

**Queenstown Lakes District Council  
Speed Limits Bylaw Amendment 2015  
Minutes of the Hearings Panel**

Minutes of the hearing of submissions to the Speed Limits Bylaw Amendment 2015 held on Thursday 19 March 2015 in Council Chambers, 10 Gorge Road, Queenstown commencing at 9.30am.

**Present**

Councillors Aoake, Cocks and Ferguson.

**In Attendance**

Mr Andrew Edgar (Senior Engineer, Infrastructure), Shelley Dawson (Senior Governance Advisor) and 6 members of the public (2 via videoconference from Wanaka).

**On the motion of Councillors Ferguson and Aoake it was resolved  
that Councillor Cocks chair the hearing.**

The Chair explained that the panel had been appointed by Council to hear submissions, deliberate and make recommendations back to Council. It was explained that two speakers would be joining the hearing via videoconference from Wanaka.

*The first speaker on the schedule was not present so the panel agreed to hear Michelle Rudd first.*

Michelle Rudd (speaking on behalf of Will Hodgson)

Ms Rudd commented that her husband Mr Hodgson agreed with the suggestion of a 60km/hour speed limit on Hansen Road North. She noted the reasons stated were that the road was narrow and unsealed with no safe alternative for pedestrians except to walk on the road. Ms Rudd commented that Mr Hodgson asked for Council to form the road to its full legal width and remove the plantings in the road reserve. She noted that this would make the road safer especially as it was being used as part of the cycleway network. Ms Rudd reiterated that visibility needed to be improved along the road as the plantings were right up to and on the road meaning driveways were not visible. Ms Rudd handed out photos to the panel showing Hansen Road and the plantings that were on the road. She noted that the driveways were not visible and added that the vegetation should be set back from the road or removed.

Ms Rudd commented that Mr Hodgson suggested 70km/hour would be more appropriate on Tucker Beach Road as it was a good road. She added that the biggest safety issue for Tucker Beach Road was the entry onto the State Highway noting an underpass could help.

The Chair thanked Ms Rudd for the photos and noted that the panel would make a site visit onto Tucker Beach Road and Hansen Road. He questioned Mr Edgar if

Council could remove vegetation and Mr Edgar commented it could if it was on road reserve.

*The Chair welcomed the two Wanaka submitters joining via videoconference and explained the hearing process to them.*

Dean Sheppard – Mt Aspiring College Board (from Wanaka)

Mr Sheppard noted that he spoke for the school and the Board and they fully supported the idea of a 40km/hour school speed limit. He commented that this was also an opportunity to enhance student safety by considering a pedestrian crossing outside the school. Mr Sheppard noted that while there was an island in the middle of the road it was not obvious to motorists that children were crossing.

Mr Edgar commented that pedestrian crossings outside schools were useful during school hours but research had shown they could be dangerous outside of school hours as drivers were not expecting users at those times. The chair commented however that a pedestrian crossing could be investigated.

Chris Walsh (from Wanaka)

Mr Walsh talked to the speed limit change proposed for Aubrey Road near the roundabout at Gunn Road. He noted that the proposed reduced speed of 50km/hour was appropriate. Mr Walsh added that 120m from the roundabout was the busy intersection with Rockhaven and proposed the 50km/hour sign be placed 100m before the Rockhaven intersection. He noted there was a school bus stop on the corner of the Rockhaven and Aubrey Road intersection and he had concerns for the children's safety as it was a very busy intersection. Mr Walsh commented that a reduced speed limit coming into the intersection would help reduce the danger.

The Chair asked questions clarifying the location of the bus stop on both sides of the road. The Chair also advised Mr Walsh that improving that bus stop was on the Wanaka Community Board workplan. Mr Walsh reiterated that a reduction in the speed limit to 50km/hour before the intersection would reduce speeds around the intersection and make it safer.

Jeff Staniland

Mr Staniland talked to the proposed reduction to 80km/hour along the Arrowtown-Lake Hayes Road. He commented that the road had a lot more traffic with a mix of users from locals driving at 100km/hour to tourists often driving slower and a reduction in speed could ameliorate issues. Mr Staniland noted there was now a lot more cyclists on that road that inevitably slowed on the hill and he added there was not much room to pass on McIntyre's Hill. He also commented that getting into or out of a driveway on the road was difficult with cars following at speed making it dangerous. Mr Staniland noted that he had timed driving the road at 80 km/hour and at 100km/hour and there was very little difference between the two.

The Chair asked if Mr Staniland had any comment on the proposed changes to Centennial Avenue/McDonnell Road. Mr Staniland commented that the multiple speed zones were confusing and there should be more consistency.

### Graeme Rice (NZTA)

Mr Rice introduced himself and gave a background of his role and experience in the road safety space. He complimented Mr Edgar and Council officers for the balanced and comprehensive documents produced around the proposed changes. Mr Rice noted that he had spent time driving over the areas where changes had been proposed and commented that his submission contained an appendix discussing all of the proposed changes.

