

Full Council

27 August 2026

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

Department: Property & Infrastructure

Title | Taitara: 2026 Speed Management Plan Approval

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to present Queenstown Lakes District Council (QLDC) with the results of the Queenstown Lakes District 2026 Speed Management Plan (SMP) public consultation; and to seek approval of the finalised 2026 Speed Management Plan.

Executive Summary | Whakarāpopototaka Matua

Following Council approval to consult on the draft Queenstown Lakes 2026 Speed Management Plan (SMP), public consultation was undertaken and significant community interest was generated with 318 submissions received covering 749 individual road sections or speed areas.

This feedback has been analysed alongside technical assessments, road safety considerations, and the requirements specified for setting speed limits under the Land Transport Rule: Setting of Speed Limits 2024, resulting in the final recommended speed limits.

The final 2026 SMP recommends 76 speed limit changes across the district, with three amended in response to consultation and further technical review. These recommendations prioritise improving safety for all road users, particularly in school zones, town centres, new urban growth areas, active transport routes, and locations with high levels of community concern, while balancing local feedback, road function and network efficiency.

This report seeks Council approval of the final 2026 SMP which will enable it to be submitted to the Director of Land Transport for approval and subsequent inclusion in the National Speed Limit Register, following which implementation of new speed limit signage can commence. The recommended SMP delivers an evidence-based approach to reducing road safety risk in a financially constrained environment and is a key Treatment Plan for Corporate Risk 200066 (death and serious injury on local road network). It responds to community feedback, ensures speed limits are legally enforceable and consistent with the surrounding road environment, and supports safer outcomes for all road users across the district.

Several contentious proposed speed limit changes were discussed at the July 28 Council Workshop. Options for these were outlined, with further investigation into each one undertaken following the Workshop. The final recommendations for these areas are discussed in this report.

Recommendation | Kā Tūtohuka

That the Council:

1. **Note** the contents of this report; and
2. **Approve** the Queenstown Lakes District 2026 Speed Management Plan with the recommended speed limits, as outlined in the below table:

No.	Speed Area Name	Road names or section details	Current Speed Limit	Recommended Speed Limit
New Roads and Urban Development Areas				
1	Bullendale	Battery Rise Bullendale Drive Ocallaghan Street	100 km/h	40 km/h
2	Bullenrise Speed Area 2025	Bullendale Drive Development - Bullendale Sluice Terrace Tailrace Rise	100 km/h	40 km/h
3	Coneburn Industrial 2025 Speed Area	Development - Coneburn	100 km/h	40 km/h
4	Frankton Urban Growth 2025 Speed Area	Development – Frankton Urban Growth	100 km/h	40 km/h
5	Hanley Farm Speed Area 2025	Dunnock Street Flax Street Forage Road Foxtail Road Howden Drive Marsh Street Perendale Road Reedland Street Rushland Road Shallow Close Shelduck Road Shoveler Road Songbird Lane Waterfowl Road Woolshed Road	100 km/h	40 km/h
6	Hansen Road	Hansen Road	80 km/h	40 km/h
7	Hikuwai Speed Area 2025	Granite Terrace Moonstone Street Onyx Street Pounamu Avenue Rua Street Tourmaline Drive	100 km/h	40 km/h
8	Home Hill Drive	Home Hill Drive	100 km/h	40 km/h
9	Homestead Bay Speed Area	Development – Homestead Bay	100 km/h	40 km/h
10	Kawarau Heights 2025	Carrick Lane Douglasvale Rise Kawarau Heights Boulevard	40 km/h	30 km/h
11	Kingston Speed Area	Development - Kingston	100 km/h	40 km/h
12	Ladies Mile Speed Area	Development – Ladies Mile	100 km/h	40 km/h

No.	Speed Area Name	Road names or section details	Current Speed Limit	Recommended Speed Limit
13	Ladies Mile West Speed Area	Development – Ladies Mile West	100 km/h	40 km/h
14	Lake Hayes Estate 2025	Kahiwi Drive Stalker Road	100 km/h	40 km/h
15	Lake Mckay Station Speed Area 2025 (Luggate)	Atkins / Lake McKay Roundabout Atkins Road Harliwich Rise Lake McKay Drive Mount Grand Rise Pukio Court	100 km/h	40 km/h
16	Park Ridge Speed Area 2025	Blackbird Road Goldfinch Drive Grain Close Hinaki Drive Howden Drive Howden St / Raupo St Rab Kauru Place Kernel Loop Kākāriki Loop Little Owl Loop Mōkī Street Puakaito Street Raupō Street Tuna Crescent	100 km/h	40 km/h
17	Patiki Loop	John Macs Way Patiki Loop Tangata Whai Place	100 km/h	40 km/h
18	Peninsula Hill Speed Area	Development – Peninsula Hill	100 km/h	40 km/h
19	Roses Saddle	Roses Saddle Rise Saint Just Place	100 km/h	40 km/h
20	Shotover Bus Stop	Shotover Delta Road Bus Stop	100 km/h	40 km/h
21	Victoria Flats Speed Area 2025	Victoria Flat Development Area Victoria Flats Road	100 km/h	60 km/h from SH6 to 1.13km south of SH6 50 km/h from 1.13km south of SH6 to the end of the road
22	Woolshed Creek Speed Area 2025	Ah Bow Lane Angus Rise Angus Road Dip Road Llyod Dev Placeholder Metzger Road Rowe Drive Simmental Road Shed Road	100 km/h	40 km/h
School Zones				
23	Hāwea Flat School	Kane Road	100 km/h with 60 km/h variable speed limit	60 km/h with 30 km/h variable speed limit
24	Wakatipu High School	Hawthorne Drive (Speed Area 2025)	50 km/h	40 km/h

