

Item 1: Speed Management Plan

SESSION TYPE: Workshop

PURPOSE/DESIRED OUTCOME:

The purpose of this workshop is to brief Councillors on the Land Transport Rule: Setting of Speed Limits 2024 (the Rule) and Queenstown Lakes District Council’s approach to speed management.

The session will include discussion on the history of speed management in the District to date, what is required under the Rule, what proposed speed changes are included in the 2026 Speed Management Plan (SMP), and the changes to school speed zones which are being managed through the Alternative Method.



The intention is to finalise the proposed SMP before it returns to Council in March to seek approval to go to public consultation.

DATE/START TIME:

Wednesday, 4 February 2026 at 1pm

TIME BREAKDOWN:

Presentation: 1 hour
Questions / Discussion: 1 hour

Prepared by:	Reviewed and Authorised by:
	
Name: Adrienne Hooper Title: Senior Infrastructure Planner (Transport) 15 January 2026	Name: Tony Avery Title: GM of Property & Infrastructure 26 January 2026

Presented by Alison Tomlinson, Xinghao Chen, Adrienne Hooper and Sarah Thomson

ATTACHMENTS:

A	Presentation on QLDC Speed Management Programme
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Speed Management Programme

Council Workshop 4 February 2026

- Update on process to date
- Draft Speed Management Plan 2026
- Proposed School Changes via the Alternative Method

Purpose & Agenda

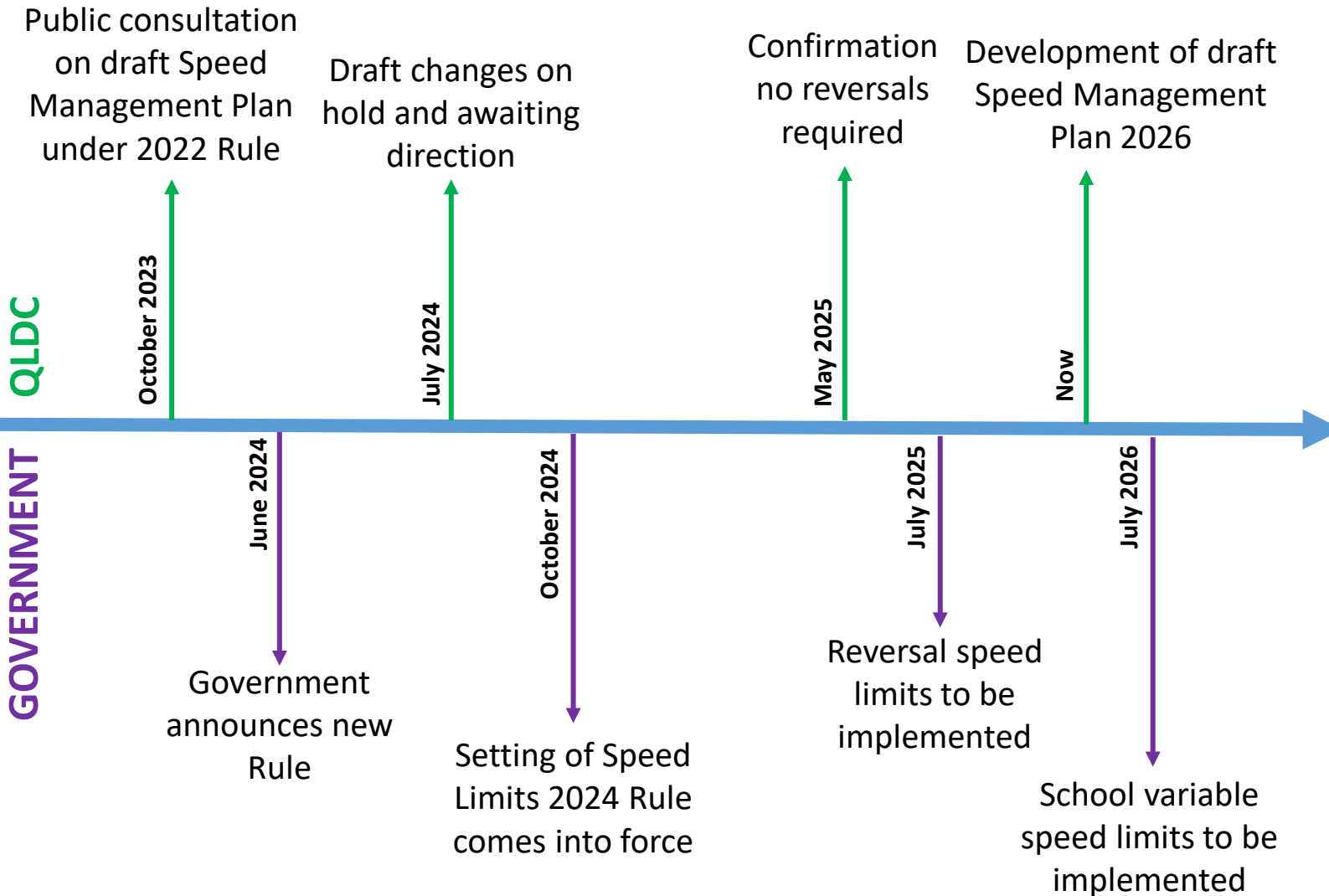
Purpose

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

Agenda

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

Transitioning to the 2024 Rule



Key differences in the 2024 Rule:

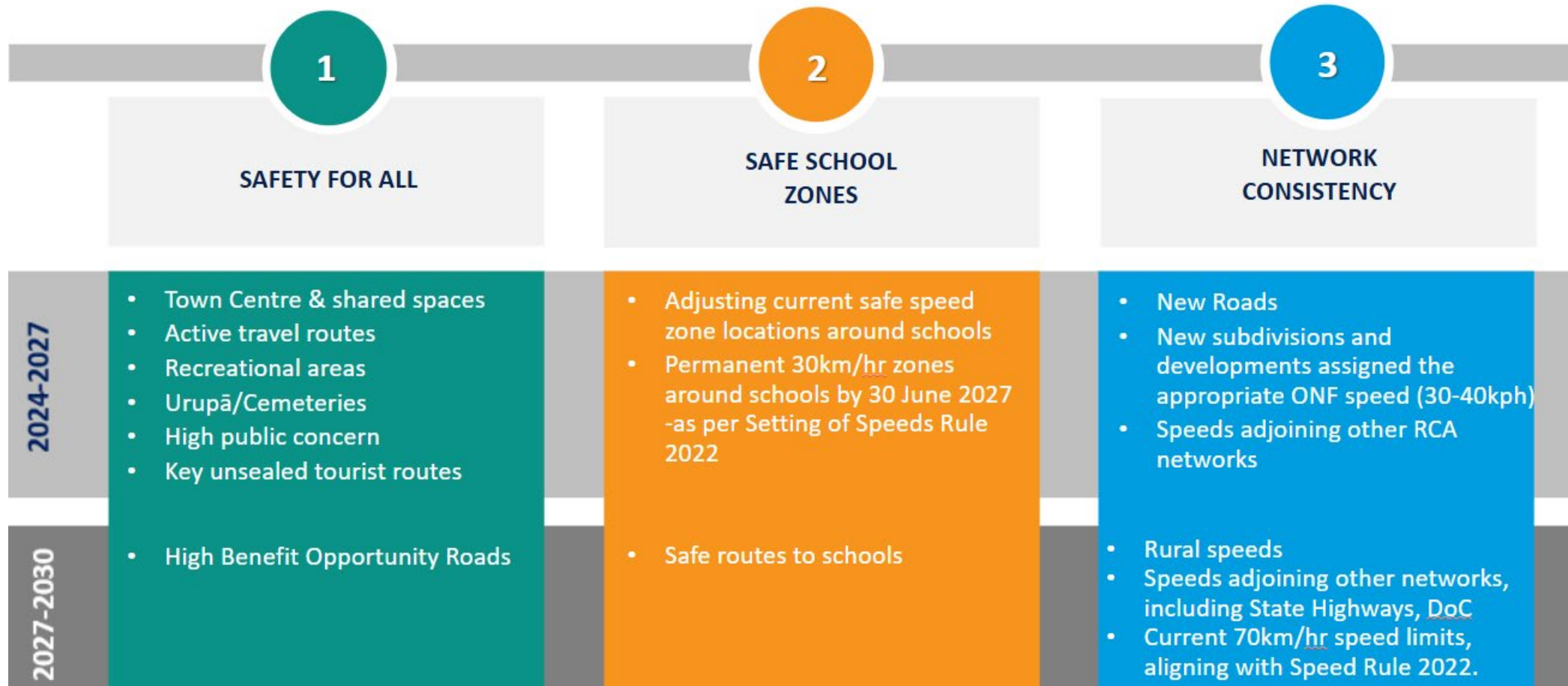
- Moves away from the 10-year long-term speed management approach.
- Requires speed limit reversals for certain changes made since 2022.
- Mandates implementation of variable speed limits near schools instead of permanent speed limits.
- Introduces new road classifications and updated guidance for setting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

