:</p> <ul style="list-style-type: none"> <li>• Will the pedestrian Island in Figure 1 still be in-place one the works are completed? Based on the 'Traffic Control Devices consultation' sketch (figure 2) it appears as though there will be dedicated pedestrian crossings, which I would have thought made the existing pedestrian island redundant</li> <li>• I wonder if the current location of the pedestrian island could be replaced by a simple flush median, where vehicles could wait safely to turn right into properties at 1080 and 1084 Frankton Road</li> <li>• If the 'Pedestrian Island' is to remain, what is the long-term plan for access to 1080 and 1084 Frankton road for traffic coming from Frankton direction?</li> <li>• The status quo of needing to turn right into neighbouring properties' carparks to turn around may not be sustainable long-term (neighbouring properties could block access etc)</li> </ul> <p>Thank you for taking the time to consider my questions</p>
7	<p>Hi,</p> <p>I strongly request that the proposed disabled car park in Car Street is positioned nearer Awanui Labs. On the projection, it is further away from the lab, there would need to be a decline in the curb to allow wheelchair access.</p> <p>Also, I would like to see P60 parks outside the businesses (Asian supermarket, lab and Nemo). Ideally over the road in the car park, this will be at least half the parks with P60.</p> <p>Thank you for your consideration.</p>
8	<p>Feedback and Submission to Ka Huanui a Tahuna</p> <p>We have reviewed the Traffic Control Devices (TCD) plans labelled "Frankton Intersection &amp; Bus Hub Improvements TCD Plan" in 3 sheets dated July 24, as supplied on 9 September 2024 We agree with the need for the intersection to be improved urgently. However, we find parts of these plans have some following aspects to be defective, we OBJECT to them. Further it appears that they can and should be rectified for a better outcome for the Frankton community those doing business there. We ask for the following aspects be changed:</p> <ol style="list-style-type: none"> <li>1. There needs to be clear signage for drivers on SH6/6A to follow to drive into the shops and service lanes around the Frankton Village. <p>This can easily be achieved by NZTA standard signs, on the roadside for those approaching the "Frankton Village Shops". This is especially required adjacent to the east end of Gray street, at the entry to the service lane (as it will be easily missed). It has been done on many other SH at other locations - but none are shown on these plans. It</p> </li> </ol>

ID No.	Submission
	<p>has already been done for the events centre - brown sign "Queenstown Events Centre / turn right 300m" , and for the local camping ground.</p> <p>Are we permitted to install a tall clear shop advertising sign for combined shops to display to drivers to turn in here to access "Pharmacy", "Fish&amp; Chips" etc, ?</p> <p>2. Parking spaces around Frankton Village have been un-necessarily been removed. It appears upon our review, that further spaces could easily be provided at the following places:</p> <ul style="list-style-type: none"> <li>a) On the SW corner of the intersection lights, the pedestrian footpath width to /from the shops towards the BP service station opposite is excessive. There will not be hundreds of walkers, so it appears 3 carparks can be added instead of the adjacent landscaping.</li> <li>b) On the north side of Frankton Village (adjacent to the NZ Post boxes), there appears to be room for 1 or 2 parallel parks for those wanting to call in pick up their mail.</li> <li>c) We object to the removal of 8 carparks in McBride Street (see below).</li> </ul> <p>3. The cycle lanes in Gray Street and McBride Street should be removed, as they are:</p> <ul style="list-style-type: none"> <li>a) Unnecessary - as cycle lanes are already provided on the SH (at the expense of carparking - we have already objected to this.)</li> <li>b) Impractical, as they appear to not connect to any other cycleways, and will conflict with customers and visitors to Frankton Village who walk-in from the adjacent carpark. (The Te Ai-aroa trail already goes elsewhere, and correctly, is remote from the SH6/6A intersection.)</li> </ul> <p>4. There needs to traffic signals and ability for traffic exiting Gray Street to be able to turn right (towards Jacks Point (and or turn left then right at the intersection (to head towards Lake Hay es). This does not appear to have been provided for?</p> <p>This is critical for customers (who are often elderly) going to the Pharmacy and for staff of the Blood Laboratory. (There is no other practical means for them to do this - and it is not clear on the plans that they can do this, as no intersection space is shown. Who has priority? (A blood technician going to hospital or bus going to Queenstown?) Is there enough gaps in the bus hub traffic lights for Gray street to exit to the east?</p> <p>This has previously been discussed with the designers, but such traffic flow appears to be neglected in the proposed design.</p> <p>5. Access for delivery trucks to the rear of shops at Frankton village from Gray Street. This has also been previously discussed with the designers, but we are not assured that current delivery / rubbish trucks the serve the rear yard of the shops, have sufficient space to enter and exit from Gray Street. (It appears very tight and impractical for them, as Gray Street is to be narrowed)</p> <p>Please note that goods are typically delivered by larger double rear axled trucks (approx. 5- 10T) for delivery / uplift of pallets of goods, removal of 5 cu m rubbish bins and drums of restaurant liquid waste. The loading zone shown on Gray Street is only suitable for light delivery vans, but it would be quite inadequate for some deliveries or pick-ups for the 24 units are the Frankton Village and the entire block.</p>