No.	Speed Area Name	Road names or section details	Current Speed Limit	Recommended Speed Limit
25	Wakatipu High School	Hawthorne Drive Red Oaks Drive	50 km/h	40 km/h with 30 km/h variable speed limit
Queenstown Town Centre 10 km/h streets				
26	Lakeview 2025 Speed Area	Hales Rise Isle Street (from Hay Street to Thompson Street) Waldeman Way	40 km/h	10 km/h
27	Lower Brecon Duke 2025 Speed Area	Lower Brecon Street Duke Street	40 km/h	10 km/h
28	Queenstown CBD Speed Area	Beach Street Cow Lane Marine Parade Rees Street The Mall (Lower Ballarat St)	40 km/h	10 km/h
29	Queenstown Gardens		40 km/h	10 km/h
Queenstown Town Centre 30 km/h Streets				
30	Brecon 2025 Speed Area	Brecon Street Cemetery Road Hay Street Isle Street	40 km/h	30 km/h
31	Park St 2025 Speed Area	Park Street Adelaide Street Suburb Street The Terrace Veint Crescent	40 km/h	30 km/h
Gorge Road CBD adjacent section for Speed Limit Reduction				
32	Gorge Road		80 km/h	60 km/h
Speed Limit Changes along Glenorchy-Queenstown Road				
33	Glenorchy – Queenstown Road	Sunshine Bay to Wilsons Bay	100 km/h	80 km/h
34	Glenorchy – Queenstown Road	Wilsons Bay to Bobs Cove (<i>Wilsons Bay – DOC CP</i>)	100 km/h	80 km/h
35	Glenorchy – Queenstown Road	Bobs Cove to Glenorchy (<i>Wyuna Station</i>)	100 km/h	80 km/h
36	Glenorchy – Queenstown Road	One Mile to Sunshine Bay (<i>Settlement</i>)	100 km/h	60 km/h
37	Glenorchy – Queenstown Road	Wilsons Bay Reserve (<i>Settlement</i>)	80 and 100 km/h	60 km/h
38	Glenorchy – Queenstown Road	Bobs Cove (<i>Settlement</i>)	100 km/h	60 km/h
39	Glenorchy – Queenstown Road	Wyuna Station to Glenorchy	100 km/h	60 km/h
40	Glenorchy – Queenstown Road	Glenorchy urban area (final approach to existing township 40 km/h speed zone) (<i>GY – QT Oban 2025</i>) 80m south of Richardson Street to 270m south of Richardson Street	100 km/h	40 km/h
Additional Queenstown and Whakatipu roads for speed limit changes				
41	Arrow Lane		40 km/h	10 km/h
42	Arrow River Reserve		40 km/h	10 km/h
43	Closeburn Road		100 km/h	80 km/h

No.	Speed Area Name	Road names or section details	Current Speed Limit	Recommended Speed Limit
44	Coronet Peak Road	<i>Arthurs Point Road to 2.65km Northeast of Skippers Road</i>	70 km/h with 50 km/h during winter period	60 km/h
45	Coronet Peak Road	<i>Top section - 2.65km Northeast of Skippers Road to end</i>	70 km/h with 50 km/h during winter period	50 km/h
46	Glenorchy Township	Glenorchy-Paradise Road	100 km/h	80 km/h
47	Glenorchy Township	Mull St (East)	80 km/h	40 km/h
48	Kinloch	Kinloch Road Greenstone Station Road Jura Street	100 km/h with 30 km/h seasonal speed during summer period	40 km/h
49	Malaghans Road Speed Area	Alan Reids Road Coronet Peak Station Road Coronet View Road Dalefield Road (intersection only) Dennison Way Malaghans Road	100 km/h	80 km/h
50	Malaghans-Coronet Peak Road Intersection	<i>Malaghans Road / Coronet Peak Road intersection to approx. 100m northwest of intersection</i>	70 km/h	50 km/h
51	Moke Lake	Moke Lake 1 Speed Area: Corsican Drive Moke Lake Road (GY-QT Rd to cattlestop)	100 km/h	80 km/h
52	Moke Lake	Moke Lake 2 Speed Area: Moke Lake Road (from cattlestop to end of road)	100 km/h	60 km/h
53	Morven Ferry Speed Zone	Arrow Junction Road Morven Ferry Road	80 km/h	60 km/h
54	Murchison Road		20 km/h	40 km/h
55	Prosperity Avenue		100 km/h	30km/h
56	Tucker Beach Speed Area	Tucker Beach Road Jims Way	70 km/h	50 km/h
57	Woolshed Road		60 km/h	40 km/h
Upper Clutha roads for speed limit changes				
58	Albert Town Recreation Reserve		100 km/h	20 km/h
59	Cardrona Ski Entry – Cardrona Valley Road	<i>205m south of Cardrona Skifield Road to 138m north of Cardrona Skifield Road</i>	80 km/h	80 km/h Permanent 60 km/h Variable
60	Cardrona Valley Road South		50 km/h	60 km/h
61	Cemetery Road	<i>Domain Road to 423m west of Muir Road</i>	80 km/h	50 km/h
62	Cemetery Road - Muir Road intersection, Hāwea	<i>423m west of Muir Road to 125m east of Muir Road</i>	80 km/h	70 km/h
63	Church Road	<i>From SH6 intersection to approx. 165m NE</i>	100 km/h	50 km/h
64	Church Road	<i>165m NE of SH6 to 115m SW of Shortcut Road</i>	100 km/h	70 km/h
65	Domain Road, Hāwea	<i>40m South of RAB to 58m South of Timsfield Road</i>	40 km/h	50 km/h
66	Domain Road, Hāwea	<i>58m South of Timsfield Road to 35m South of Cemetery Road</i>	100 km/h	50 km/h