Mr Rice commented that the QLDC proposal looked proactively at the nature of the roading network and the demands on it. He explained QLDC's results on the community risk register noting that the region featured high in crashes/accidents due to excess speed, involvement of alcohol or drugs, and incidents on rural roads. Mr Rice commented that this suggested a significant swing in the safety culture was needed on QLDC roads and reductions in speed limits were a part of that. Mr Rice noted that he had no reason to disagree with the recommendations and reasons produced by QLDC staff. He then ran through the proposed changes noting that he agreed with them.

### Murray Doyle

Mr Doyle talked to the proposed changes to Arrowtown-Lake Hayes Road noting that over the time he had lived there the vegetation had grown a lot and the sightlines had been reduced. He commented that there were more houses in the area which increased traffic. Mr Doyle noted that in the holiday season there was a mix of cautious drivers, nervous drivers and local drivers which often meant people were overtaking on a short section of road. He added that Arrowtown was now a cyclist destination. As the road did not have verges, passing a cyclist often meant crossing the centre line. Mr Doyle commented that a limit of 80km/hour would contribute to safety and make all users comfortable on the road.

The Chair asked Mr Doyle if he felt a warning sign about cyclists would be useful. Mr Doyle commented that a sign that said you were entering an intense tourist or biker zone might be useful. He reiterated that he felt the reduction of sightlines was an issue. The Chair commented that members of the public should put in a Request for Service for something like vegetation reducing sightlines. Mr Edgar confirmed that if there was a safety issue Council did have powers to remove vegetation on private property.

There was a discussion with Mr Rice about funding from NZTA for cycleways and other methods of making the road network safe for cyclists. Mr Doyle commented that a safe cycleway linking Millbrook and Arrowtown would be useful.

*The Chair thanked the submitters for their contribution and the Panel moved into deliberations at 10.43am.*

The panel considered each proposed speed limit change:

### Kinloch

Mr Edgar commented that the reduction to 30km/hour was proposed for a set period through the township. He noted that the limit gave the message to walkers that there

were vehicles in the area. There was a discussion whether Council could amend the time period without using special consultative procedure to amend the bylaw.

**The panel supported the recommendation for the speed limit change on Kinloch Road, from Gorge Creek bridge to 540m south of Gorge Creek bridge, from the Open Road speed limit to 30km/hour speed limit for the period from 20 December to 10 February. The panel requested legal advice whether Council could alter the time period without using the special consultative procedure.**

#### School Zones

There was a discussion on school zones and Mr Rice commented that NZTA supported the introduction of these zones nationally but was not forcing local authorities to implement them. Mr Edgar advised that another tool was to use advisory speed signs as an interim measure to get a steer about how the community feels about a reduced limit around schools in areas in the district.

#### Plantation Road

The Chair commented that an advisory speed sign was currently in place and the reduced speed limit was supported by the majority of submissions.

**The Panel supported the recommendation for the speed limit change on Plantation Road, from Kings Drive to Totara Terrace past Mt Aspiring College, from 50km/hour to a 40km/hour school zone (to replace flashing children crossing signs).**

There was a discussion on pedestrian crossings and it was questioned if there could be a controlled crossing outside the school that wasn't a pedestrian crossing. The Chair commented that a lot of the time the school buses were parked outside the school so the traffic should only be travelling at 20km/hour. It was suggested that a raised courtesy crossing similar to those on the Wanaka lakefront could be useful. The panel agreed that Mr Edgar should investigate a safe crossing system outside of Mr Aspiring College.

#### Aubrey Road

The panel discussed the implications of placing the 50km/hour sign further up the road as suggested by Mr Walsh and Mr Edgar suggested the reduced speed limit start at the current location of the warning sign. This would be a compromise to the suggestions from Mr Walsh. The panel noted that the location of the bus stop was being investigated separately by the Wanaka Community Board.

**The Panel amended the proposed recommendation for the speed limit change on Aubrey Road, to between 200m northwest and 100m south of the roundabout at Gunn Road, from 70km/hour to 50km/hour.**

#### Frankton Marina Local Purpose Reserve

Mr Edgar noted that this was a 50km/hour zone but it had been marked as a temporary 20km/hour at the request of the Police. He commented that it was a mixed use zone with a lot of pedestrians and cyclists. It was suggested that a sign could be put up advising that the speed limit applied to cyclists as well as vehicles.