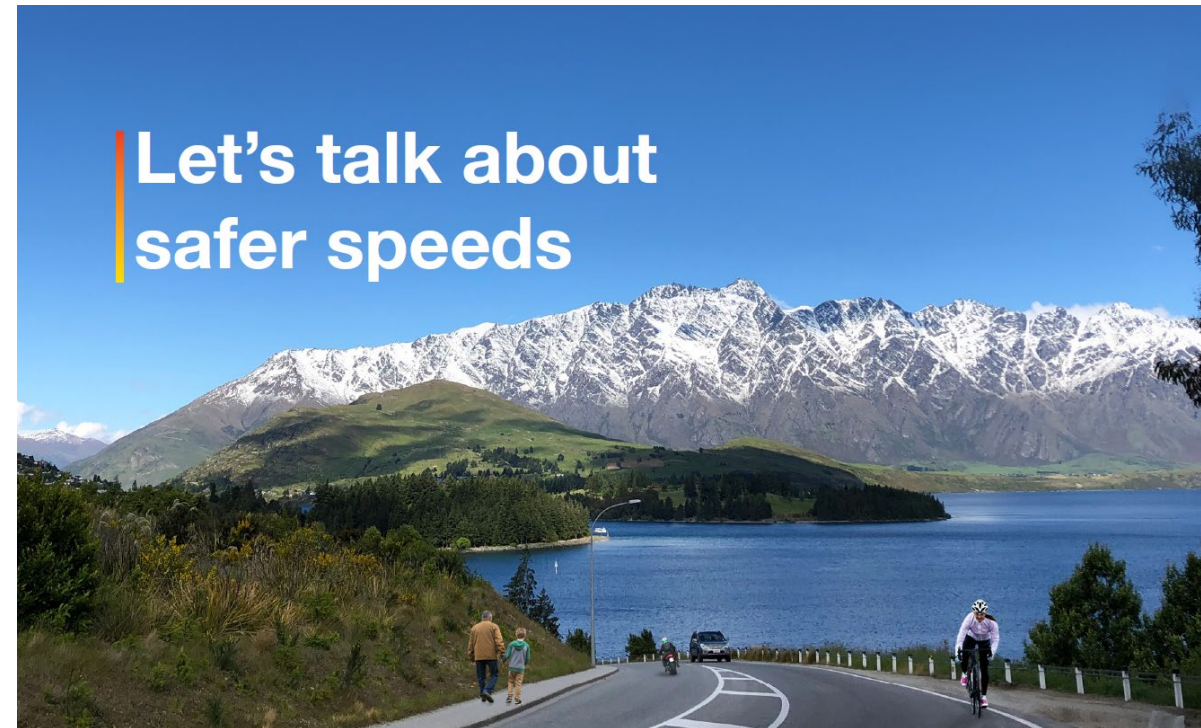
Vision & Principles from 2023 SMP

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

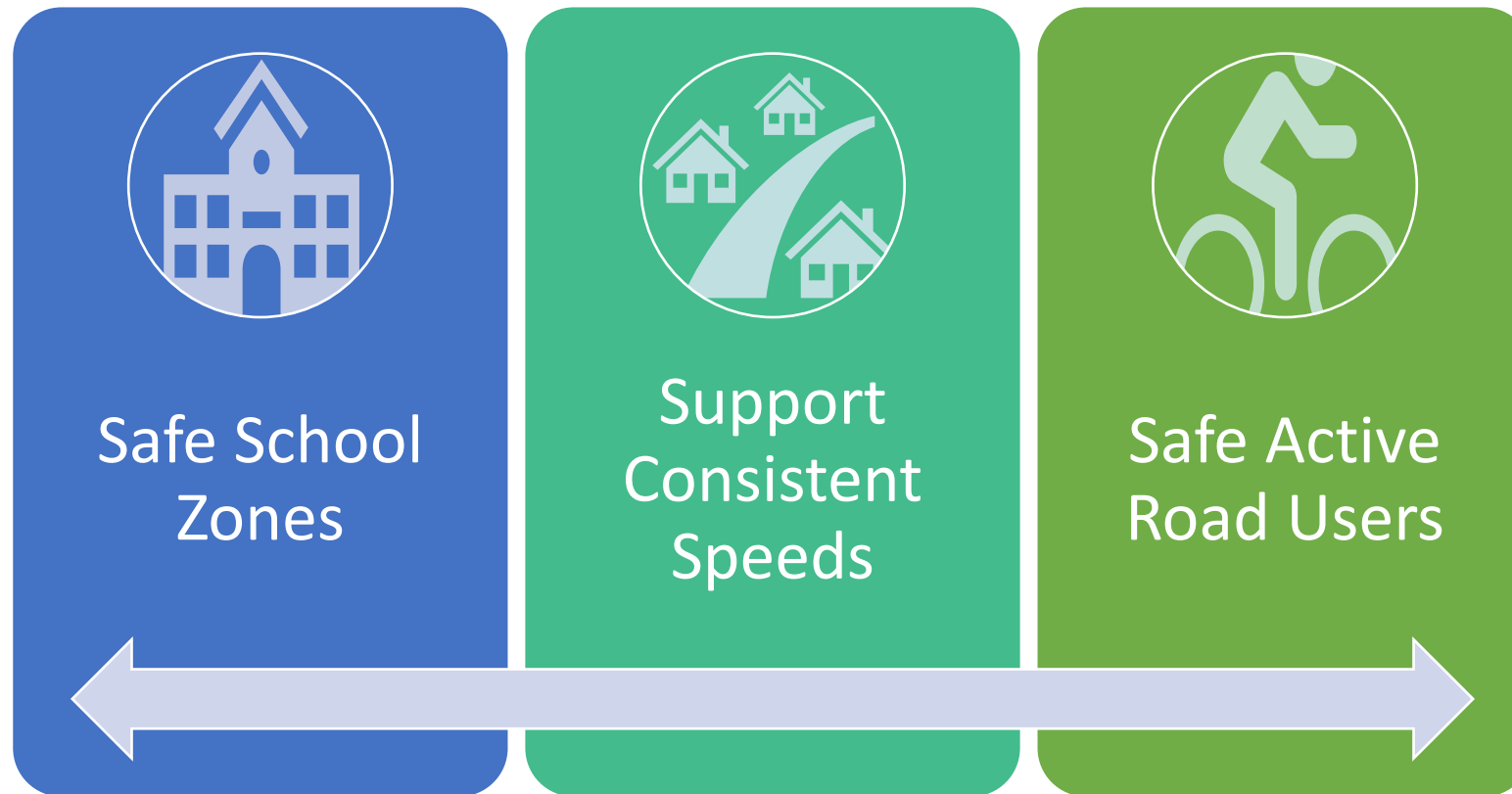


2023 Consultation Feedback

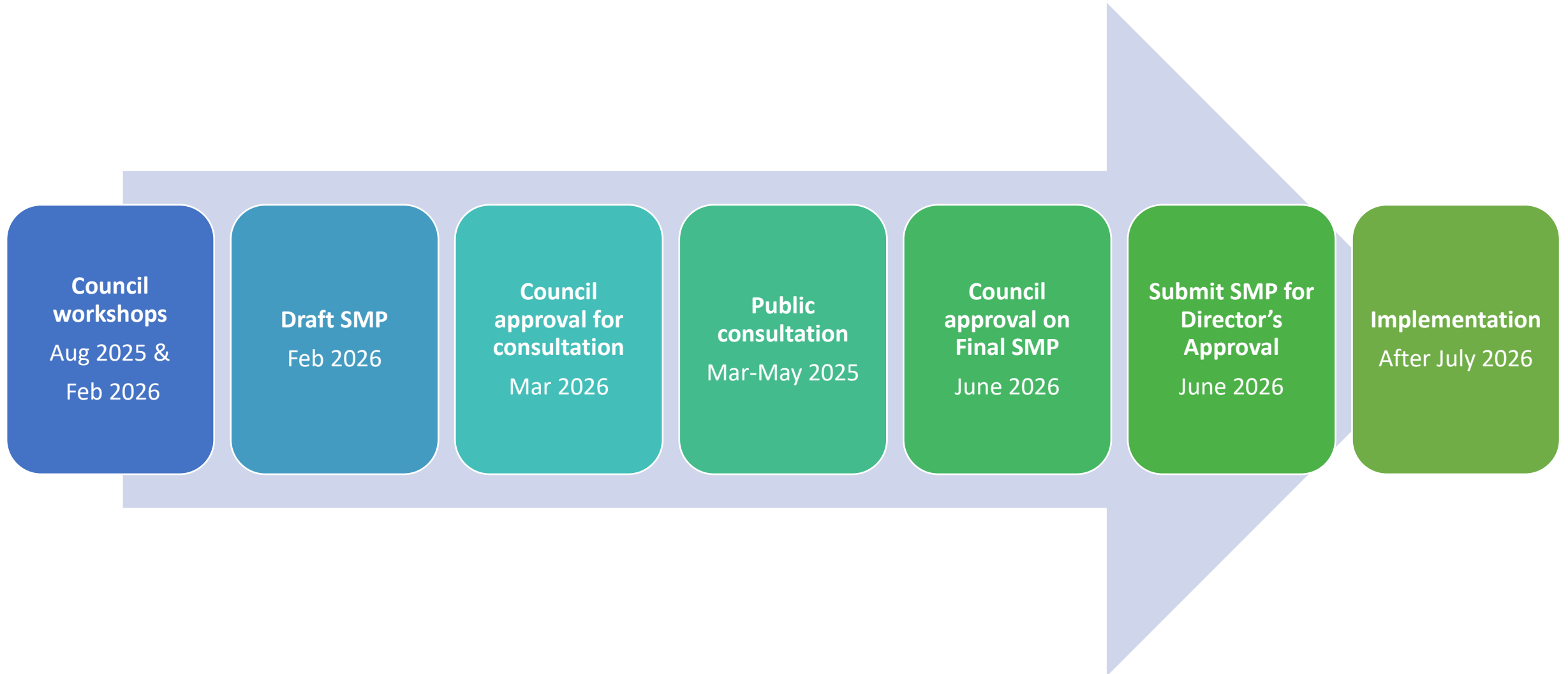
- Consultation on the draft SMP under the 2022 Rule was held in October 2023.
- Feedback was sought on the overall vision, the three guiding principles, proposed speed changes, and the implementation timeline.
- A total of 139 submissions were received, with nearly half coming from Wānaka.
 - Over 60% 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 2026 SMP has taken into consideration some feedback and areas of high public concern.



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



Process for 2026 SMP



Consultation

- Public consultation to run for 6 weeks: **23 March to 3 May** (dates TBC)
- Consultation materials will include:
 - the Speed Management Plan (SMP),
 - an interactive map, and
 - tables outlining all proposed speed changes.
- Consultation will focus on the proposed speed limits and the road sections included in the SMP.
- Feedback on other roads suggested for potential speed changes will also be collected and used to inform the next iteration of the SMP.
- State highways are not included in this consultation (NZTA). However, any feedback relating to speeds on state highways will be collated and provided to NZTA.



SMP 2026 - Principles & Focus Areas

1. Safe School Zones
2. Support Consistent Speeds
 - New roads and development areas
 - Urban fringe areas
 - Rural settlements
3. Safe Active Road Users
 - Queenstown town centre
 - Roads with new cycle infrastructure
 - Locations of high public concern

