

# Item 1: Land Transport Rule: Setting of Speed Limits 2024

**SESSION TYPE:** Workshop

**PURPOSE/DESIRED OUTCOME:**

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This purpose of this presentation is to:

- Provide an update on the Speed Management Programme
- Introduce the draft Speed Management Plan (SMP)

We are seeking input and feedback from Elected Members on the proposed speed changes in the draft SMP. This feedback will be incorporated into the draft SMP before it returns to Council.

**DATE/START TIME:**

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Tuesday, 5 August 2025 at 1.00pm

**TIME BREAKDOWN:**

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Presentation: 40 minutes

Questions: 20 minutes

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**Prepared by:**



**Alison Tomlinson and Brent Pearce**  
Strategic Asset Manager and Strategy &  
Infrastructure Planning Manager  
10 July 2025

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**Reviewed and Authorised by:**



**Tony Avery**  
GM of Property & Infrastructure  
24 July 2025

**Supported by Adrienne Hooper, Sarah Thomson, Xinghao Chen**

**ATTACHMENTS:**

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A	Setting of Speed Limits Workshop Presentation
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To note: minor tweaks may be made to the presentation from the version shared in advance, to the version shared on the day of the workshop.

# Speed Management Programme

## Council Workshop 5 August 2025

- Update on process to date
- Proposed School Changes
- Draft Speed Management Plan 2026

# Purpose & Agenda

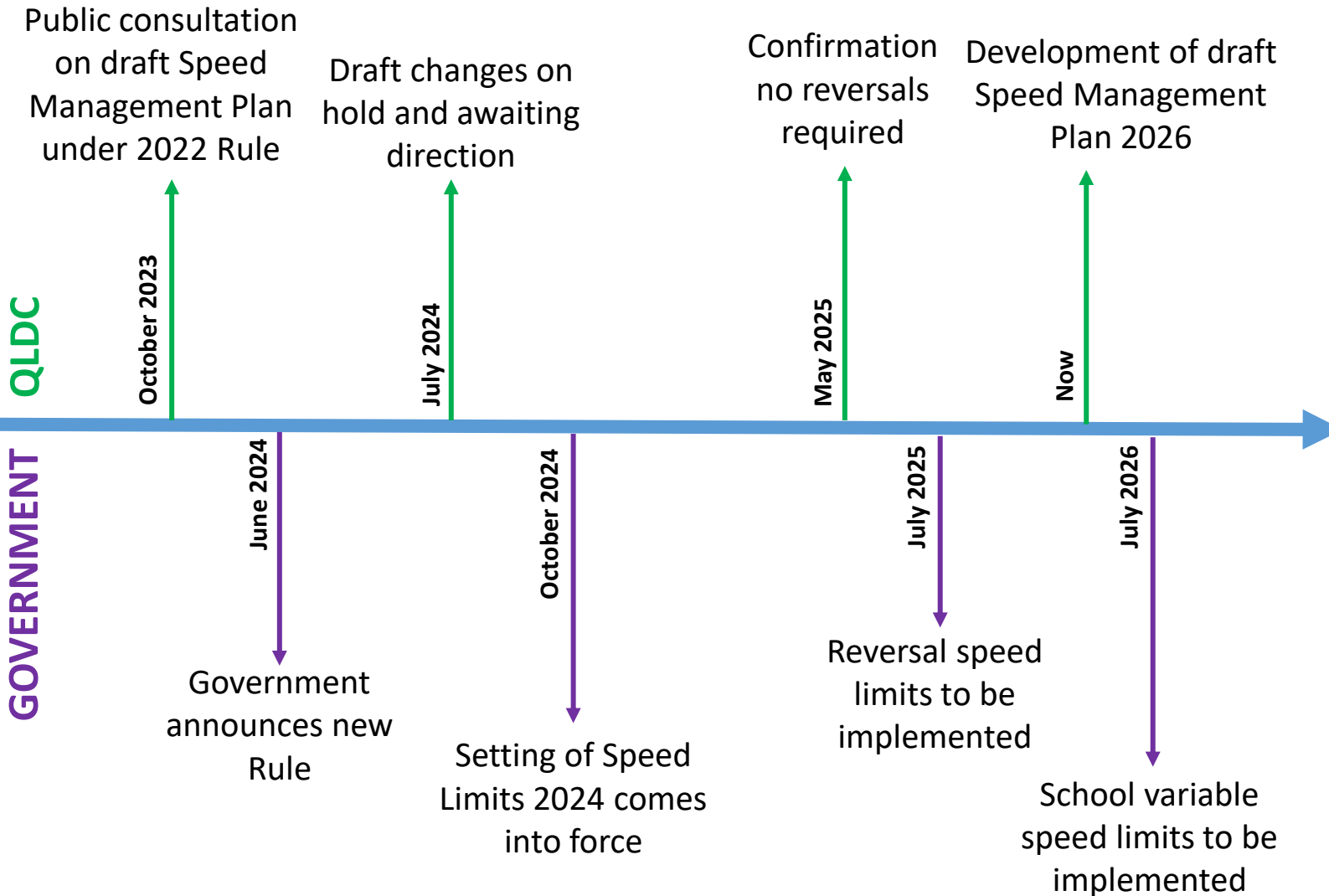
## Purpose

- To update on setting of speed limits process.
- To provide an update on the QLDC speed management programme.
- To seek input on the proposed speed changes.