ID No.	Summary	Decision Maker (QLDC / NZTA)	Outside project footprint	No relevance to TCD	No stopping lines	Parking	Parking (status)	Speed Limit	New turn	Traffic Island	Other
1	Request for no stopping lines on both sides of Hansen Road and a speed reduction on SH6 from the Grant Road roundabout to the BP roundabout of 50 km/h.	QLDC	X		1			1			
2	Request for timed parking in the Gray Street area to be reduced from 10 hour parking to P30 minute parking to mitigate parking loss concerns and encourage greater turnover of customers able to access parking.	QLDC				1	concerned				
3	Request for a left hand runoff beyond the crossing lights for traffic turning left into Ross Street, to encourage traffic movement and reduce congestion.	NZTA		X					1		
4	Request to keep the Grey Street public car park as P30 minute parking, instead of reverting back to 12 hour parking. Would like the angle parking on Grey Street to not be reverse in, as this will create congestion for cars waiting to move around the car park.	QLDC				1	concerned				
5	Request to keep the Grey Street public car park as P120 minute parking, instead of reverting back to 10 hour parking. Also retain some P60 parking immediately outside the village area on Frankton Road.	QLDC				1	concerned				
6	Would like to request that the traffic island opposite unit 4, 1080 Frankton Rd is replaced with a flushed median, to allow vehicles to safely wait to turn right into properties at 1080 and 1084 Frankton Rd.	NZTA		X						1	



ID No.	Summary	Decision Maker (QLDC / NZTA)	Outside project footprint	No relevance to TCD	No stopping lines	Parking	Parking (status)	Speed Limit	New turn	Traffic Island	Other
7	Request to move the disabled car park in street closer to Awanui Labs and include a decline in the curb to allow wheelchair access, as what is currently proposed is too far away. Also request to see P60 parks outside the businesses (Asian Supermarket, Lab and Nemo) and the public car park should have at least half of the parks as P60.	QLDC				1	concerned				
8	<ol style="list-style-type: none"> <li>1. Request for signage for drivers on SH6/6A to follow to drive into the shops and service lanes around the Frankton Village.</li> <li>2. Request to add parking spaces and objection to removal of carparks: <ol style="list-style-type: none"> <li>a) On the SW corner of the intersection lights, the pedestrian footpath width to /from the shops towards the BP service station opposite is excessive. There will not be hundreds of walkers, so it appears 3 carparks can be added instead of the adjacent landscaping.</li> <li>b) On the north side of Frankton Village (adjacent to the NZ Post boxes), there appears to be room for 1 or 2 parallel parks for those wanting to call in pick up their mail.</li> <li>c) We object to the removal of 8 carparks in McBride Street (see below).</li> </ol> </li> <li>3. Request to remove cycle lanes in Gray Street and McBride Street.</li> <li>4. Request for a right turn out of Gray Street.</li> <li>5. Request for access for delivery trucks to the rear of shops at Frankton village from Gray Street.</li> </ol>	1 - QLDC / NZTA 2-5 - QLDC				1	objects		1		3