**The Panel supported the recommendation for the speed limit change on the Frankton Marina Local Purpose Reserve, applying to the whole reserve area, from 50km/hour to 20km/hour.**

Correction to Cardrona Valley Road, Wanaka

**The Panel supported the recommendation to correct the speed limit bylaw for Cardrona Valley Road, Wanaka from 70km/hour to 50km/hour.**

Whitechapel Road

**The Panel supported the recommendation for the speed limit change on Whitechapel Road, along its full length, from 80km/hour to 50km/hour.**

Shotover Country Development

Mr Edgar advised that the development has been signposted as 50km/hour but it had not been noted on QLDC maps hence the proposed correction. The panel was advised that it could state that the 50km/hour zone starts at the State Highway which would incorporate further development and the roundabout.

**The Panel supported the recommendation to correct the speed limit bylaw over Shotover Country, Wakatipu Basin from the Open Road speed limit to a 50 km/hour urban traffic area.**

Arrowtown School Roads

Mr Edgar advised that this amendment was extending the Arrowtown school zone into a loop around the school that would only apply during school time. It was noted that more signs would be needed if the bylaw amendments were adopted and Mr Edgar commented that there was budget within minor improvements.

**The Panel supported the recommendation for the speed limit change on Hood Crescent, Adamson Drive, Centennial Avenue, Cotter Avenue and all minor cul-de-sacs off these roads, noting the existing school zone on Centennial Avenue, from 50km/hour plus the existing school zone to a 40km/hour school zone.**

*The hearing adjourned at 11.10am for a site visit to the remaining sites of proposed speed limit changes.*

*The hearing reconvened at 1.10pm.*

Arrowtown –Lake Hayes Road and Butel Road

**The Panel supported the recommendation for the speed limit change on Arrowtown- Lake Hayes Road and Butel Road, between Speargrass Flat Road and Malaghans Road plus the full length of Butel Road, from the open road speed limit to 80km/hour.**

Speargrass Flat Road

The Chair noted that construction of a school had been given consent off the road before where the recommended start point was. The panel was advised that this could be readdressed when the school was in place.

The Panel supported the recommendation for the speed limit change on Speargrass Flat Road, between Arrowtown-Lake Hayes Road and Slopehill Road (east), from 80km/hour to 70km/hour.

Centennial Avenue/McDonnell Road

The panel suggested that further discussion be had with the Arrowtown Golf Club about safe crossing points and how to manage these.

The Panel supported the recommendation for the speed limit change on Centennial Avenue/McDonnell Road, between State Highway 6 and the Arrowtown urban traffic area, from the open road speed limit to 80km/hour.

Tucker Beach

The Chair commented that the panel had driven Tucker Beach Road and Hansen Road (north) and felt that 60km/hour in parts was too fast and in parts was too slow. This was based on the number of houses, the width and construction of the road and sightlines. The panel decided there needed to be step changes between the 100, 70 and 50km/hour speed limits. The panel recommended amending the proposed speed limit change for Tucker Beach Road and Hansen Road (north) as follows:

The panel recommended the speed limit change on Tucker Beach Road, Jims Way and Shotover Delta Road, between State Highway 6 and 200m east of Hansen Road (north), including the full length of Jims Way and Shotover Delta Road, from 80km/hour to 70km/hour.

The panel recommended the speed limit change on Tucker Beach Road and Hansen Road (north), from 200m east of Hansen Road (north) to the Tuckers Beach reserve including Hansen Road (north), from 80km/hour to 50km/hour.

The panel agreed with the proposed speed limit corrections as follows:

<b>Location</b>	<b>Association</b>	<b>Length</b>	<b>Currently</b>	<b>Change</b>
<b>Pringles Creek Rd, Cardrona</b>	Off Cardrona Valley Road (70 km/h)	365m	Open road speed limit	70 km/h
<b>Curtis Road, Cardrona</b>	Pringles Creek Rd (above)	86m	Open road speed limit	70 km/h
<b>Threepwood Drive, Wakatipu Basin</b>	Slopehill Road (east) (80 km/h)	1200m	Open road speed limit	80 km/h
<b>Jane Williams Place, Wakatipu Basin</b>	Threepwood Drive (above)	434m	Open road speed limit	80 km/h
<b>Watties Track, Arthurs Point</b>	Gorge Road (70 km/h)	545m	Open road speed limit	70 km/h

<b>Location</b>	<b>Association</b>	<b>Length</b>	<b>Currently</b>	<b>Change</b>
<b>Moonlight Track, Arthurs Point</b>	Arthurs Point urban traffic area (50 km/h)	1050m	Open road speed limit	50 km/h
<b>Oxenbridge Tunnel Road, Arthurs Point</b>	Gorge Road (70 km/h)	554m	Open road speed limit	70 km/h
<b>Shotover Country, Wakatipu Basin</b>	Stalker Road signed 50 km/h before the development.	Over development area	Open road speed limit	50 km/h urban traffic area
<b>Cardrona Valley Road, Wanaka</b>	50 m from West Meadows Drive (50/70 km/h change)	40m (Move to 90m from West Meadows Drive)	70 km/h	50 km/h

*The panel finished deliberations and closed the meeting at 1.25pm.*