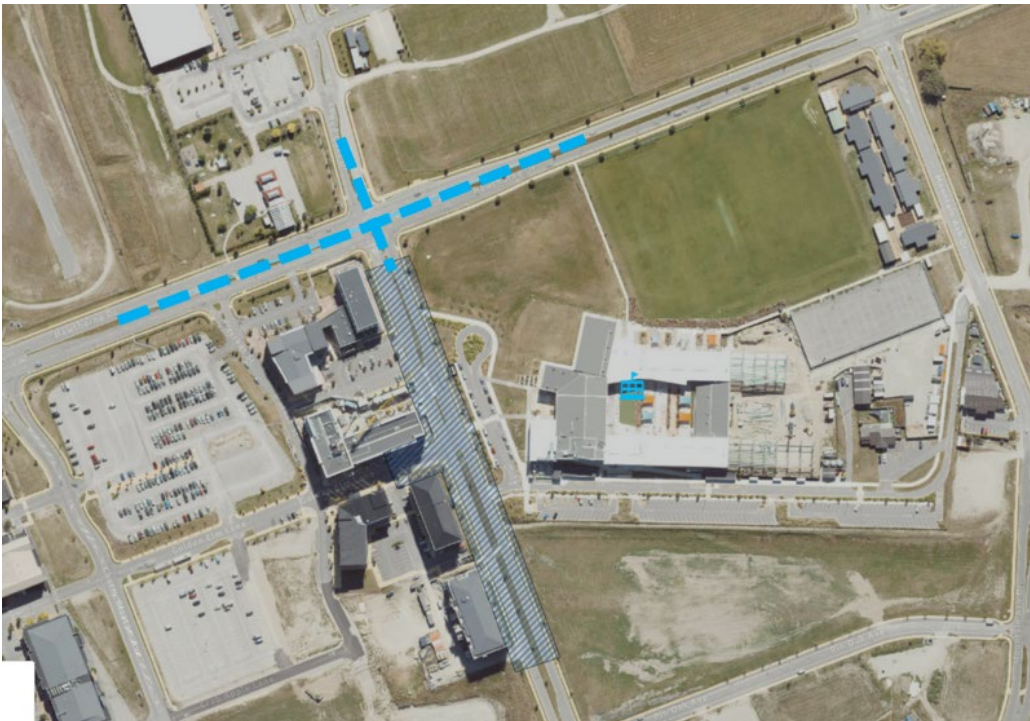


School zone changes

- Two schools in the district also require permanent speed reductions through the 2026 SMP in addition to the variable school speed zones being managed through the Alternative Method

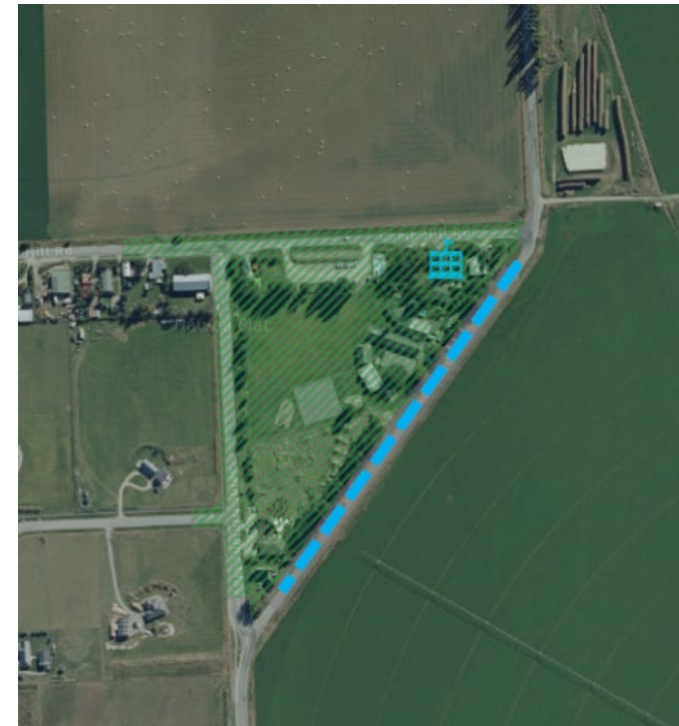
Wakatipu High School

- Extend 30 km/h variable school zone on Hawthorne Drive with reduced permanent speed limit to 40km/h.



Hawea Flat School

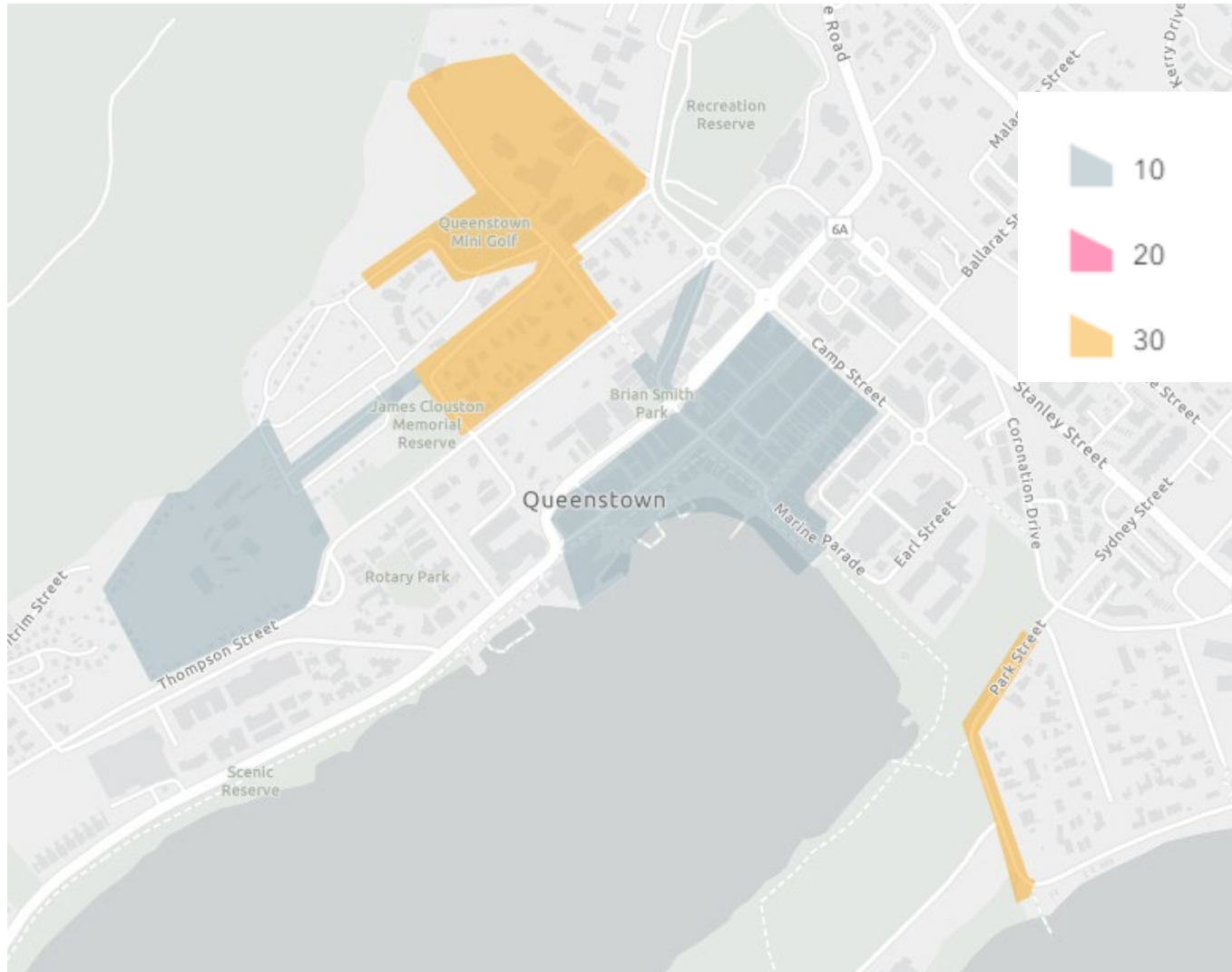
- 30 km/h variable speed limit on Kane Road with reduced permanent speed limit to 60km/h