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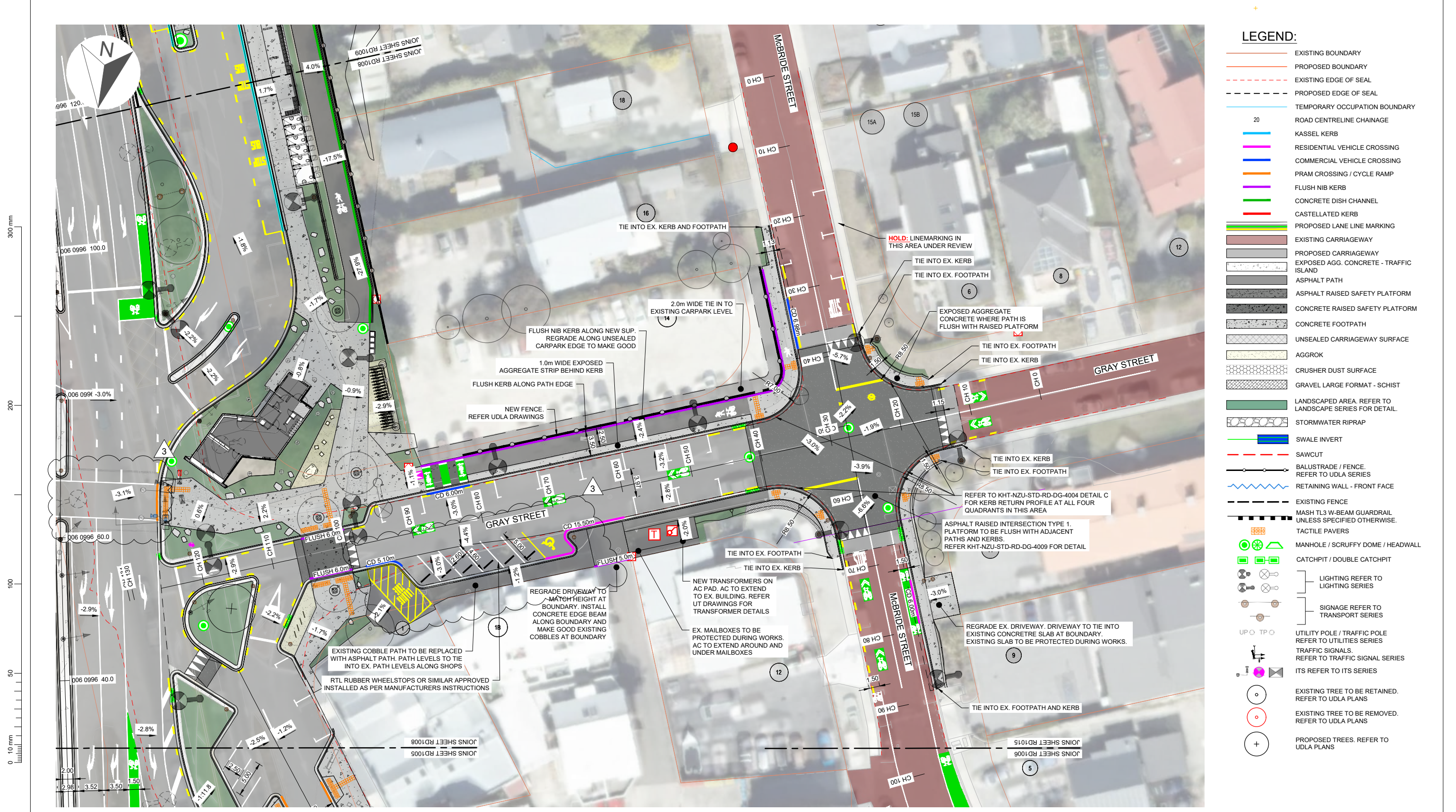
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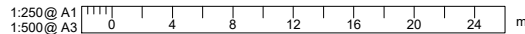
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# Attachment B: Queenstown Package Stage 1 Zone 3 TCD (draft)



- LEGEND:**
- EXISTING BOUNDARY
  - PROPOSED BOUNDARY
  - - - EXISTING EDGE OF SEAL
  - - - PROPOSED EDGE OF SEAL
  - TEMPORARY OCCUPATION BOUNDARY
  - 20 ROAD CENTRELINE CHAINAGE
  - KASSEL KERB
  - RESIDENTIAL VEHICLE CROSSING
  - COMMERCIAL VEHICLE CROSSING
  - PRAM CROSSING / CYCLE RAMP
  - FLUSH NIB KERB
  - CONCRETE DISH CHANNEL
  - CASTELLATED KERB
  - PROPOSED LANE LINE MARKING
  - EXISTING CARRIAGEWAY
  - PROPOSED CARRIAGEWAY
  - EXPOSED AGG. CONCRETE - TRAFFIC ISLAND
  - ASPHALT PATH
  - ASPHALT RAISED SAFETY PLATFORM
  - CONCRETE RAISED SAFETY PLATFORM
  - CONCRETE FOOTPATH
  - UNSEALED CARRIAGEWAY SURFACE
  - AGGROK
  - CRUSHER DUST SURFACE
  - GRAVEL LARGE FORMAT - SCHIST
  - LANDSCAPED AREA. REFER TO LANDSCAPE SERIES FOR DETAIL.
  - STORMWATER RIPRAP
  - SWALE INVERT
  - SAWCUT
  - BALUSTRADE / FENCE. REFER TO UDLA SERIES
  - RETAINING WALL - FRONT FACE
  - EXISTING FENCE
  - MASH TL3 W-BEAM GUARDRAIL UNLESS SPECIFIED OTHERWISE.
  - TACTILE PAVERS
  - MANHOLE / SCRUFFY DOME / HEADWALL
  - CATCHPIT / DOUBLE CATCHPIT
  - LIGHTING REFER TO LIGHTING SERIES
  - SIGNAGE REFER TO TRANSPORT SERIES
  - UTILITY POLE / TRAFFIC POLE REFER TO UTILITIES SERIES
  - TRAFFIC SIGNALS. REFER TO TRAFFIC SIGNAL SERIES
  - ITS REFER TO ITS SERIES
  - EXISTING TREE TO BE RETAINED. REFER TO UDLA PLANS
  - EXISTING TREE TO BE REMOVED. REFER TO UDLA PLANS
  - PROPOSED TREES. REFER TO UDLA PLANS