## Agenda

Item	Topic
1	Purpose & Agenda
2	Background & strategic approach
3	School proposed changes
4	Draft Speed Management Plan 2026
5	Next steps
6	Questions

# Transitioning to the 2024 Rule



## Key differences in the 2024 Rule:

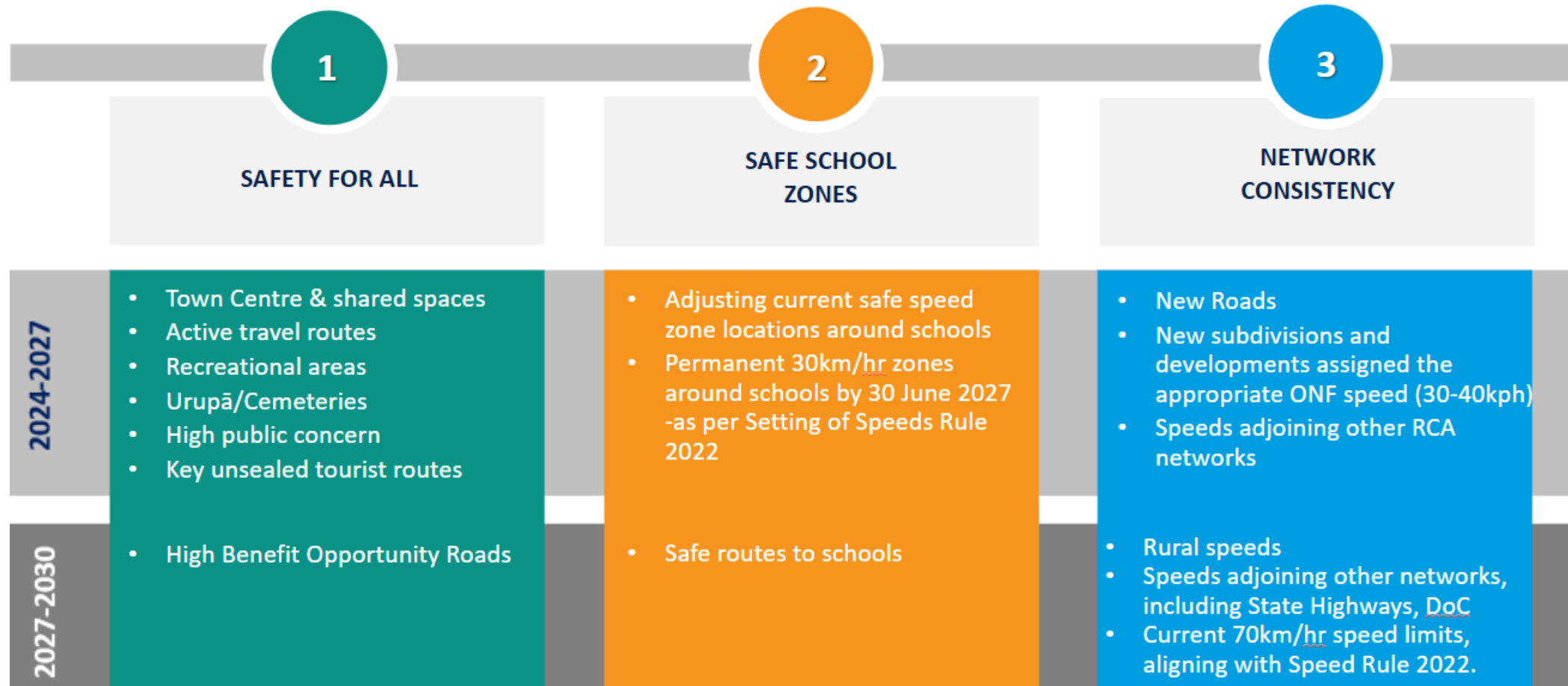
- Moves away from the 10-year long-term speed management approach.
- Requires speed limit reversals for certain changes made since 2022.
- Mandates implementation of variable speed limits near schools instead of permanent speed limits.
- Introduces new road classifications and updated guidance for setting speed limits.
- Requires additional cost-benefit information for proposed changes during consultation.

# QLDC Speed Limit Reversals

- All roads within the District that meet the specified criteria have been assessed.
- 46 roads were identified as potential specified roads under Schedule 3 of the Rule due to their ONF classification as “Urban Connectors”.
- These roads were then reviewed against the Schedule 3 definition of “Urban Connectors”.
- It was confirmed that no formal speed limits have been made since the 2019 bylaw.
- **Therefore, there are no roads in the district that require speed reversals.**