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 and high parking demand

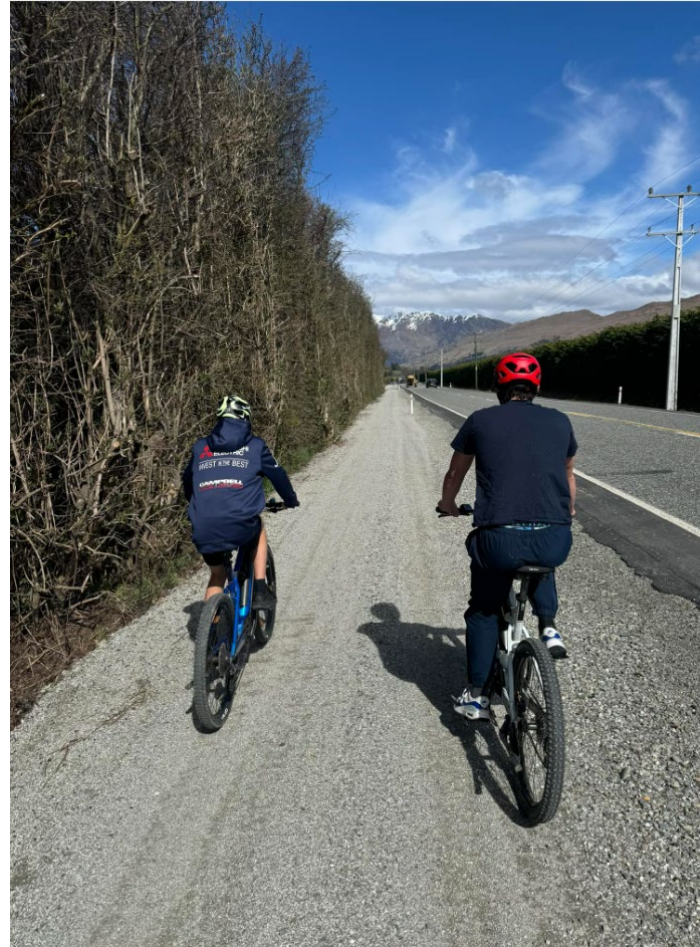
Roads with new cycle infrastructure

Malaghans Road

- From Arrowtown- Lake Hayes Road to North Ridge Road
- 100km/h → 80km/h

Golf Course Road intersection, Wānaka

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



Malaghans Road



Golf Course Road

Seasonal variations

3 roads currently have seasonal speed limits operating:

Road	Section	Seasonal speed (km/h)	Season	Proposed speed (km/h)
Coronet Peak Road	Skippers Road to ski field	70 - 50	Winter	60
Kinloch Road	near Gorge Creek Bridge	100 - 30	Summer	40
Wānaka Mount Aspiring Road	Glendu Bay	100 - 50	Summer	60

It is proposed that seasonal speed limits should be abolished and lower permanent speed limits are implemented instead:

- Difficulties with changing signage on specific dates (winter vs summer changes)
- Emergency services support seasonal variations to be replaced with permanent lower speed limits

Proposed Speed Increases

- Four roads in the district are proposed for speed limit increases

Road	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	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
Cardrona Valley Road (south of Cardrona township)	50	60	Consistent with other rural townships in the district
Wānaka Mt Aspiring Road at Roys Peak Track	50	60	Rural section with busy turning movements

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

Traffic speed a concern for growing community

Sue Wards
24 June 2016, 5:30 AM



Some of the more than 30 MAC students who use the Windmill Corner bus stop every day.

Chance to address Windmill Corner with speed management review

Maddy Harker
30 May 2023, 5:06 AM



A young cyclist braves Hāwea Flat's Windmill Corner.

Sunday, 8 June 2025

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

By Olivia Caldwell



Regions > Wanaka



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

Hāwea Flat - area of high public concern

Kane Road

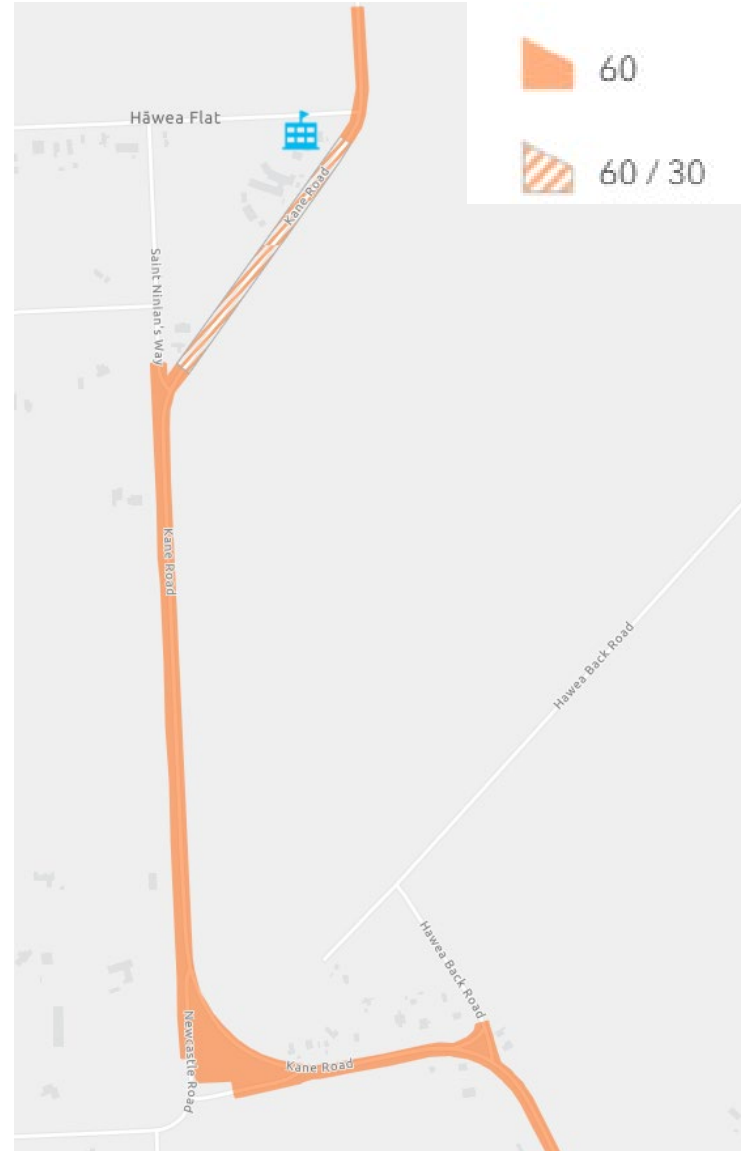
- 100km/h → 60km/h

Hāwea Flat School zone

- 60/100 km/h → 30/60 km/h

Media Concerns

Numerous
Council RFS's



Cardrona Skifield Rd - area of high public concern

Rural Intersection Speed Zone at Cardrona Ski Field Access:

- A 60 km/h speed limit is 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



Glenorchy - Queenstown Rd - area of high public concern

Glenorchy – Queenstown Road

- From Lake Esplanade to Glenorchy
 - 100km/h → 80km/h
 - 60km/h for 1 mile roundabout to Sunshine Bay, Wilson Bay and Bob's Cove