No.	Speed Area Name	Road names or section details	Current Speed Limit	Recommended Speed Limit
67	Glendhu Bay 2025 Speed Area	Wānaka Mount Aspiring Road	100 km/h with 50 km/h seasonal speed during summertime	60 km/h
68	Golf Course Road intersection	<i>Intersection from Cardrona Valley Road to 278m northeast of Cardrona Valley Road</i>	70 km/h	40 km/h
69	Golf Course Road intersection	<i>Intersection from Ballantyne Road to 119m southwest of Ballantyne Road</i>	70 km/h	40 km/h
70	Hāwea Boat Ramp		100 km/h	20 km/h
71	Makarora South Speed Area	Kaka Street Kea Street Kiwi Street Weka Street	100 km/h	40 km/h
72	Ruby Island Road		100 km/h	60 km/h
73	Wānaka Shared Zones	Kereru Crescent	20 km/h	10 km/h
74	Wānaka Shared Zones	Tuke Lane	40 km/h	10 km/h
75	Windmill Corner	Hāwea Back Road Hāwea Back Triangle Road Kane Road McLennan Road McLennan Triangle Road St Ninians Way	100 km/h	60 km/h
76	Gladstone Road intersection	Gladstone Road Camp Hill Road Kane Road	100 km/h	60 km/h

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Context | Horopaki

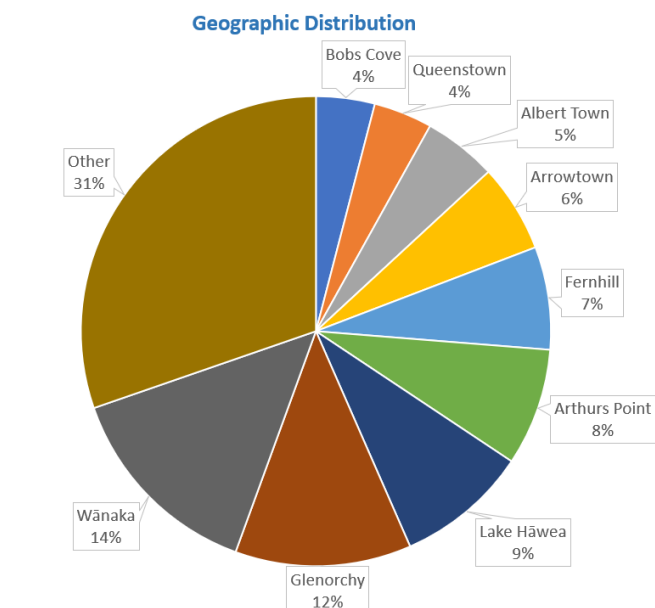
1. On 19 March 2026, Council was presented with the proposed 2026 Speed Management Plan (SMP). This reported detailed why effective speed management in the district is required, the requirements under the Ministry of Transport's **Land Transport Rule: Setting of Speed Limits 2024** (the Rule), and the inputs shaping the proposed 2026 SMP. Council approved the proposed 2026 SMP release for public feedback.
2. Public consultation was subsequently held on the proposed 2026 SMP for a little over 6 weeks from Tuesday 24 March to Sunday 10 May 2026.
3. Submissions on the proposed SMP have been analysed and this report outlines that process and presents the final 2026 Speed Management Plan for Council adoption.
4. If adopted, the 2026 SMP will be submitted to the New Zealand Transport Agency (NZTA) Director of Land Transport for approval. Once approved by the Director, new speeds will be input into the National Speed Limit Register (NSLR) which legalises the speeds. Following this, new speed limits will be progressively implemented, alongside education and awareness initiatives to inform the community of the changes.
5. The Queenstown Lakes 2026 SMP proposes to change a number of speed limits across the district:
 - People's safety is the top priority, ensuring everyone can travel safely no matter what mode they travel by. As our district grows, there will be more people trying to get from 'A to B'. Our vision is that every single one of them can travel around the district safely and efficiently.
 - The proposed speed limit changes are guided by three principles:
 - Safe school zones,
 - Support consistent speeds,
 - Safe active road users.
 - Focuses on town centres, new developments, multi-use roads and areas of high community concern.
 - The proposed speed limit changes along Glenorchy-Queenstown Road are the key strategic safety changes in this SMP.
6. A number of existing speed limits within the district are currently not enforceable by the NZ Police because they have not yet been formalised through the statutory process required under the 2024 Rule. To be legally enforceable, these speed limits must be approved through the certified SMP and recorded in the NSLR (see point 4). Where speed limits have not been entered into the

NSLR and brought into force through the required legal process, Police enforcement is significantly constrained as the posted speed limit may not have a valid legal basis, and this can undermine driver compliance and road safety outcomes.

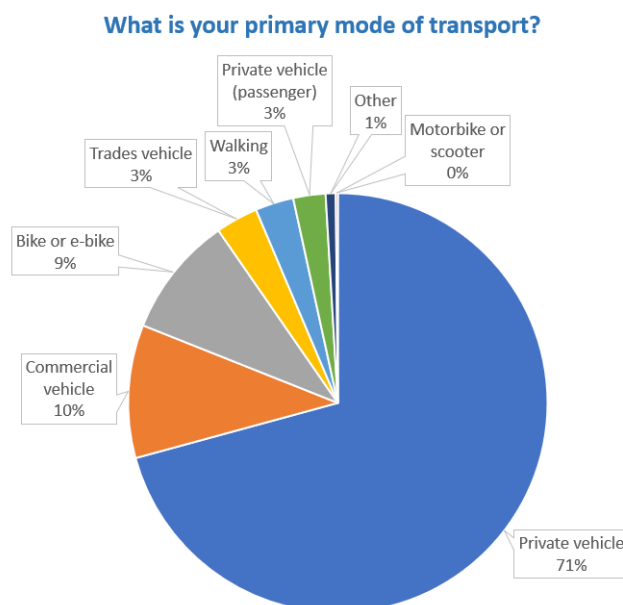
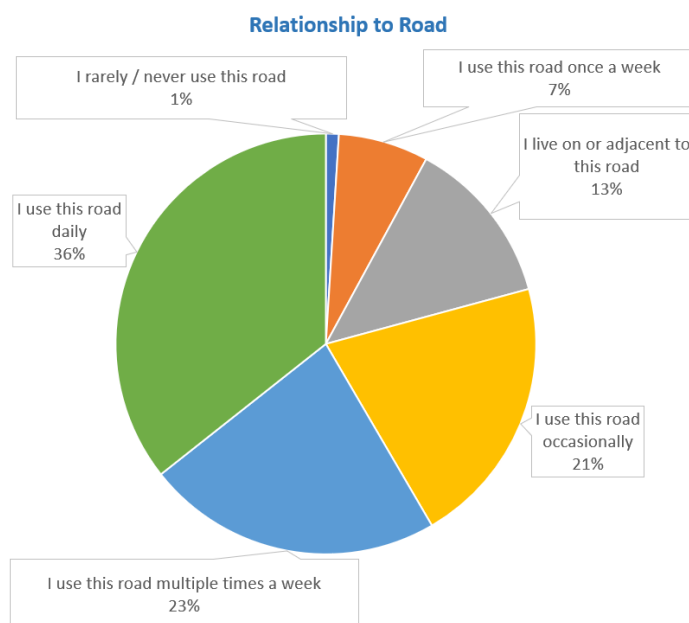
7. QLDC has committed to a funding agreement for the Transport Choices Project, C5 Active Travel Route, that includes implementation of associated speed management measures. Failure to formalise and legalise the required speed management changes could place QLDC at risk of non-compliance with the funding agreement, despite signage for the required speed limit changes already being installed. This creates potential legal, financial and reputational risks, and may comprise the project's ability to achieve the safety and mode-shift outcomes on which funding approval was based.