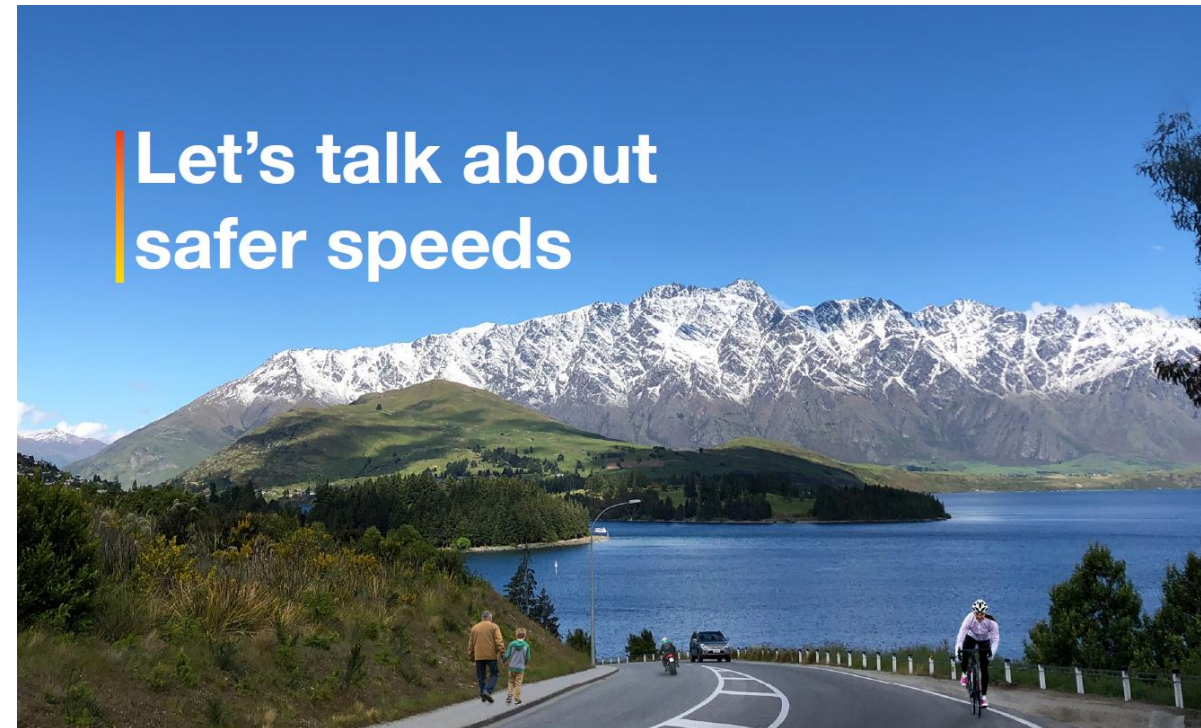
# Vision & Principles from 2023 SMP

*People can choose to move around our district in a safe and healthy way*



# Previous Consultation Feedback

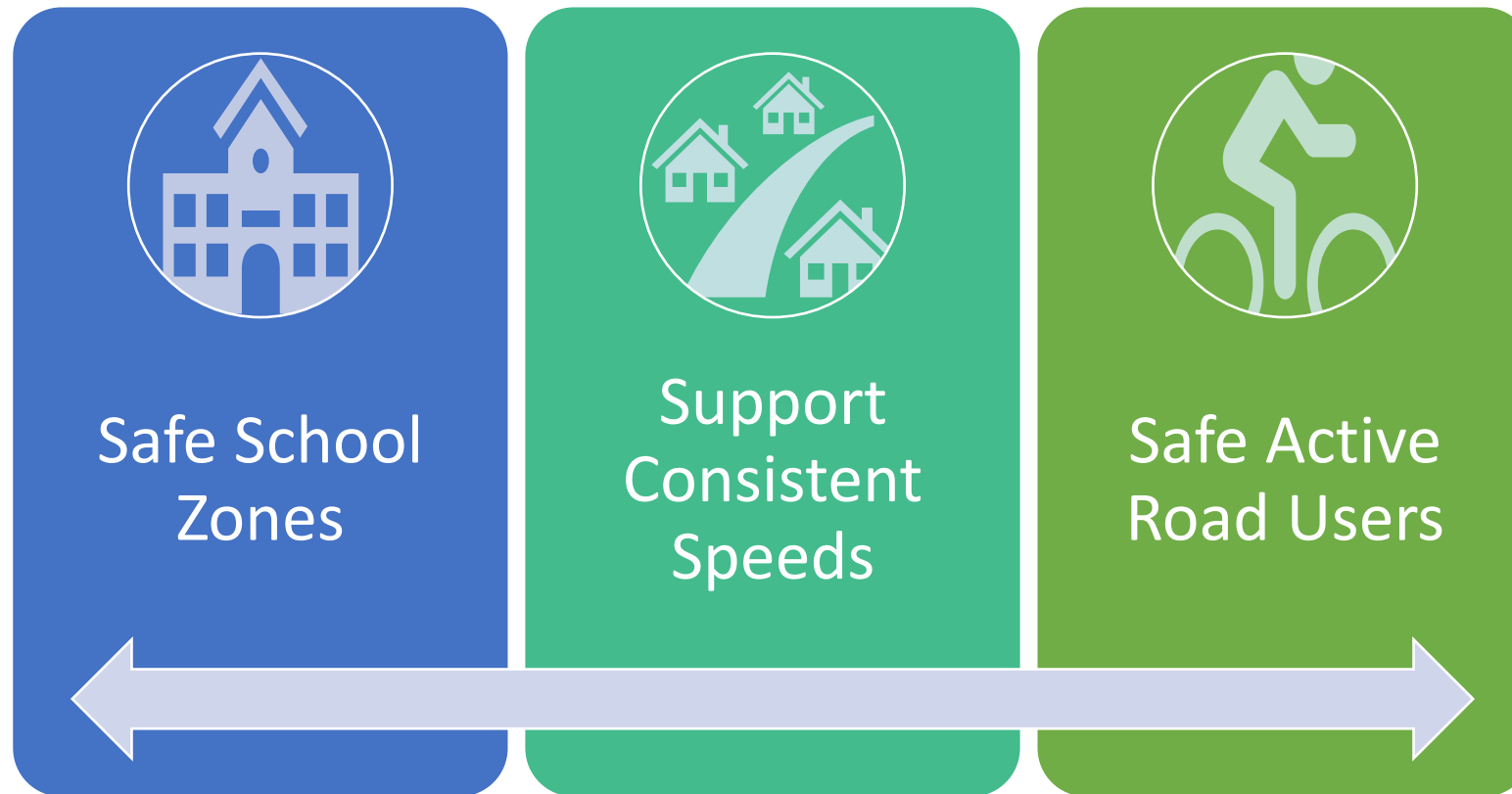
- Consultation on the draft SMP under the 2022 Rule was held in October 2023.
- Feedback was sought on the overall vision, the three guiding principles, proposed speed changes, and the implementation timeline.
- A total of 139 submissions were received, with nearly half coming from Wānaka.
  - Over 60% of submitters supported the Safe School Zones principle, while 18% opposed it.
  - Approximately half of the submissions opposed the 2023 proposal overall or specific proposed changes.
  - The new SMP has taken into consideration some feedback and areas of high public concern.





