

Full Council

19 March 2026

Report for Agenda Item | Rīpoata moto e Rāraki take [5]

Department: Property & Infrastructure

Title | Taitara: Approval to Undertake Consultation on Proposed Speed Management Plan

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to present Council with the proposed Queenstown Lakes District 2026 Speed Management Plan (SMP) and consultation package and to request approval to formally consult with the public under section 82 of the Local Government Act (LGA).

Executive Summary | Whakarāpopototaka Matua

Speed Management in New Zealand has recently undergone a step change. The Land Transport Rule: Setting of Speed Limits 2024 (the Rule) replaces the Land Transport Rule: Setting of Speed Limits 2022. The new 2024 Rule introduced several reforms that streamlined how Road Controlling Authorities (RCA's) plan, assess, consult on, and implement speed limit changes.

The 2024 Rule works to ensure that speeds are safe, consistent and appropriate for the design and purpose of each road whilst balancing safety, economic impacts and community views. The Rule requires RCA's to consider safety and travel-time impacts through cost-benefit disclosure and prioritises safer environments around schools through mandatory variable limits.

Effective speed management in the district is essential for reducing harm, improving network efficiency and is a cost-effective way to create a safer transport network where all users of various modes of transport are able to get to where they are going safely. This is clearly aligned with the current Transport Strategy by combining infrastructure and behaviour change to achieve our strategic objectives.

A reduction in fatalities and serious crash injuries on the local road network is also specified as a KPI in the Queenstown Lakes District Council (QLDC) Long Term Plan 2024-2034, and safe and appropriate speed limits reduce the risk of deaths or serious injuries in the event of a crash.

Under the 2024 Rule, Council is required to undertake public consultation prior to submitting the Speed Management Plan to NZTA for certification. Consultation requirements are outlined in the below detail, and supporting consultation documents can be seen as attachments to this report.

The public consultation package contains the detail on proposed speed limit changes for roads and speed areas. The package contains:

- a. The consultation document which outlines why speed management is required, detail on the Vision and Principles and some case studies;

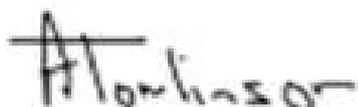
- b. Cost-benefit disclosure statements for each proposed speed limit change (excluding schools and new development areas);
- c. Table of all proposed speed limit changes;
- d. An interactive online GIS map showing all proposed speed limit changes in the 2026 SMP. This tool will be utilised for collecting submissions; and
- e. These documents will be hosted on Let's Talk which will also include a list of commonly asked questions.

Recommendation | Kā Tūtohu

That the Council:

- 1. **Note** the contents of this report;
- 2. **Approve** public consultation on the proposed 2026 Speed Management Plan in accordance with section 82 of the Local Government Act 2002;
- 3. **Note** that Attachment A: SMP Consultation Document, Attachment B: Cost-Benefit Disclosure Statement, and Attachment C: SMP List of roads with proposed speed changes, alongside the online GIS map, constitute the consultation package which outlines the proposed speed limit changes for various roads in the district; and
- 4. **Note** that submissions will be analysed following consultation and recommended changes will be presented at the 9 June Council workshop for consideration. A further report for the 23 July full Council Meeting will also follow whereby endorsement of the recommendations and approval for the final 2026 Speed Management Plan will be sought.

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19 February 2026

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26 February 2026

Context | Horopaki

Background on Previous QLDC Speed Management

1. Council is required to manage speed limits in accordance with national legislation to ensure safe and appropriate travel speeds on local authority roads. The last speed limit changes made in the Queenstown Lakes District were in 2019 under the Speed Limits Bylaw 2019. The Bylaw then became redundant as the mechanism for setting speed limits as it was revoked in November 2022 due to the introduction of Waka Kotahi NZ Transport Agency's new **Land Transport Rule: Setting of Speed Limits 2022** (the Rule) which came into force on 19 May 2022.
2. Under this rule, a National Speed Limit Register (NSLR) was introduced which became the legal instrument for setting speed limits under the 2022 Rule, replacing the traditional bylaw process as the legal method for setting speed limits.
3. A draft 2024-2027 Speed Management Plan (SMP) was undertaken in 2022. The draft SMP set out how QLDC would deliver consistent implementation of safe and appropriate speed limits aligned with the Regional Speed Management Plan.
4. Two-hundred fifty-seven targeted speed limit changes were presented in the SMP, informed by technical assessments and community feedback. This work aimed to improve road safety, address community concerns, and align speed limits with the function, usage, and risk profiles of local roads.
5. The 2024-2027 SMP went out for consultation between 2 October and 7 November 2023. Consultation sought feedback on the Vision, Principles, proposed speed areas and implementation period. 139 submissions were received.
6. Following consultation, analysis of the feedback and consequent updates to the final Speed Management Plan were carried out. However, prior to final approval of the SMP, and implementation of the speed limits into the National Speed Limit Register, the Government announced that a new Speed Rule was being developed, and consequently, work on the 2023 SMP was directed to halt.