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

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

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

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

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

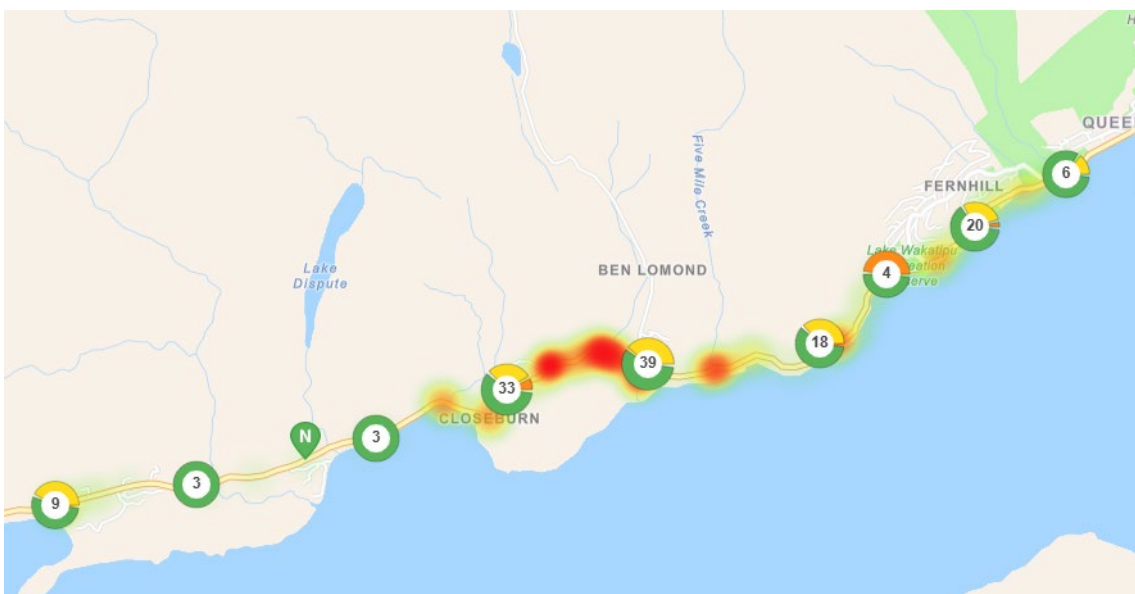
The Queenstown Glenorchy road should not be a 100km limit while going through Bob's Cove.

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

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

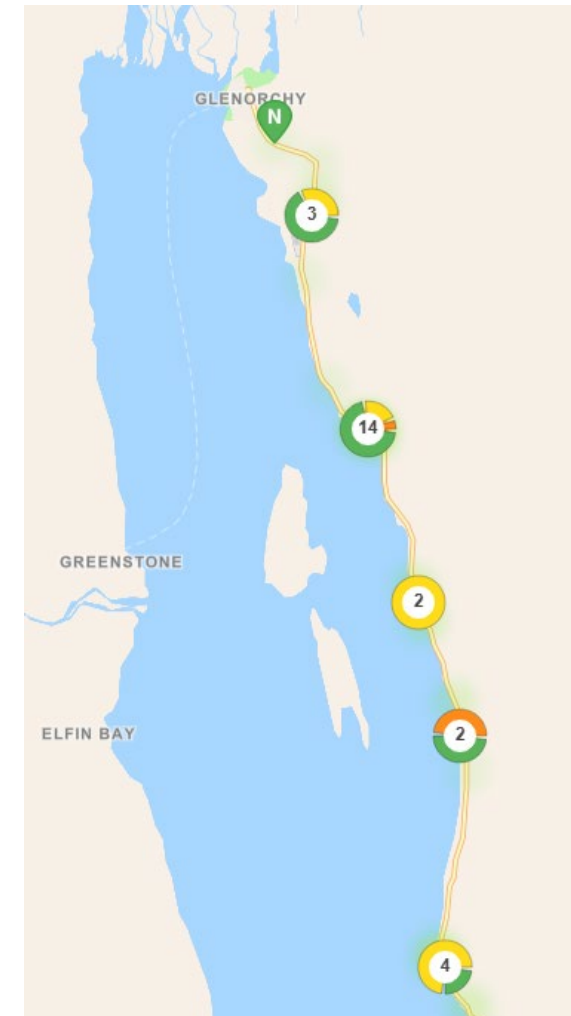
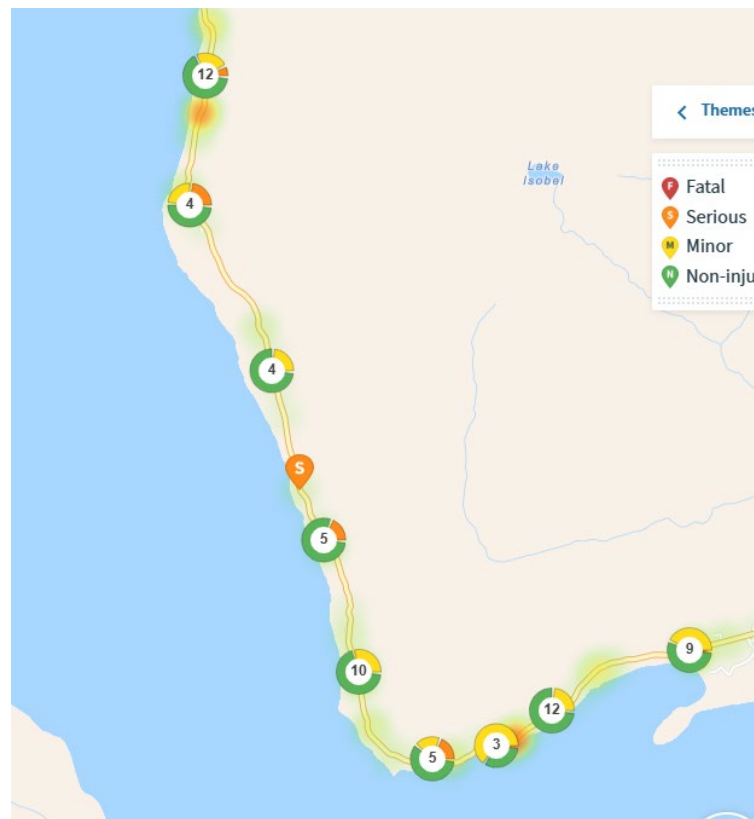
Crash History for Glenorchy-Queenstown Rd



2015–2025 recorded crash data:

- Total crashes: 234
- Serious crashes: 14
- People seriously injured: 14

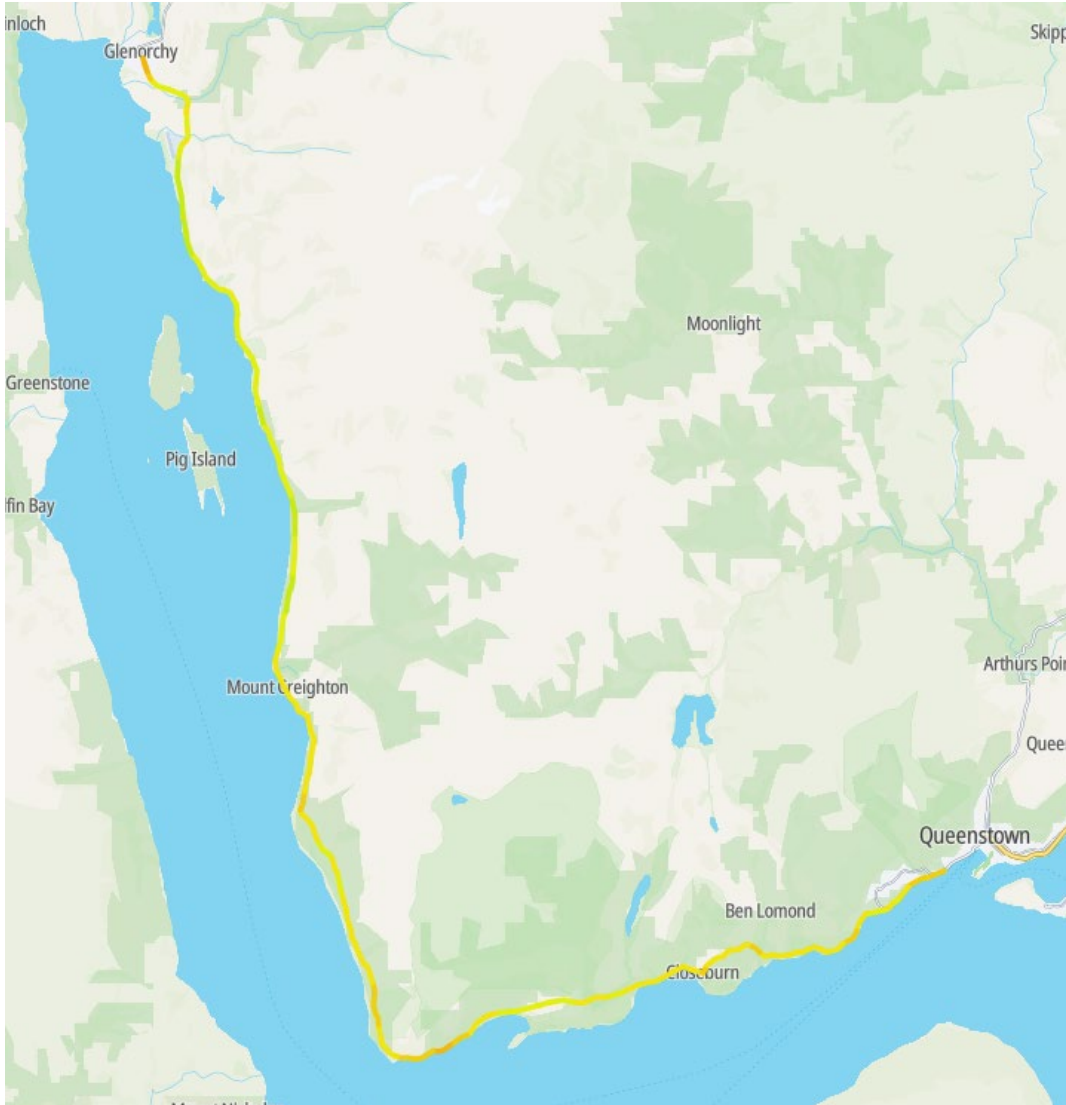
High level of support for a reduction in speed for the length of the road from Emergency Services



Proposed changes for Glenorchy – Queenstown Rd



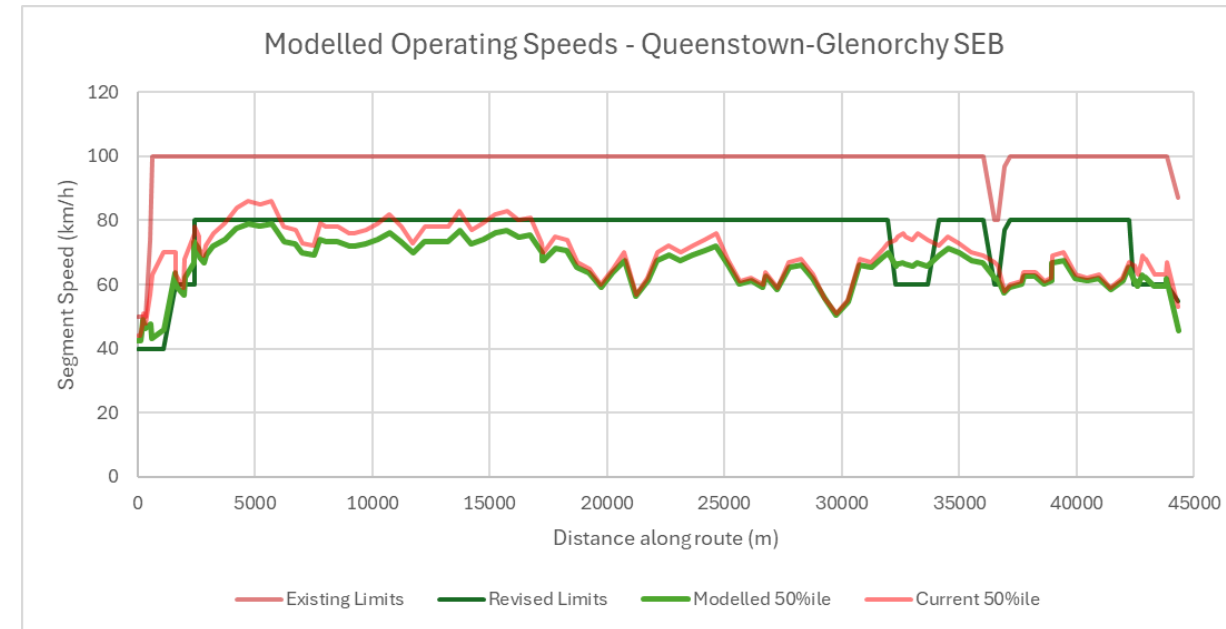
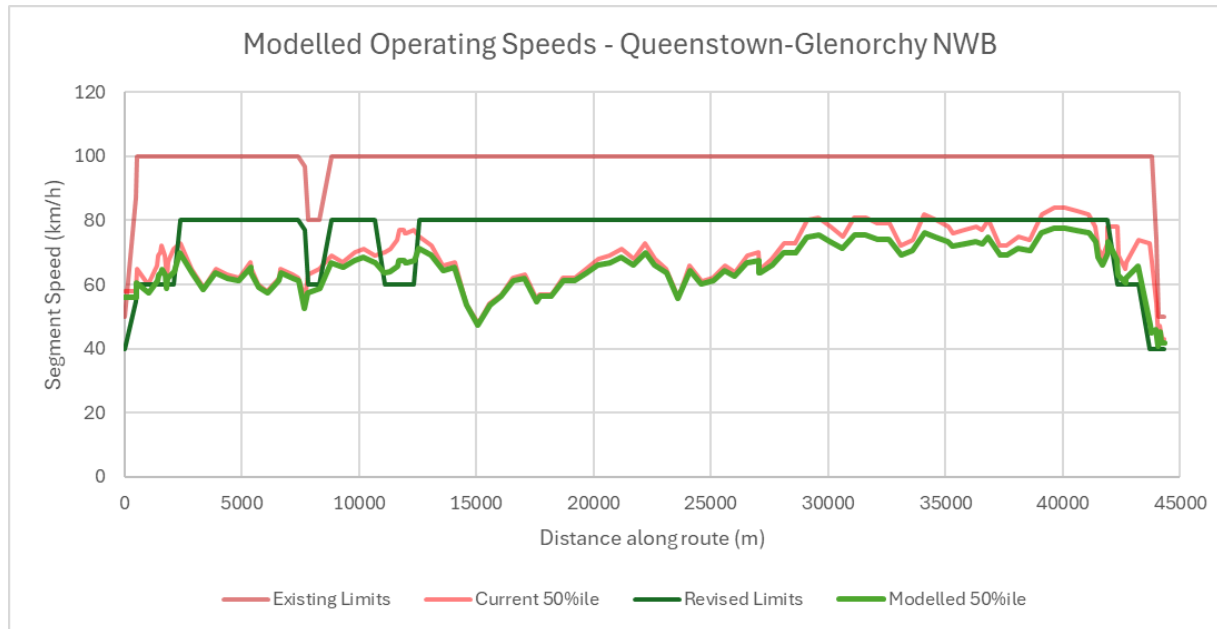
Speed & Time Impacts for proposed changes on GY-QT Rd