# Updated Vision & Principles

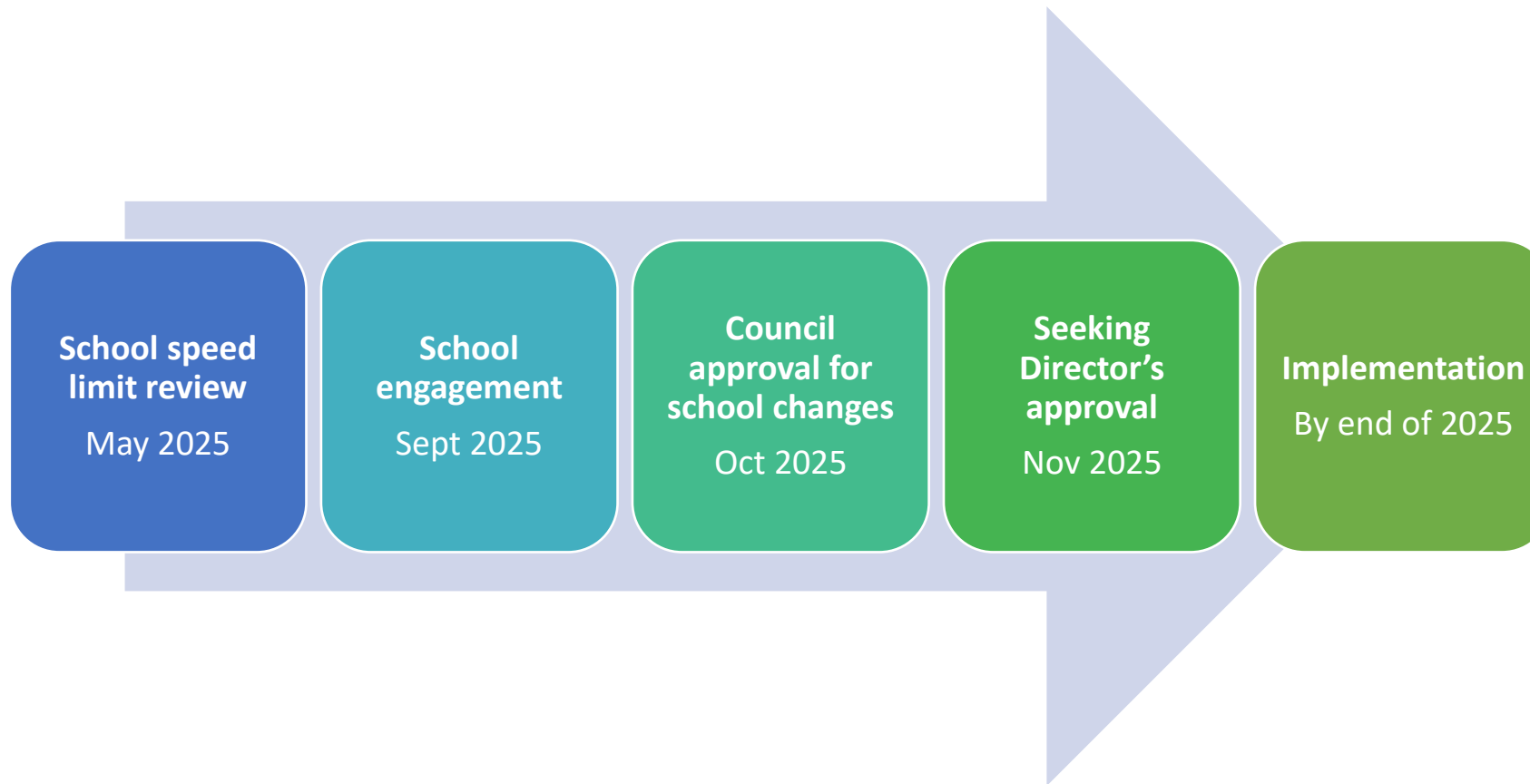
***Everyone can travel around the district safely  
and efficiently.***





# School proposed changes

- An **Alternative Method** proposal is recommended to support this process.
  - Public consultation for schools is not required under the Alternative Method.



# School proposed changes

- Implement Variable Speed Limits (VSL) outside all schools by 1 July 2026, **unless**:
  - A 30 km/h or 40 km/h VSL already exists, or
  - A permanent 30 km/h speed limit is in place.

