

Safer Speeds Queenstown Lakes

We're proposing a number of speed limit changes across the district.

The proposed changes reflect our vision, which is for everyone to travel around the district safely and efficiently.



Go to letstalk.qldc.govt.nz to make a submission
by XXXX on **XXXXXXXXXX**.

**GETTING AROUND
THIS DOCUMENT**

Our vision and priorities for safer communities	4
Proposed changes to speed limits	6
Why speed matters	9
Other road safety initiatives	14
How to have your say	15

People's safety is our number one priority



Everyone should get where they're going safely. Whether you're driving, walking, cycling or even scooting, speed limits are one important tool for keeping people safe.

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.

This vision is supported by three principles to guide the setting of safe and appropriate speeds in our district:

- > Safe school zones
- > Support consistent speeds
- > Safe active road users.

To achieve the vision and principles, we are asking for your feedback on proposals to change speed limits in the following focus areas:

- > New roads and development areas
- > Queenstown town centre street upgrades
- > Roads that are multi use
- > Locations of high public concern.

READ ON TO FIND OUT MORE ABOUT WHAT WE'RE PROPOSING AND WHY.

And if you'd like to get into more detail, head to letstalk.qldc.govt.nz/safer-speeds

What about previous consultation on speed limits?

We've had to be agile as government direction on how speed limits are set has changed.

In September 2024, the government introduced its Land Transport Rule: Setting of Speed Limits 2024 ('2024 Rule') superseding the 2022 Rule.

Consultation on a draft Speed Management Plan under the 2022 Rule was conducted in October 2023. Feedback was sought on the overall vision, the three guiding principles, proposed speed changes and the implementation timeline.

However, shortly after this consultation closed, the government directed all work on Speed Management Plans to halt, therefore our work was not carried through to implementation.

WHAT'S DIFFERENT ABOUT THE 2024 RULE?

- > Moves away from the 10-year long-term speed management approach
- > Reviews speed limit changes made after 1 January 2020
- > Mandates implementation of variable speed limits near schools instead of permanent speed limits
- > Introduces new road classifications and updated guidance for setting speed limits
- > Requires additional cost-benefit information for proposed changes during consultation.



Our vision and priorities for safer communities

VISION AND PRINCIPLES

Below we describe the proposed vision and principles for safer speeds and how we'll implement it through speed limits and other interventions.

VISION	Everyone can travel around the district safely and efficiently.		
PRINCIPLES	<p>1. SAFE SCHOOL ZONES</p> <p>Speed management around our kura / schools developed to make it safer for children to get to school and home again.</p>	<p>2. SUPPORT CONSISTENT SPEEDS</p> <p>Alignment with adjoining road networks, including state highways, to ensure consistency and a common road user experience. Considering mode shift, district demographics, population changes and variability in network patterns.</p>	<p>3. SAFE ACTIVE ROAD USERS</p> <p>Speed limits are reduced where changes will produce the greatest safety benefits, including where the highest concentrations of active road users are expected.</p>
HOW	<p>Speed limit changes focused on the journey to and from school, using variable speed limits (before and after school start and finish times) to keep children travelling to and from school safe.</p>	<p>Speed management interventions developed to treat population, demand and surrounding land-use activities to support alignment of speed limits and consistent user experience. Speed limits in new developments will be assessed to ensure consistency of our network.</p>	<p>Speed limits reduced in key areas of multi-modal use to ensure that travel speeds are safe for all road users. This includes our town centres, recreation spaces, urupā / cemeteries, and shared roads within designated areas.</p>
WHAT	<ul style="list-style-type: none"> > Speed limit changes around schools are being managed through the Alternative Method under the 2024 Rule and are therefore not included in this consultation. > Variable speed limits will be set within school travel periods to coincide with the start and finish time of each school day. > These variable speed limits will be the first speed changes to be implemented and will be in place by 1 July 2026. 	<ul style="list-style-type: none"> > New urban residential zones, such as Park Ridge and Ladies Mile subdivisions, are proposed to have a 40 km/h limit consistent with existing urban areas. > Urban fringe areas, such as sections of Domain Road and Cemetery Road in Lake Hāwea are proposed for 50km/h. > Rural settlements, including Wilson Bay, Bob's Cove, and similar areas, are proposed for a consistent 60 km/h limit to support local residents. 	<ul style="list-style-type: none"> > Queenstown town centre: A 10km/h limit is proposed for shared streets designed for lower traveling speeds to give equal priority to pedestrians, people on bikes, and vehicles. > Roads with new cycle infrastructure, including urban and rural connector roads designed for multimodal use. For example, Malaghans Road and Glenorchy- Queenstown Road both have a proposed speed limit of 80km/h. > Locations of high safety concern identified in previous consultations, such as Windmill Corner is proposed for 60 km/h.

