

### **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 (local roads) and NZTA Waka Kotahi (State Highways) 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 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 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 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.

### **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 constraints 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 car parks will be removed.