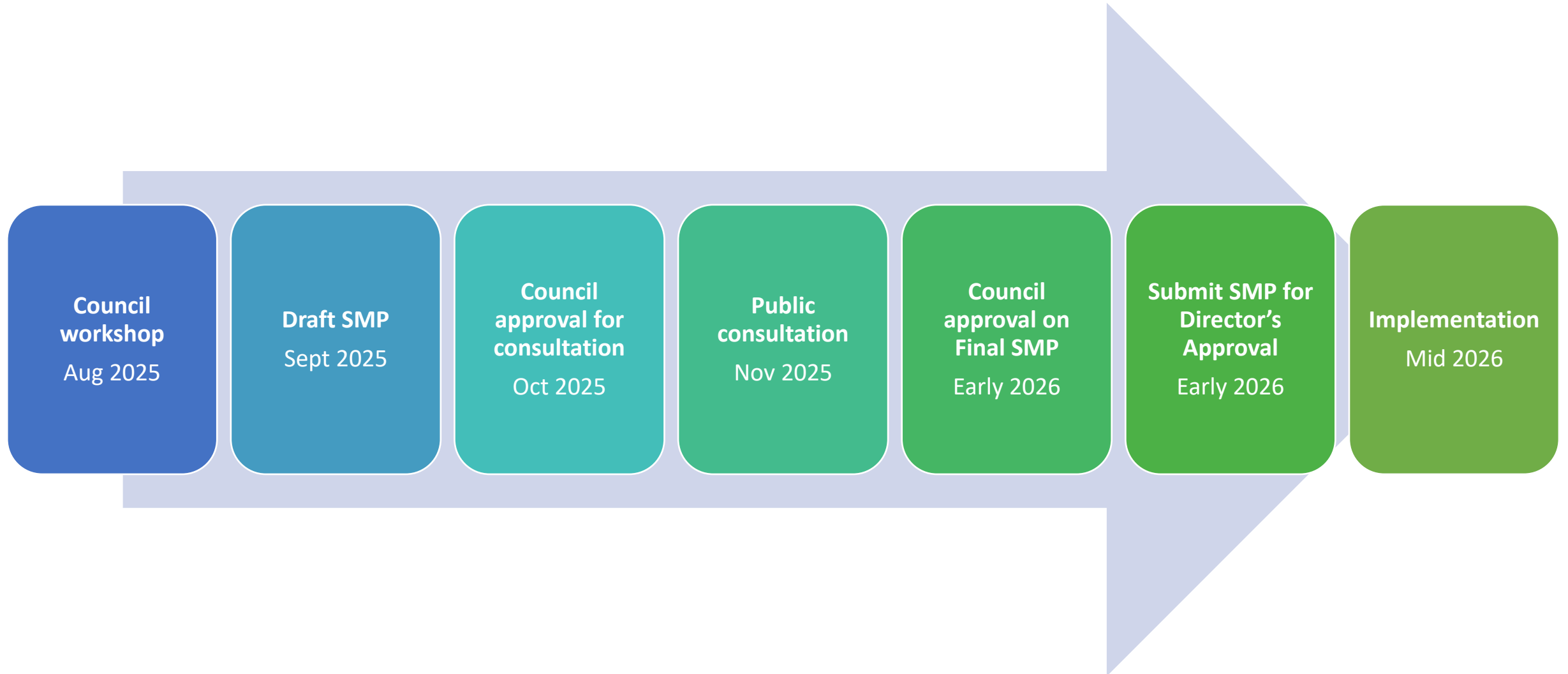
Current Electronic VSL	No Existing VSL
6 schools with existing electronic VSL signs will be included to meet legalisation requirements:	New 30 km/h VSL zones are proposed for the following 5 schools:
<ul style="list-style-type: none"><li>• Queenstown Primary School</li><li>• Arrowtown School</li><li>• Glenorchy School</li><li>• Hāwea Flat School</li><li>• Holy Family School</li><li>• Mt Aspiring College</li></ul>	<ul style="list-style-type: none"><li>• Liger Leadership Academy</li><li>• Makarora Primary School</li><li>• Te Kura O Take Kārara</li><li>• Te Kura Whakatipu o Kawarau</li><li>• St Joseph's School (minor change on the school zone due to road change)</li></ul>

# Draft Speed Management Plan 2026

- In line with the new principles and vision focus on:
  - New roads and development areas
  - Queenstown town centre
  - Roads with new cycle infrastructure
  - Locations of high public concern