Proposed changes to speed limits





We are proposing a number of speed changes across the district, aligning with the vision and strategic principles covered earlier in the document.

While some of the proposed changes have been summarised in the table on page 5, there's lots more detailed information available at letstalk.qldc.govt.nz/safer-speeds, including:

- > A full set of proposed changes included as [Appendix 1](#): Table of proposed speed limit changes in the district
- > An online map
- > Cost benefit disclosure statements, which is a requirement under the 2024 Rule for all proposed speed limit changes except those in new developments and schools. These statements are included as [Appendix 2](#).

WHEN WILL SPEEDS CHANGE?

The first step is to hear from the community. We will consider all feedback received on roads included in this proposal and use it to finalise our Speed Management Plan for adoption by the full Council. Feedback on speed limit changes for roads not included in this speed management plan will also be collected and used to inform future proposals.

After that, we need to progress through NZTA certification and entry into the National Speed Limit Register.

Once signage has been installed, the speed limits will have legal effect and can be enforced by the NZ Police. There will always be education ahead of any changes taking place.

It is expected that any approved changes will be implemented by mid-2026.



Why speed matters





When it comes to speed, every little bit matters.

Queenstown Lakes District Council is responsible for setting safe and appropriate speed limits on our local roads.

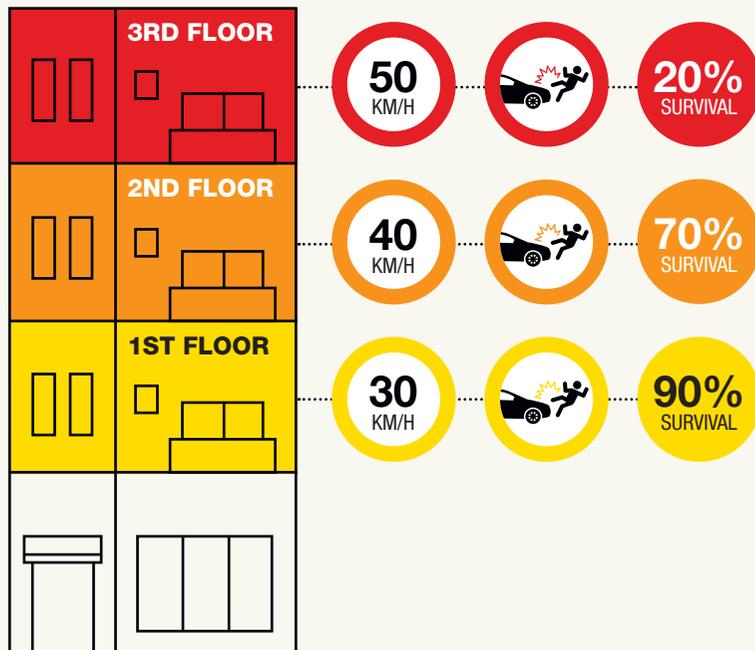
Approximately one person dies every day on New Zealand roads. These are preventable deaths. Here's why managing speed is vital to help keep everyone in our communities safe.

SAFETY

Speed affects the severity of all crashes, even when it's not the cause¹. A small change in speed makes a big difference, especially when people on bikes or pedestrians are involved. We are focused on ensuring that everyone who uses our roads can do so safely.