Feedback from Public Consultation

8. Speed limit changes for 76 sections of local roads or urban development areas across the Queenstown-Lakes District (53 in the Whakatipu area and 23 in the Upper Clutha area) were set out in the proposed SMP, and consultation allowed the community to provide targeted feedback on each of these proposed speed limits individually.
9. Consultation was promoted through a range of channels, and key stakeholders including Police, Fire and Emergency New Zealand (FENZ) and Community Associations were directly engaged with. More details on the consultation process can be found in Attachment B: QLDC Safer Speeds 2026 Engagement Report.
10. Consultation generated strong community interest across the district. **A total of 318 submissions on 749 individual road sections or speed areas were received**, reflecting genuine community engagement with the proposed speed management changes.
 - 247 people submitted via the online survey, generating 643 individual submissions on specific road sections or urban development areas.
 - 71 submissions were received directly via email with a further 106 individual submissions on specific road sections or areas.
11. Nearly one third of submissions from the online survey (31%) came from people who do not live in the district. Of people who live within the district, the greatest representation came from Wānaka with 14% of submissions, closely followed by 12% of submissions coming from people living in Glenorchy. Residents from Lake Hāwea were also responsive, with 9% of submissions from residents there. Taken together these submissions reflect the areas of highest public concern



12. Additional demographic questions on the online survey asked submitters to state how they predominately used the selected road, as well as their relationship to it. 13% of responses on individual road sections came from people who lived directly on the specified road, in comparison to the high number of responses which came from people using the road daily (35%), multiple times a week (23%), or occasionally (21%). In regard to how people predominately used each road, 71% of submissions came from people who mainly drove a private vehicle, the highest proportion of any mode. The next highest proportions were commercial vehicles (10%) and bike or e-bike (9%)



13. Several key themes emerged from the feedback received (for more detail see Attachment B: QLDC Safer Speeds 2026 Engagement Report):

Road user behaviour and experience:

- Main concerns include slow driving, unpredictable behaviour, poor skills, inattention, and unsafe overtaking.
- Many respondents prefer better driver education, enforcement, and more passing opportunities.
- Others believe lower speeds could reduce speed differences and provide more reaction time, improving safety.

Active mode users are more supportive:

- 91% of people on bikes/e-bike riders and 89% of walkers preferred lower speed limits.
- Horse riders also supported lower speeds on roads frequently used for horse riding.

Residents in comparison to commuter/through drivers:

- Residents living on or adjacent to roads showed the strongest support for lower speed limits (73%).
- Daily (56%) and weekly (57%) users were less supportive.

Perceived impacts on travel time:

- Tradespeople were the least supportive of lower speed limits, with 71% preferring current limits due to concerns about productivity and income.
- Commercial drivers (e.g. taxis and delivery vehicles) were more supportive, with 66% favouring reductions.

14. Through the consultation process we engaged with representatives from Police and FENZ to understand the risks and challenges they face whilst responding to calls out on the transport network. Both agencies highlighted that lower speeds reduce the impact and severity of crashes, with their key focus being around preventing crashes and minimising harm.

15. **Next SMP:** The consultation also asked submitters to suggest speed limits that should be considered for review in the next iteration of the SMP. This resulted in 127 pieces of feedback about speed on 45 local roads or areas not included in the 2026 SMP. Of these submissions, 51% sought speed decreases, and 75% of submissions were on roads in the Upper Clutha area. This list will be retained, and the suggested roads will be considered for review as part of the next SMP.

16. Under the 2024 Rule, changes to the proposed SMP can be made as an outcome of formal consultation, however additional roads are not permitted to be added into an SMP, hence the suggested road list from this consultation forming a starting basis for the next SMP.
17. A number of submissions received related to improvements on the roading network with requests for traffic calming, signage and passing lanes amongst the feedback. These requests have been passed on to the Customer Services team for logging as RFS's and have gone to the Roding Operations & Maintenance Team to be assessed for inclusion in the Minor Improvements programme. Additional commentary was raised around the importance of winter maintenance, and these have also been passed to the Roding Operations & Maintenance Team for review.
18. **State Highways:** Speed on state highways in the district was out of scope of this consultation as NZTA is responsible for setting safe and appropriate speeds on state highways. However, 56 submissions on state highway speeds were received, with 100% of these submissions requesting decreased speeds on sections of the state highway network. A letter outlining these areas of high public concern will be written and submitted to NZTA as a request to review state highway speed limits in the district.