Modelling of proposed speed limits and time impacts for Glenorchy-Queenstown Road:

- Data was collected 24 hours per day for the entirety of 2024.
- Queenstown side recorded 130,000+ vehicles.
- Glenorchy side recorded 24,000+ vehicles.
- The assessment considers:
 - Current operating speed
 - Travel time
 - Modelled operating speed following speed limit changes
 - Resulting change in travel time

Speed & Time Impacts for proposed changes on GY-QT Rd



The result of the proposed speed limits changes on Glenorchy-Queenstown Road is an increase in travel time of **1 - 3 minutes** (in each direction for the full length of the road).

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/ Decrease in expected mean vehicle operating speed (kph)	
Increase/ Decrease in average individual light vehicle trip time (minutes.seconds)	
Increase/ Decrease in average individual heavy vehicle trip time (minutes.seconds)	
Increase/ Decrease 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/ Decrease in expected number of fatal crashes per year	
Increase/ Decrease in expected number of serious injury crashes per year	
Increase/ Decrease in expected number of minor injury crashes per year	
Increase/ Decrease in expected number of non-injury crashes per year	
Implementation cost	

School proposed changes

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

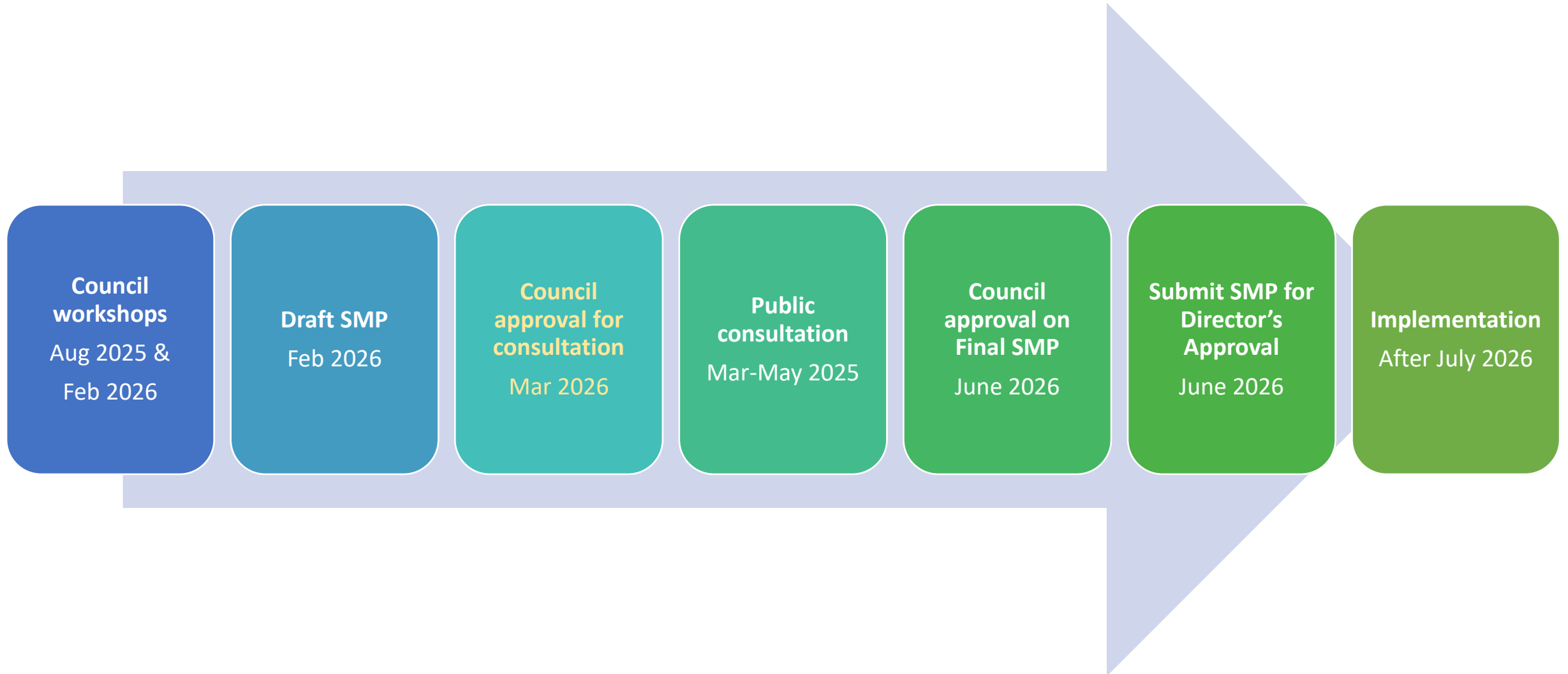


School proposed changes

- 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.
- Engaged with all 16 schools on school zone locations, peak operating times & signage requirements.

Minor changes (not part of the Alternative Method)	School Zone Minor Change	Current Electronic VSL	No Existing VSL
Applies to schools that already have an existing school zone or changes only to operating times.	For schools that already have school speed zones, changes are proposed to update or adjust the existing zones.	Schools with existing electronic VSL signs will be included to meet legalisation requirements.	New 30 km/h variable speed limit (VSL) school zones are proposed for schools that do not currently have a school speed zone in place.
<ul style="list-style-type: none">• Kingsview School• Shotover Primary School• Wakatipu High School	<ul style="list-style-type: none">• Hāwea Flat School• Holy Family School• Mt Aspiring College• Remarkables Primary School• Wānaka Primary School	<ul style="list-style-type: none">• Arrowtown School• Glenorchy School• Queenstown Primary School	<ul style="list-style-type: none">• Liger Leadership Academy• Makarora Primary School• St Joseph's School• Te Kura O Take Kārara• Te Kura Whakatipu o Kawarau

Next steps – 2026 SMP



Pātai? Questions?

Additional Information

New speed limit classifications under 2024 Rule

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

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](#)

Speed Management Plan Map

- All proposed speed changes are captured on the Speed Management Plan map
- Map will be used in consultation with submitters able to place feedback on individual roads included in the SMP

[Speed Management Plan - 2025](#)