SPEED IS LIKE A FALL FROM A HEIGHT

PEDESTRIAN SURVIVAL RATES WHEN STRUCK BY A VEHICLE AT VARYING SPEEDS



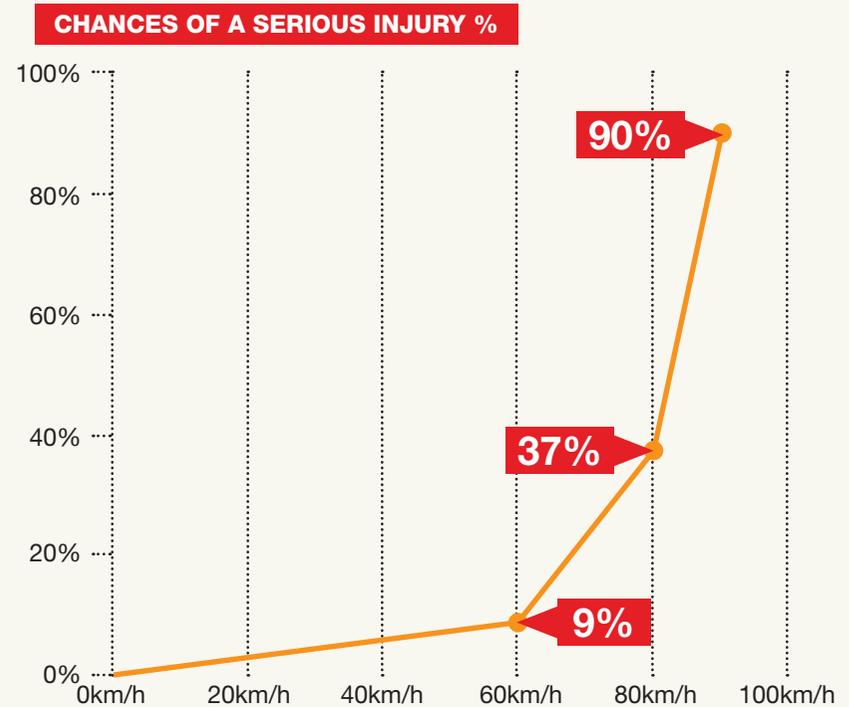
SEVERITY: HIGHER SPEEDS = GREATER IMPACT ON THE BODY

These statistics depict survival rates for healthy adults. For children or elderly, survival rates will be lower.

Source: AT 2022

SLOWING DOWN JUST A LITTLE CAN MAKE A BIG DIFFERENCE

THE CHANCES OF A LIFE-THREATENING INJURY IN A HEAD ON CRASH VARY DEPENDING ON YOUR SPEED



WHEN YOU INCREASE YOUR SPEED A LITTLE, YOUR CHANCE OF LIFE-THREATENING INJURY INCREASE A LOT

Source: The Road Safety Learning Lab, Transport for NSW

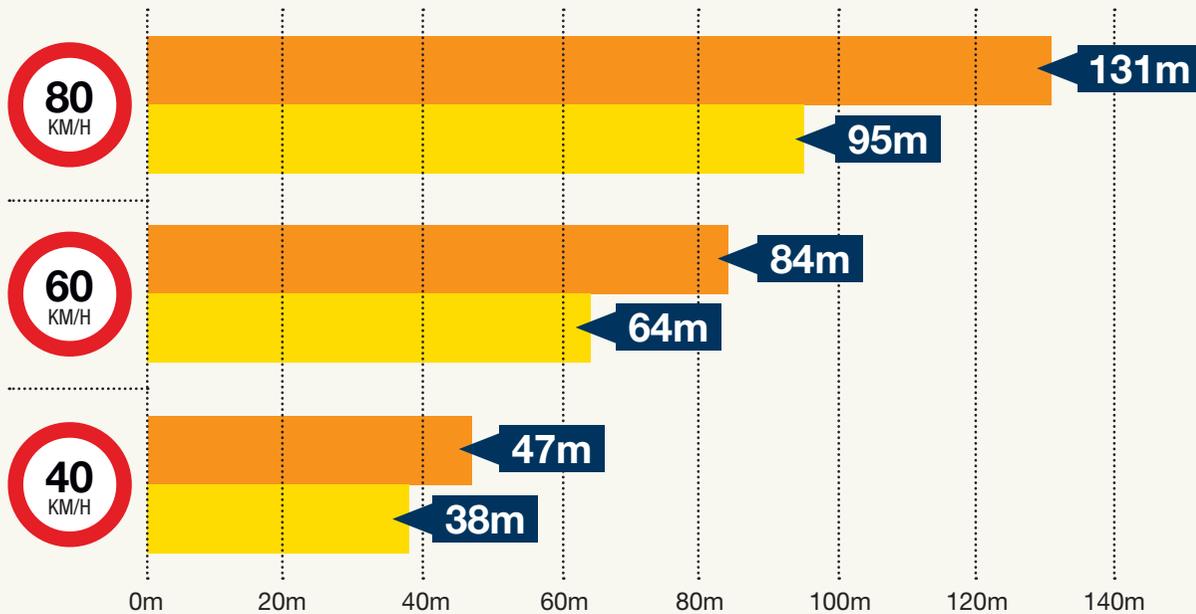
TRUCKS NEED MORE TIME AND LONGER DISTANCES TO STOP



TRUCK BRAKING DISTANCE



CAR BRAKING DISTANCE



NEVER TAKE AWAY THE SPACE THEY NEED TO STOP BY CUTTING IN FRONT OF THEM – YOU RISK A SERIOUS CRASH

Source: The Road Safety Learning Lab, Transport for NSW

SPEED AND CLIMATE CHANGE

While reducing speed limits is not known to have a significant impact on emissions, it does create a safer environment for walking and cycling, or other alternative ways of getting around.

Providing more transport choices makes it more attractive for people to reduce their reliance on cars, and the impacts of heavy traffic. This is a key part of supporting progress towards our goal of zero carbon emissions (Climate and Biodiversity Plan 2025-2028 page 6).