Changes to the SMP following consultation

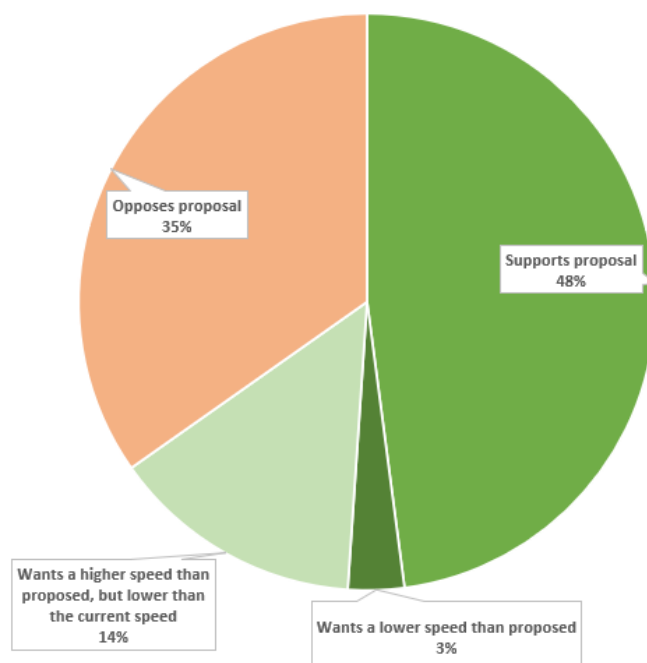
19. Five of the 76 sections of roads or areas in the 2026 SMP received no feedback:
- Cardrona Ski Entry
 - Hāwea Flat School
 - Home Hill Drive
 - Makarora South
 - Woolshed Road
20. All submissions received in consultation have been analysed and used to inform the final 2026 SMP. Submissions were analysed and categorised, to produce a report of recommended speed limits (see recommendation table at start of report, and Attachment A: SMP Recommendations Technical Note for detailed rationale). The analysis took into consideration:
- If the submissions favoured keeping, increasing or decreasing the current speed limit, including if the submission fundamentally agreed with the direction of the SMP however with an alternate speed limit favoured instead.
 - If the submission included any recommendations for infrastructure improvements, these were passed to the Roding Operations & Maintenance Team for review.

- If the commentary supplied in the submission against a particular road section or area aligned with the road section or area selected. Some submissions misunderstood the area proposed for a speed change, with other submitters doing this to leave feedback on a road not included in the SMP. Submissions were either reallocated to the correct road or area, marked as out of scope, used to inform the list of roads to consider for review in the next SMP, or compiled as feedback for submission to NZTA.
- If the submissions on each proposed speed change were from local communities, or from people commuting through. Higher weighting was given to those who lived along roads with proposed speed changes. Additional demographics on what mode of transport submitters were using, and their frequency of road use were also considered.
- If any recent changes or developments had occurred that could affect the final speed limit decisions.
- The Setting of Speed Limits 2024 Rule. This establishes the framework for road controlling authorities to set, register, and manage speed limits across New Zealand's roading network. Speed limit changes must comply with prescribed technical requirements, including permitted speed ranges by road classification, minimum road lengths, and signage standards, and are subject to oversight and direction by NZTA. Each recommended speed limit was cross referenced to the 2024 Rule to ensure compliance.
- Finally, as part of the rationale for decision making, technical evidence was considered alongside consultation feedback, resulting in the recommended speed limits. Technical evidence included assessment of criteria such as:
 - Road geometry
 - Road curves
 - Access points along the route including public access, recreation points and tourist attractions
 - Traffic conditions
 - Future or current developments
 - Crash history
 - Network consistency
 - Strategic safety importance
 - Travel time impact

- This process was completed for each proposed speed limit to ensure that all recommended speed limits are safe and appropriate and provide the best outcomes for each community.

21. A summary table and graph outlining the feedback against each individual road section or area and if it was for or against speed changes are included below. These show that overall, after considering both supportive and opposing feedback, the majority of respondents were in favour of the proposed changes. The graph below excludes comments that were considered out-of-scope or reflected a misunderstanding of proposal. Of the remaining feedback, 65% supported a speed limit lower than the current speed limit.

Analysis of Submissions	Number of submissions
Supports proposal	335
Wants a lower speed than proposed	22
Wants a higher speed than proposed, but lower than the current speed	99
Opposes proposal	243
Out-of-scope feedback / misunderstanding of proposal	50
Total submissions on individual proposed speeds	749



22. Since consultation, three proposed speed limits have revised recommended speed limits, and these are outlined in the table below:

No.	Speed Area Name	Streets included	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision
21	Victoria Flats Speed Area 2025	Victoria Flat Development Area Victoria Flats Road	100 km/h	60 km/h	60 km/h from SH 6 to 1.13km south of SH 6 50 km/h from 1.13km south of SH6 to the end of the road
45	Coronet Peak	Coronet Peak Road Top 2.65km Northeast of Skippers Road to end	70 km/h with 50 km/h during winter period	40 km/h	50 km/h
50	Malaghans-Coronet Peak Road Intersection	Malaghans Road / Coronet Peak Road intersection to approx. 77m northwest of intersection	70 km/h	50 km/h	50 km/h Malaghans Road / Coronet Peak Road intersection to approx. 100m northwest of intersection

23. For a complete list of the rationale for each of the recommended 76 road sections or areas speed limits, including why the above three roads have amended recommended speed limits, please see Attachment A: SMP Recommendations Technical Note.

24. Several roads of high public concern were discussed at the July 28 Council Workshop, and these are summarised in the below sections 23 to 29.

25. **Glenorchy-Queenstown Road** is included in the 2026 SMP with support from the NZ Police and FENZ, and the speed limit changes along it are the key strategic safety changes in this SMP. The below points outline the common themes seen in submissions against this road:

Consultation feedback on recommended 60 km/h sections:

- High levels of community support for reduced speed through the settlement sections.
- Residents living on or adjacent to the road generally supported lower speeds, commenting on safety for pedestrians, people on bikes, children, pets, and other vulnerable road users.