# Process for 2026 Speed Management Plan (SMP)

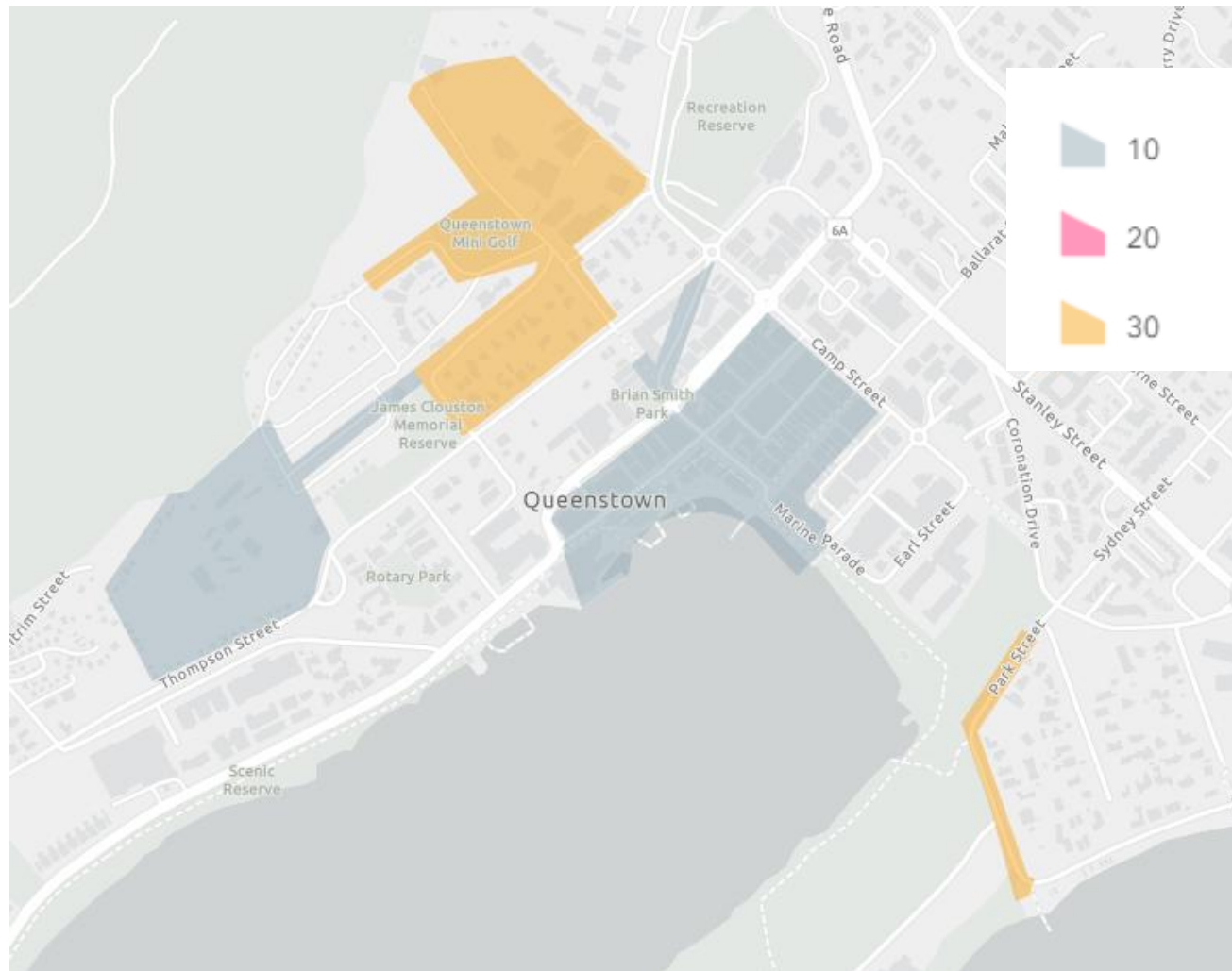


# New roads and development areas

- 40km/h Speed Areas for new & future development residential areas. Example areas:
  - Southern Corridor
    - Park Ridge
    - Hanley Farm
    - Coneburn Industrial
    - Homestead Bay – subject to resource consent approval
  - Upper Clutha
    - Lake Mckay, Luggate
  - Arrowtown
    - Special housing area
  - Arthurs Point
    - Bullenrise
  - Kingston Village
- 30km/h Speed Areas for specific areas
  - Kawarau Heights – was proposed and approved in Resource Consent
- 60km/h Speed Areas for specific areas
  - Victoria Flat – rural industrial area



# Queenstown Town Centre



- Consistency in shared spaces
- Lower speed for areas of high walking and cycling demand
- Locations with high turnover parking demand

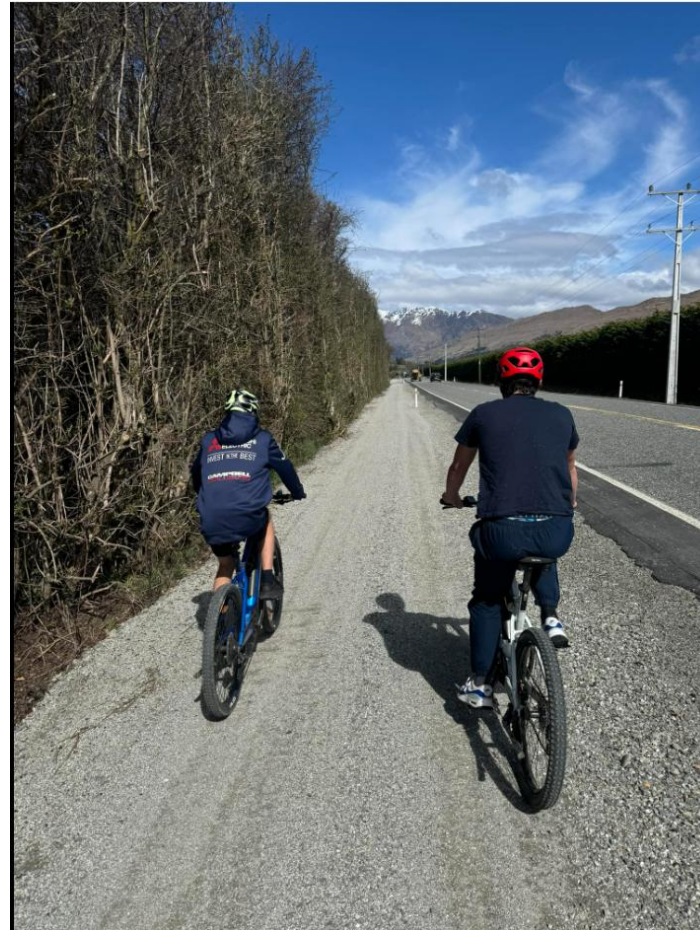
# Roads with new cycle infrastructure

Malaghans Road from Arrowtown Lake  
Hayes Road to North Ridge Road

- 100km/h → 80km/h

Golf Course Road, Wānaka

- 70km/h → 40km/h
- From Cardrona Valley Road to 270m north-east of Cardrona Valley Road