Lowering speed limits is about much more than just a change in travel time. Reducing speed along sections of road with a history of crashes significantly improves road safety and helps make our communities safer. Lower speeds reduce both the number and severity of crashes, which in turn lowers the social cost associated with each crash, as well as the burden on emergency services.

The following case studies provide some evidence and data around the proposed lower speed limit for Glenorchy-Queenstown Road and Malaghans Road.

CASE STUDY

GLENORCHY-QUEENSTOWN ROAD

214

214 crashes along Glenorchy-Queenstown Road between 2016-2025²

The social cost³ of this is: \$49.3 million

“Bobs Cove needs a lower speed limit due to lake & playground on one side and many kids on the other side of the main road”
- Feedback received from resident at Bob’s Cove.

We are proposing to reduce the speed limit to 60km/hr for rural settlements such as Wilsons Bay and Bob’s Cove and 80km/hr along the rest of Glenorchy-Queenstown Road. This will result in a minimal increased travel time in each direction of:

1 – 3 minutes



GLENORCHY

² Recorded crash data only includes crashes that were attended by the NZ Police. Minor fender benders that did not warrant Police attendance, are therefore additional to these statistics. Data sourced from NZTA’s Crash Analysis System.
³ <https://www.transport.govt.nz/area-of-interest/safety/social-cost-of-road-crashes-and-injuries>

CASE STUDY

MALAGHANS ROAD

MALAGHANS ROAD

ARROWTOWN

ARTHURS POINT

QUEENSTOWN

69

69 crashes along Malaghans Road between 2016-2025⁴. Three of these were fatalities.

The social cost⁵ of this is: \$44.8 million

We are proposing to reduce the speed limit to 80km/hr along Malaghans Road. This will result in a minimal increased travel time of:

less than one minute



SUMMARY

Lowering speed limits on Glenorchy-Queenstown Road, Malaghans Road and other identified roads will:



Reduce crash risk and severity



Lower social and economic costs



Improve safety for residents, visitors, and vulnerable road users

The proposed changes result in minimal travel time increases while delivering significant safety benefits.

⁴ Recorded crash data only includes crashes that were attended by the NZ Police. Minor fender benders that did not warrant Police attendance, are therefore additional to these statistics. Data sourced from NZTA's Crash Analysis System

⁵ <https://www.transport.govt.nz/area-of-interest/safety/social-cost-of-road-crashes-and-injuries>

Other road safety initiatives



SPEED IS JUST ONE PART OF CREATING SAFER ROADS

There is a number of important tools, including:

- > Investment in infrastructure to ensure our roads are designed and maintained for safe use.
- > Providing more genuine choice for getting around to reduce the reliance on cars.
- > Supporting behaviour change through education programmes and promotional activities aimed at all road users and travel types.

However, safer speeds are more affordable and faster to implement than building infrastructure or changing existing road designs.

PARTNERING FOR SAFER SPEEDS

Our local road network can't be considered in isolation. Our roads connect to state highways administered by NZ Transport Agency Waka Kotahi, other local roads on our district's boundary, and roads administered by Te Papa Atawhai | Department of Conservation.

Where our roads connect, we will work with our partners to align speeds to support network consistency and a common road user experience.

You can let us know if there are sections of the state highway network that should be considered for speed limit reviews. We will be collating this feedback and submitting it to NZ Transport Agency Waka Kotahi for their consideration.

You can also provide feedback on speed limit changes on state highways directly to Waka Kotahi NZ Transport Agency at:
www.nzta.govt.nz/safety/driving-safely/speed/state-highway-speed-management/suggest-a-speed-limit-change

Join the conversation

LET US KNOW WHAT YOU THINK

Your view is important to us and we encourage you to make a submission.

Here's how:

- > online at letstalk.qldc.govt.nz
- > email to letstalk@qldc.govt.nz - subject line '**Speed Review**'
- > Post to '**Speed Review**', Queenstown Lakes District Council, Freepost 191078, Private Bag 50072, Queenstown, 9348 (no stamp required)

ARE WE MISSING SOMETHING?

Our Speed Management Plan and proposed implementation highlights the roads we think have the greatest opportunity to improve safety and to reduce the number of fatalities and serious injury crashes.

Speed limit changes will only be considered for the roads listed in this Speed Management Plan. If you think we have missed something, please include it in your submission and it will be considered.

WHERE TO FIND OUT MORE

We've provided lots more information, including maps and FAQs at letstalk.qldc.govt.nz

WHAT HAPPENS WITH MY FEEDBACK?

We'll consider and summarise the feedback and include details of how it has been used to finalise the plan.

SUBMISSIONS CLOSE AT XXXXX ON XXXXXXXXXXXXX

Let's talk about safer speeds

Go to  letstalk.qldc.govt.nz to make a submission
by XXXX on **XXXXXXXXXX**.