Consultation feedback on recommended 80 km/h sections:

- Journey impact time was the primary concern.
- Key safety issues are seen to be driver behaviour and road conditions (i.e. black ice / grit).
- Many requests for costly physical road improvements such as passing lanes and slow vehicle bays. These requests are valid, however do not necessarily remove the risk associated with higher impact speeds

- Some support based on roadside activity and road conditions.
- The Bobs Cove to Glenorchy section of the Glenorchy-Queenstown Road received the highest amount of feedback (68 submissions), with most respondents opposing the proposed 80 km/h speed limit, primarily citing travel time concerns and driver behaviour rather than speed.

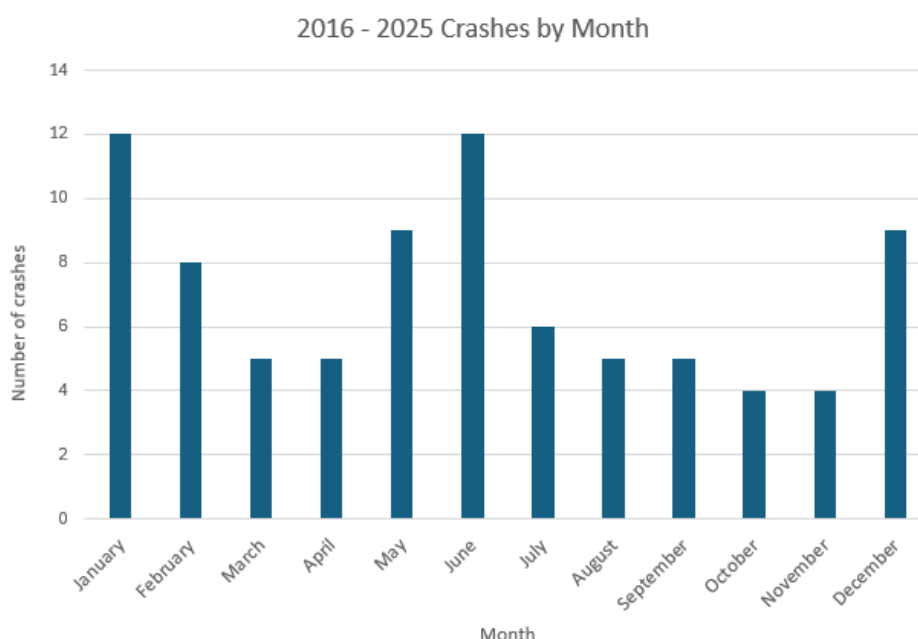
26. At the 28 July Council Workshop, there was no opposition to the recommended 60 km/h sections along Glenorchy – Queenstown Road, nor with the recommended 80 km/h sections from Sunshine Bay to Wilsons Bay, or Wilsons Bay to Bobs Cove. However, concern was raised about the recommended 80 km/h section from Bobs Cove to Wyuna Station with officers directed to investigate if that section could be split into two with an alternate speed limit considered for the section approaching Glenorchy.

27. Following the Council Workshop, further review of the Bobs Cove to Wyuna Station section was conducted. It was considered if part of this section could be changed to 90 km/h, namely from 300m north of the one-lane bridge at Twenty Five Mile Stream (a site visit determined that this location would be the most suitable for a potential speed change) through to Wyuna Station.

28. This additional review and analysis have determined that the recommended speed limit remains at 80 km/h for the full length of the Bobs Cove to Wyuna Station section, with rationale as below:

- The safety benefits gained by reducing the speed limit to 80 km/h are not gained at 90 km/h.
- Network consistency – no other roads in the district currently utilise a 90 km/h speed limit. In addition, higher speeds along some sections creates inconsistency across the network and may incorrectly suggest the road is suitable for higher speeds, encouraging travel speeds that are not supported by the road environment or geometry.
- School buses travel at 80 km/h between Glenorchy and Queenstown.
- Road geometry, curves, access points and traffic conditions naturally constrain vehicle speeds below the current posted limit of 100 km/h. The 85th percentile current operating speed of the Bobs Cove to Wyuna Station section is approximately 82 km/h.
- High speed differential can make travel more dangerous. Higher speeds can also make commutes less predictable by increasing the likelihood of sudden braking and other hazardous manoeuvres, increasing crash risk and severity, as well as increased sensitivity to weather and road conditions, traffic flow becoming less stable, and reaction times reducing.
- Multiple public access, recreation points and tourist attractions along this section of road.

- The estimated travel time impact is less than three minutes for the whole route from Glenorchy to Queenstown. For Bobs Cove to Wyuna Station specifically, the travel time difference for the 85th percentile speed is one and a half minutes, and for the 50th percentile speed, the difference is only one minute.
- Research consistently shows that residents are generally more supportive of lower speed limits than people who primarily travel through an area, and therefore the trend of more opposition to a lower speed for this section of road is not unexpected due to low numbers of residents along this section of the Glenorchy-Queenstown Road.
- The only benefit to 90 km/h is improved compliancy on straight sections.
- Crash history for the section of road from Bobs Cove to Wyuna Station was further examined. From 2016 to 2025 there were:
 - 7 serious crashes
 - 23 minor injury crashes
 - 52 non-injury crashes
 - Resulting in a total of 82 crashes, with a social cost of \$20.73 million and resulting in 7 people suffering serious injuries, and 38 people suffering minor injuries.
 - Of the drivers at fault, 53% were on a Full Driver's license, and 32% were on an Overseas driver license.
 - Crashes occur year-round, as show in the below graph with the peak summer and winter months recording the most crashes.



29. A letter endorsing the QLDC Speed Management Plan was received from Nic McQuillan, Assistant District Commander, Queenstown Lakes, on behalf of FENZ with Mr McQuillan representing all Fire Brigades within the QLDC boundary. A quote from Mr McQuillan is below:

"The lowering of the speed limit for the Queenstown-Glenorchy Road (60km/h in townships and 80km/h remaining road) will have zero negative impact on fire appliance response, the lowering of the speed limit will actually improve response times and first responder safety. The lower speed limits will reduce the consequence of any vehicle accident should one occur. FENZ sees no negatives in reducing the speed limits along Queenstown-Glenorchy Road."