Malaghans Road



Golf Course Road



# Locations of high public concern

- Community and local board requests for speed changes
- High-risk roads with a history of crashes
- Roads identified through previous consultation feedback
- Below: newspaper articles requested speed reductions around Windmill Corner, Hāwea Flat



Sunday, 8 June 2025

## 'Someone's going to die': Residents calling for speed reduction

By Olivia Caldwell

635 1

Regions > Wanaka




Windmill Corner residents want a speed reduction after many unreported close calls. PHOTO: OLIVIA CALDWELL

# Kane Road

- 100km/h  $\rightarrow$  60km/h

## Hāwea Flat School zone

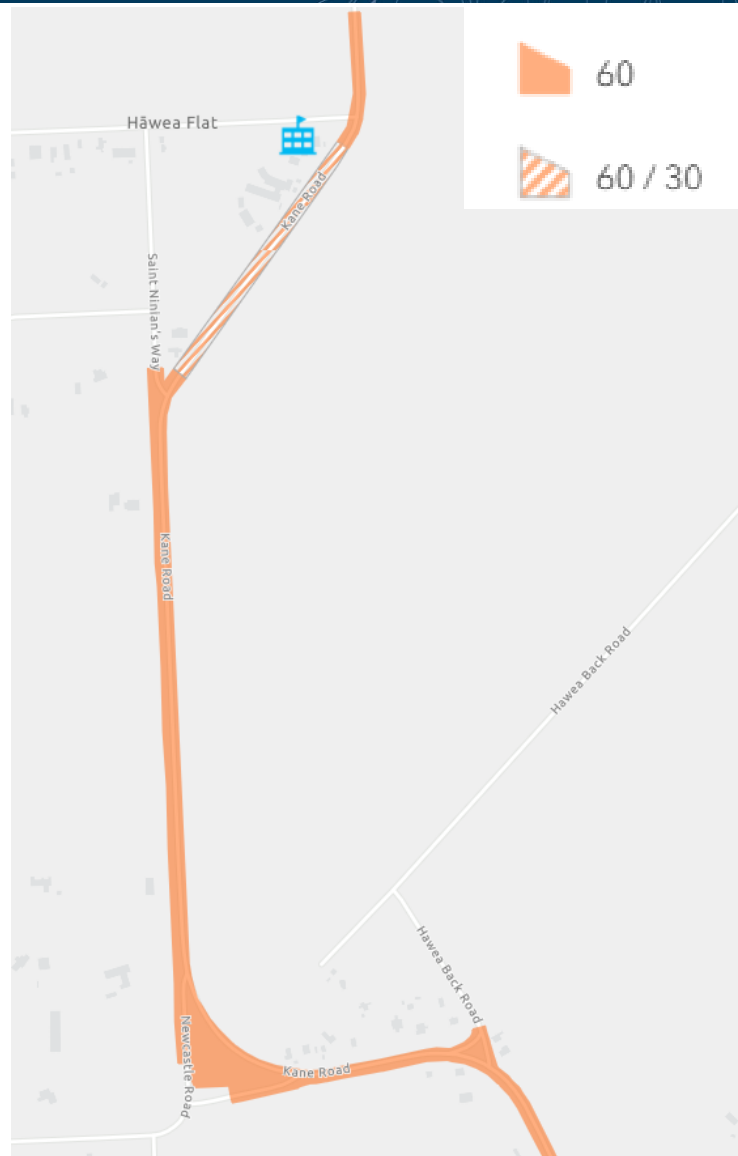
- 60/100 km/h  $\rightarrow$  30/60 km/h



Media Concerns



Numerous Council RFS's



# Locations of high public concern

## Glenorchy – Queenstown Road,

- From Lake Esplanade to Glenorchy
- 100km/h → 80km/h
- 60km/h for Wilson Bay and Bob's Cove

Large increase in tourist traffic to and from Bobs Cove and also Glenorchy.

School bus route with children being dropped off and crossing the road.

I would like to see bobs cove speed limit dropped to 80km.

The Queenstown Glenorchy road should not be a 100km limit while going through Bob's Cove.

Growing population and lots more cars turning in and out of a 100km zone.

As a resident of Bobs Cove, I wish to submit the following proposal to reduce the speed to 50 km/h on Glenorchy-Queenstown Road

Speed limit from 12 mile delta to Bobs Cove Doc park (approx) to be reduced to 50km

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.