PLAN  
SCALE 1:250



**FOR CONSTRUCTION**

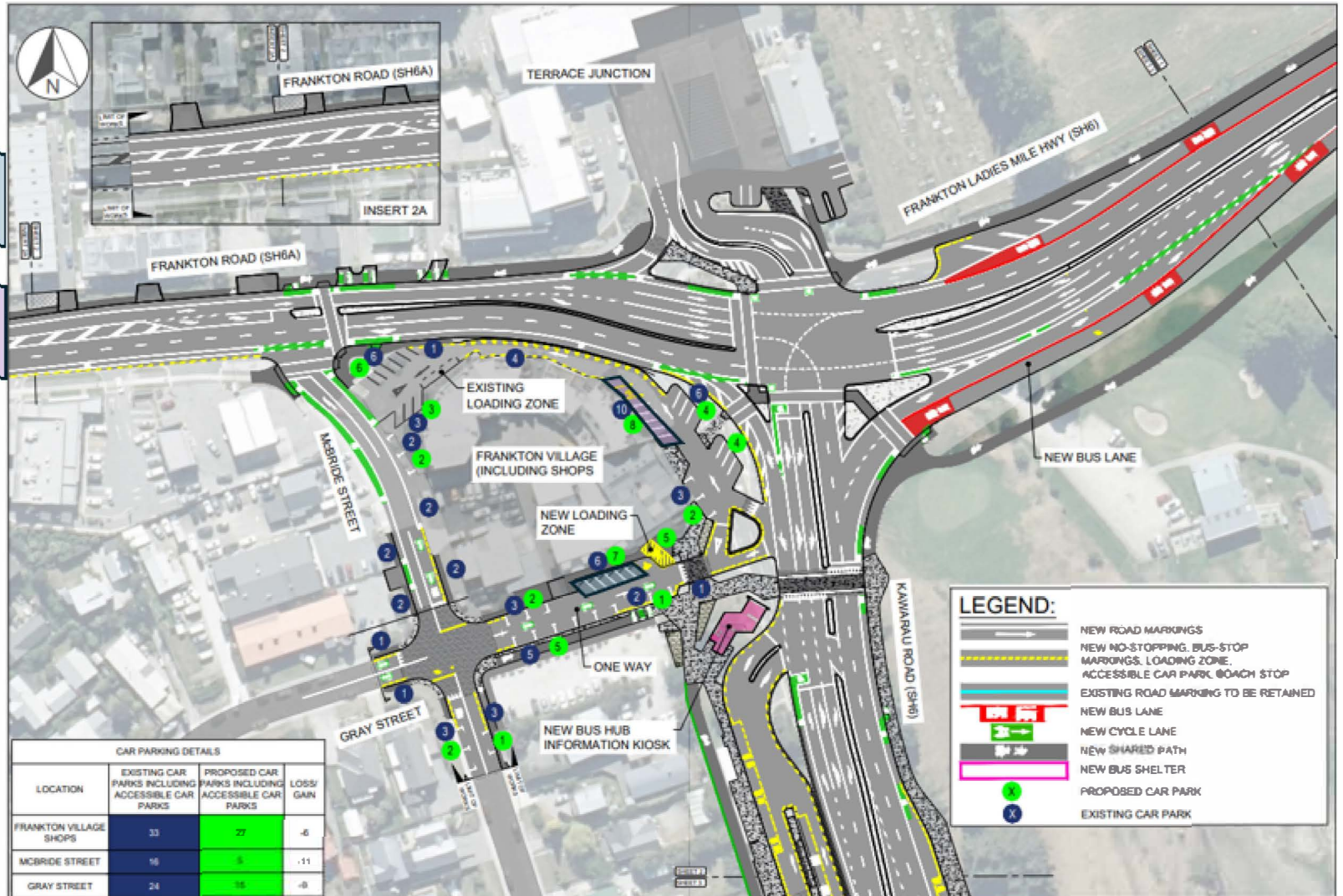
**FOR INFORMATION**

## Attachment C: Option 3

### Parking Time Limit Legend

New P30

New P60



## Attachment D: Option 4

### Parking Time Limit Legend

New P10 or P60

New P60