30. **Malaghans Road** received mixed feedback with 42% of respondents supporting the proposed speed reduction or supporting speeds lower than the proposed speed. Residents along the road strongly supported a speed reduction. This road serves a range of users beyond through traffic, however opposition was primarily driven by through-route users as well as concerns about network efficiency.
31. **Cemetery Road and Domain Road in Hāwea** received overall feedback in support of lower speeds, although views differed on the extend of the reduction with some submitters preferring speed limits of 60 km/h rather than 50 km/h. Local residents strongly supported the lower speed limits stating that the changing land use and environment supported lower speeds. Opposition primarily related to perceptions of road function and driver behaviour.
32. Cemetery and Domain Roads were also discussed in detail at the 28 July Council Workshop with mixed views expressed around if the recommended speed limits were appropriate for the surrounding environment, and if the timing was right to implement these changes. Following the workshop, officers completed further investigations into these roads to determine if the recommended speeds were the most suitable. This additional analysis, including a site visit, has been completed with the recommended speed limits to remain as 50 km/h on Domain Road from the roundabout to Cemetery Road, as well as retaining the recommended 50 km/h speed limit on Cemetery Road up to the Muir Road intersection. Rationale for retaining these recommended speeds is as follows:
- For Domain Road, increasing the speed limit to 60 km/h is likely to increase the current operating speeds on the road. Retaining a 50 km/h speed limit better supports compliance, as most drivers are already exceeding the current 40 km/h limit.
 - For Cemetery Road, the majority of drivers travel below the existing 80 km/h speed limit (the current mean speed is 74.2 km/h). However, the surrounding development is predominantly residential and includes roadside activities. It is advised that the road should be upgraded to an urban standard, including kerb and channel, street lighting, street trees, and footpaths on both sides.
 - It was considered if a 60 km/h speed limit would be more appropriate for Cemetery Road, however 60 km/h would not align well with the future urban development of the corridor. It is anticipated that if implementing a 50 km/h speed limit, many drivers may travel at

speeds of around 55 km/h, and therefore implementing a 50 km/h speed limit could result in actual operating speeds that are closer to a safer range and more consistent with the road's expected future function.

- Strong community feedback was received for these roads, particularly from residents requesting lower speeds due to the number of pedestrians and people on bikes and increasing residential developments. There were also requests for better infrastructure such as footpaths and pedestrian crossing points.
- The current and future environment along these corridors, including the change from rural to urban, were considered with this development meaning a speed limit above 50 km/h is no longer appropriate. The rationale for this includes:
 - There are multiple T-intersections and accesses onto both Cemetery Road and Domain Road which introduce potential side impact crashes between vehicles.
 - There are multiple large residential subdivisions progressing (and some existing) on the north and south of Cemetery Road which will increase the pedestrian (and the number of people on bikes) activity levels along and across the road.
 - A new school is planned on Cemetery Road which will likely further increase the activity levels of vulnerable road users across and along Cemetery Road. Noting that there will likely be traffic calming required at the key crossing locations to align operating speeds with Safe System threshold speeds for vulnerable road users.

33. **Windmill Corner** received very strong support for a reduction in the speed limit. The proposed speed limits align with planned safety improvements, with opposition again focused on perceived impacts on travel efficiency.

34. In conclusion, vehicle speed is a critical factor influencing transport network safety outcomes. While crashes may occur due to a range of factors, speed has a significant effect on both crash risk and crash severity through its influence on stopping distances, impact forces and injury tolerances. Consequently, speed management remains one of the most effective measures for reducing deaths and serious injuries on our roads, particularly in a fiscally constrained environment, where opportunities for extensive infrastructure improvements are limited and lower-cost interventions are required to achieve network wide safety improvements.

Analysis and Advice | Tatāritaka me kā Tohutohu

35. This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.

36. Option 1: Do Nothing (status quo). Council does not approve the 2026 Speed Management Plan.

Advantages:

- No costs associated with implementing the SMP.

Disadvantages:

- Will not address speed limit changes that have been raised by the public as high priority concerns. Many communities have provided feedback in both this consultation and the previous 2023 consultation and if changes do not progress, this will lead to further frustration and reduce public engagement on this topic in the future.
- There are parts of the network that are currently not enforceable by the NZ Police at the posted speed limits, these need legalising.
- QLDC has committed to a funding agreement for the Transport Choices project (C5 Active Travel Route) which requires speed management, not meeting this could breach that agreement (required signage for this is implemented but not legalised).
- Not finalising the SMP now makes Council vulnerable to changing government direction and having to repeat the process.
- New vested roads will have different speed limits to adjoining roads, and shared speed zones will not have safe speed limits.
- Road safety risks remain high on roads with inappropriate speed limits.

37. Option 2: Approve the final 2026 Speed Management Plan and list of 76 recommended speed limit changes.

Advantages:

- Responds to ongoing community requests for speed limit changes, and addresses speed limit changes that have been raised by the public as high public concern.
- Demonstrates that public consultation has been completed and is considered in decision-making.
- Ensures consistent speed management zones.
- Ensures that all posted speed limits on the network are legal and enforceable.
- Is the most effective way to improve road safety in a financially constrained economy where budgets only allow for limited physical improvements to our network.

- Enhances safety for vulnerable road users including pedestrians, people on bikes and horses and school children.
- The recommended SMP delivers an evidence-based approach to reducing road safety risk and is a key Treatment Plan for Corporate Risk 200066 (death and serious injury on local road network).

Disadvantages:

- Cost of implementation of changing speed limits.
- Some motorists may not support the changes in speed limits through communities they commute through.
- Conflict may arise between those that live in the community requesting lower speed limits, and those that commute through.

38. Option 3: Partial approval of the final 2026 Speed Management Plan subject to Council amendment during deliberations.

Advantages:

- Enables Council to approve the majority of the Speed Management Plan while making targeted amendments to specific speed limits where elected members consider an alternative outcome is warranted.
- Allows implementation of most speed limit changes without requiring the entire Speed Management Plan to be reconsidered.