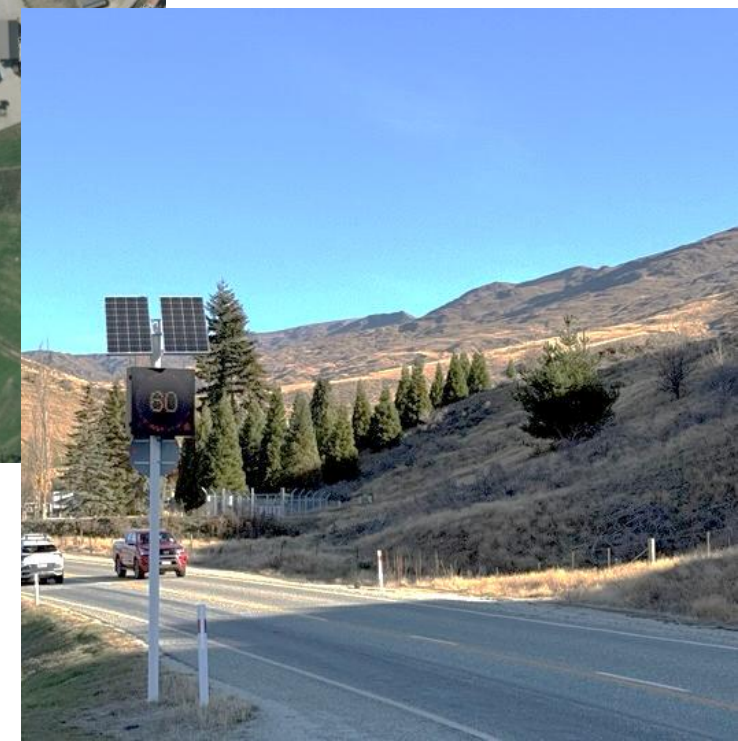
**Comments from 2023 SMP Consultation from residents requesting lower speeds through Bob's Cove**



# Locations of high public concern

## Rural Intersection Speed Zone at Cardrona Ski Field Access:

- A 60 km/h speed limit will be activated when vehicles are turning out of Cardrona Skifield Road onto the main road (Cardrona Valley Road).
- Benefits:
  - Reduce the likelihood and severity of crashes involving turning or crossing movements
  - Give drivers more time to react to vehicles entering or exiting
  - Cost- effective treatment



# Proposed Speed Increases

Road	Current Speed Limit	Proposed Speed Limit	Comment
Domain Road, Hāwea	40	50	Councillor request, limited development along western side of the road
Murchison Road, Five Mile	20	40	Consistent with surrounding streets

# Cost benefit disclosure statement

- All proposed speed limit changes, except those in new developments and schools, will have cost benefit disclosure statements.
- Analysing the impacts of proposed speed limits, considering safety, travel time and implementation costs.

Inputs	
Route/Section name	
Urban or Rural	
Distance (km)	
Annual Average Daily Traffic (AADT)	
Expected annual traffic growth (0-7%)	
Current posted speed limit (kph)	
Proposed new posted speed limit (kph)	
Current mean travel speed (kph) - [only if known]	
Years of crash data (maximum 5)	
Fatal crashes during data period	
Serious injury crashes during data period	
Minor injury crashes during data period	
Non-injury crashes during data period	
Is crash data from the Crash Analysis System (CAS)?	
Implementation cost (\$m)	

Outputs	
Increase/ <b>Decrease</b> in expected mean vehicle operating speed (kph)	
Increase/ <b>Decrease</b> in average individual light vehicle trip time (minutes.seconds)	
Increase/ <b>Decrease</b> in average individual heavy vehicle trip time (minutes.seconds)	
Increase/ <b>Decrease</b> in average annual aggregate travel time (hours)	
Historic average number of fatal crashes per year	
Historic average number of serious injury crashes per year	
Historic average number of minor injury crashes per year	
Historic average number of non-injury crashes per year	
Increase/ <b>Decrease</b> in expected number of fatal crashes per year	
Increase/ <b>Decrease</b> in expected number of serious injury crashes per year	
Increase/ <b>Decrease</b> in expected number of minor injury crashes per year	
Increase/ <b>Decrease</b> in expected number of non-injury crashes per year	
Implementation cost	

# Next steps

## Alternative Method for School Proposed Changes



## Speed Management Plan 2026





# Pātai? Questions?

# Additional Information

# New speed limit classifications under 2024 Rule

Class of road	Speed limit km/h
Urban street	<b>50</b>
Urban streets with significant level of pedestrian and/or cycling activity Or without footpath	<b>40</b>
Civic spaces	<b>10-20</b>
Peri-urban roads	<b>50-80</b>
Rural roads	<b>80-100</b>
Unsealed rural roads	<b>60-80</b>
Rural intersection zone	<b>60-70</b>
Unconventional, low-volume or low speed road types	<b>10-30</b>

# Setting of Speed Limits Rule

## Land Transport Rule: Setting of Speed Limits 2024

- Schedule 3
  - Permanent speed limits for different classes of road
  - Pages 53 – 55 of the 2024 Rule (link below)

[Land Transport Rule - Setting of Speed Limits 2024 - as at 15 January 2025](#)

# Draft Speed Management Plan

- The full list of proposed district wide speed changes will be circulated following the workshop from [roadsafety@qldc.govt.nz](mailto:roadsafety@qldc.govt.nz)
- Two lists will be provided for feedback
  - Alternative Method – School Speed Zones
  - Draft Speed Management Plan – list of proposed speed limit changes
- Feedback to [roadsafety@qldc.govt.nz](mailto:roadsafety@qldc.govt.nz)
  - Feedback will be due by 5pm Friday 15 August 2025

Zone Name	Road Name	Area	Sub Area	Group	Category	Section Details (Locations are approximate - refer to mapped areas)	Current NSLR Limit	Proposed Limit
HANLEY FARM 2025	REEDLAND STREET	WAKATIPU	JACKS POINT	SPEED AREA	PERMANENT		100	40
HANLEY FARM 2025	RUSHLAND ROAD	WAKATIPU	JACKS POINT	SPEED AREA	PERMANENT		100	40
HANLEY FARM 2025	SHALLOW CLOSE	WAKATIPU	JACKS POINT	SPEED AREA	PERMANENT		100	40
HANLEY FARM 2025	SHELDUCK ROAD	WAKATIPU	JACKS POINT	SPEED AREA	PERMANENT		100	40