Disadvantages:

- May result in one or more speed limit decisions that depart from the evidence-based technical assessment and recommendations outlined in Attachment A, undermining the evidence base and safety rationale underpinning the 2026 Speed Management Plan.
- Risks creating inconsistencies in speed management across the network where amended speed limits do not align with surrounding road environment or function, reducing driver understanding and compliance.
- Reduces the strategic road safety benefits sought through the 2026 Speed Management Plan by retaining higher speeds in locations identified as presenting elevated risk.
- Could create expectations that future speed management decisions will be driven primarily by public opinion or local preference rather than a balanced assessment of safety, network function, and legislative requirements

- May make future reviews of speed limits more complex where amended decisions are not supported by the same technical rationale applied elsewhere in the network
- May delay implementation if amendments require further technical review to ensure compliance with the Land Transport Rule: Setting of Speed Limits 2024.

39. This report recommends **Option 2** for addressing the matter as the final 2026 Speed Management Plan represents an evidence-based approach to reducing road safety risk, aligns speed limits with the function and environment of the road network and will contribute to reducing deaths and serious injuries on the road network, improving safety outcomes for all road users.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi i kā Whakaaro Hiraka

40. This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy 2024 as it is consistent with existing policies and strategies such as Vision Beyond 2050, QLDC's Spatial Plan and New Zealand's Road Safety Objectives which outlines the national direction for road safety. There is also significant interest in the matter from communities of the district and how a change in speed limits will impact their personal travel times.
41. The persons who are affected by or interested in this matter are residents/ratepayers and visitors of the Queenstown Lakes district community, iwi partners, community and business associations, emergency services, schools, Department of Conservation, large tourism transport operators, passenger service vehicles, businesses, NZTA, Otago Regional Council, Automobile Association (AA).
42. The Council has previously consulted on Speed Management in October 2023. No changes were implemented due to a changing Speed Rule, however that feedback was used to inform the current 2026 SMP.
43. The Setting of Speed Rule 2024 outlines clear parameters for consultation (such as a period of 6 weeks, and cost-benefit disclosure statements being required for each proposed change), and these requirements were followed for consultation on the 2026 SMP.
44. Public consultation was held from Tuesday 24 March to Sunday 10 May 2026, and feedback from this has been used to finalise the 2026 SMP. Details of the submissions and how they have formed the recommendations are included in the above sections.
45. Through consultation, key stakeholders including Police, Fire and Emergency New Zealand (FENZ), Community Association and business groups were contacted and given the opportunity to provide feedback. Police and FENZ key focuses are on preventing crashes and minimising harm, and both agencies are broadly supportive of lower, consistent speeds and noted that communities tend to adapt to speed changes over time.

46. All schools in the district have been consulted with separately as part of the Alternative Method, which has since been approved by the Director with implementation of new signage underway.

Māori Consultation | Iwi Rūnaka

47. The Council has previously undertaken engagement with Rebecca Blyth, Kaikawe Mahere a Iwi, Te Ao Marama Inc and Kate Timms-Dean, General Manager Mana Taiao, Aukaha, who were supportive of the speed management process and the principles proposed, and indicated a particular interest in ensuring lower speed at maraes and urupā/cemeteries. It has been confirmed that there are no registered maraes in Queenstown Lakes District.
48. The Rūnaka have not indicated any further direct consultation is required

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

49. This matter relates to the Strategic/Political/Reputation risk category. It is associated with RISK10048 Health, safety or wellbeing incident affecting member of the public within the QLDC Risk Register. This risk has been assessed as having a moderate residual risk rating.
50. The approval of the recommended option will allow Council to implement additional controls for this risk. This will be achieved through approval and implementation of the 2026 SMP, with safe and appropriate speed limits set and legalised according to current legislative requirements. Whilst QLDC cannot prevent all crashes from occurring, speed management enables us to reduce the impact and severity of any crashes and increase the chance of survivability.
51. Speed Management has been added to the QLDC Risk Register as an Operational Risk (RISK200058). In addition, Death and Serious Injury on the local road network is a QLDC Tier 2 Risk (RISK200066), and Speed Management is a key Treatment Plan (PLAN000263). Further delays in Council considering this report, and misalignment with revised priorities or political agendas, following the 2026 General Election, relating to road speed management, will result in delays and rework in updating the QLDC Speed Management Plan. This may lead to posted speeds being inconsistent with the road environment and/or signage being unenforceable, increasing the risk of harm.

Financial Implications | Kā Riteka ā-Pūtea

52. All costs associated with the implementation of the final SMP is met within current budget forecasts.
53. The cost of not implementing the recommended speed limits in the SMP means Council may need to make significant future investment into the transport network to 'engineer up' to meet safety requirements for safe and appropriate speeds across the network.

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

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

- The Queenstown Lakes Spatial Plan;
- The Mode Shift Plan;
- Queenstown Integrated Transport Strategy;
- Vision Beyond 2050;
- QLDC's Long Term Plan 2024 – 2034;
- Queenstown Lakes Climate and Biodiversity Plan 2025-2028; and
- The QLDC Disability Policy.

55. The recommended option is consistent with the principles set out in the above.

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

- Implementation of the SMP is planned to come under the unsubsidised Network Planning budget.

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

57. The Land Transport Rule: Setting of Speed Limits 2024 Rule outlines the approach that all Road Controlling Authorities must take to address speed limits in their district. The approach for speed management in the Queenstown Lakes District outlined in this report and the recommended Option 2 complies with these requirements.

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

58. 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. This item will deliver on this purpose by acknowledging and utilising feedback from our communities on a key matter that impacts the well-being of communities on our transport network. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act.

59. The recommended option:

- Can be implemented through current funding under the Long Term Plan and Annual Plan;

- Is consistent with the Council's plans and policies; and
- Would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or transfer the ownership or control of a strategic asset to or from the Council.

Attachments | Kā Tāpirihaka

A	Speed Management Plan Recommendations Technical Notes
B	QLDC Safer Speeds 2026 Engagement Report