A changed approach to managing speed limits

7. In 2024, the new Coalition Government introduced an updated **Land Transport Rule: Setting of Speed Limits 2024** which came into force on 30 October 2024.
8. The 2024 Rule replaced the previous framework and introduced a new approach from the Ministry of Transport to speed management across state highways and local roads. The 2024 Rule represented a clear policy reset by moving away from default lower speeds by instead placing greater weight on economic efficiency, travel time and community views, whilst still retaining safety as a core consideration. It also requires some earlier speed reductions to be reversed, tightens requirements around school speed limits and permits higher speeds on suitable high-standard roads.

9. A significant impact of the Rule was the invalidation of all Speed Management Plans not implemented by 30 October 2024, including Council's 2023 Speed Management Plan, despite its largely consistent alignment with the new standards.
10. Under the 2024 Rule, an assessment of all speed limit changes made since 1 January 2020 was required. A review identified no necessary adjustment to existing speed limits in the district as the QLDC Speed Limits Bylaw 2019 was adopted before 1 January 2020. Therefore, it has been confirmed with NZTA that there are no speed reversals to implement in the district.
11. Additional details of the new Rule include:
- Moves away from the 10-year long-term speed management approach;
 - Strengthened consultation requirements, including a requirement to include cost-benefit disclosure statements for each proposed speed limit change in consultation material;
 - Introduces new road classifications and updated guidance for setting speed limits (Schedule 3 of the 2024 Rule); and
 - Makes speed management plans optional and removes regional speed management plans.
12. Under the 2024 Rule RCA's have two ways to propose speed limit changes:
- Speed Management Plan (SMP)
 - Alternative Method Proposal (AMP)
 - Both methods must follow requirements outlined in the Rule, and be submitted to the Director of Land Transport for either certification (SMP's) or approval (AMP's)

School Speeds – the Alternative Method Proposal

13. The Rule requires variable speed limits (instead of permanent speed limits) to be implemented on roads outside school gates during drop-off and pick-up times by 30 June 2026.
14. All 16 schools in the district have received targeted consultation to confirm their existing or proposed school speed zones.

15. Thirteen schools are included in the Alternative Method, as outlined in the below table:

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

16. Changes to school speed zones in our district are being managed through the Alternative Method Proposal of the 2024 Rule. This is due to school speeds being a targeted group of changes with the AMP process allowing a quicker method for Council to determine and implement new school speed zones in order to meet the Rule's implementation deadline.

17. The Alternative Method does not require public consultation for school speed zones, nor does it require governance approval.

18. At the 4 February 2026 Council Workshop it was confirmed that Elected Members did not require the Alternative Method to come back to Council for approval, and therefore it has since been submitted directly to the Director of Land Transport in order to meet the requirement of 30 June 2026 implementation of all new school zone speed limit signs.

Why safe and appropriate speeds are required

19. As the district continues to see increasing levels of growth, there will be more people walking, more people on bikes and using public transport, and more vehicle movements on the roads. The purpose of speed management is therefore to ensure that all road users of all modes of transport are able to move about the district easily and safely in ways that contribute to their health and wellbeing.

20. Speed management is a key tool for managing and mitigating the risk of road safety on the network. Modifying speed limits is a far more cost-effective intervention than undertaking major infrastructure improvements in order to improve quality of roads.

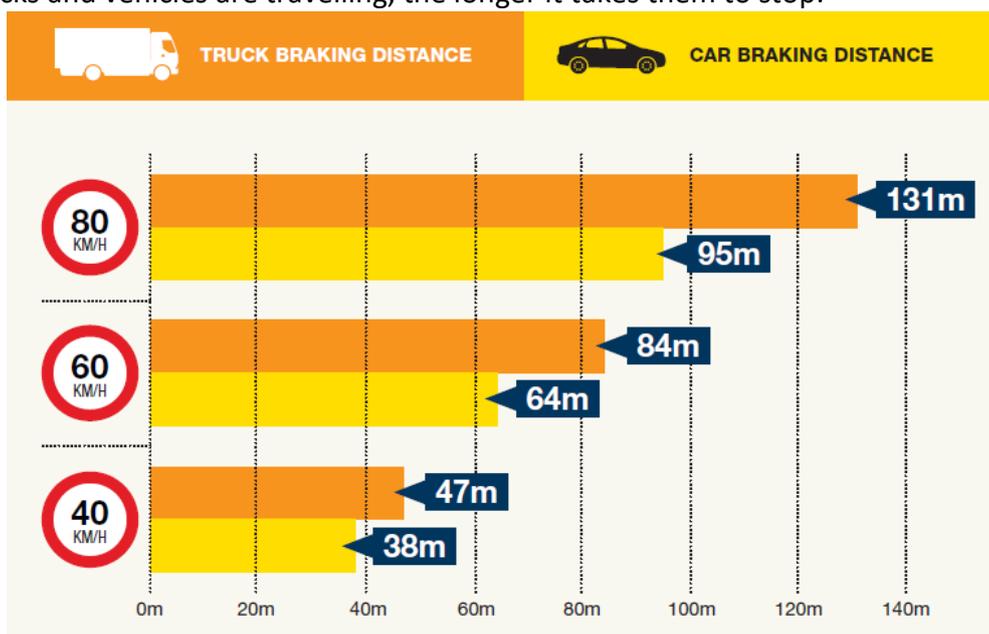
21. At higher speeds, each of the following factors increase, leading to a greater overall risk of crash involvement¹:

- Stopping distance – both the distance travelled during reaction time and the distance travelled after the brakes are applied;

¹ Ministry of Transport: Safety – Annual Statistics, Speed [Safety – Annual statistics | Ministry of Transport](#)

- The probability of exceeding the critical speed on a curve;
- The chance of other road users misjudging how fast the speeding driver is travelling; and
- The probability of a rear-end crash if the driver has not accounted for the increased speed by increasing the following distance.

22. The below graph² shows how braking distance changes at different speeds, highlighting that the faster trucks and vehicles are travelling, the longer it takes them to stop:



23. Whilst speed may not be the leading cause of crashes (in 2024 driving too fast for the conditions was cited as a contributing factor in 30% of fatal crashes nationally¹), speed will determine the seriousness of outcomes in the event of a crash. Lower speeds mean that when a crash does occur due to poor driver behaviour, driver error or something else, the severity of the crash is reduced which could be the difference between life, death and serious injury. This is especially key for when vulnerable road users such as pedestrians, people on bikes, or motorbikes are involved.

24. Within the district, over the last 10 years (2016 – 2025) there were 115 crashes with fatalities or serious injuries³. Speed is listed as contributing factor in 34 of these crashes, which resulted in 8 fatalities and 33 people seriously injured. The social cost of these speed related crashes is \$164 million.

25. Anecdotally, it's often suggested that tourist drivers are responsible for crashes across the district, however, of the 34 fatal or serious injury crashes on local roads over the last ten years with speed as a contributing factor, only 9 of those included drivers on overseas licenses. This suggests that many locals are used to driving faster on roads they are familiar with through day-

² The Road Safety Learning Lab, Transport for NSW

³ Data sourced from NZTA's Crash Analysis System. Crash analysis is for local roads only and so does not include crashes that occur on private land or carparks, off road tracks or area, in private developments, or on state highways.

to-day journeys, but that does not mean that those speeds are safe or appropriate for the road and the conditions. Mistakes on the transport network can happen, but a mistake should not result in a death or serious injury, and lower, appropriate, speeds can help to mitigate that risk.

26. Reducing speed on our network impacts the wellbeing and safety of users on our roads, and builds a network for future generations where everyone, whether they're walking, biking, driving, motorcycling, using micro mobility or public transport, can get to where they're going safely.

QLDC's Draft 2026 Speed Management Plan (SMP)

27. Although no longer mandated, speed management plans remain one of the main mechanisms RCA's can use to propose speed limit changes with the 2024 Rule outlining the process for having plans certified. A SMP provides a structured, packaged way to present multiple speed limit changes, a consistent process for approvals and community consultation, and is in a recognised format for NZTA certification, therefore, QLDC is retaining the SMP approach. This will assist in ensuring consistency on the network, avoids piecemeal changes, outlines how speed changes align with road function and safety – all demonstrated through the overarching Vision and Principles – and creates a clear programme of work for consultation and implementation.

28. The Vision and Principles were updated based on feedback from the 2023 SMP consultation, with the 2026 SMP structured around these to reflect local safety objectives as well as considering community expectations, high numbers of tourist drivers, crash and risk data. More details on these can be found in the SMP Consultation document (Attachment A).

29. The 2026 SMP Vision and three Principles are shown in the below graphic:

Everyone can travel around the district safely and efficiently.



30. Under the principles, key areas are focused on in the 2026 SMP including:

- New roads and development areas
- Urban fringe areas

- Rural settlements
- Queenstown town centre
- Roads with new cycle infrastructure
- Locations of high public concern

31. In the 2023 consultation, Hāwea Flat and Bob’s Cove came through as areas of high public concern. This feedback has been taken into consideration with lower speeds proposed through these communities.

32. Research has shown that driving at speeds appropriate for the road is likely to result in a small increase in travel times. Other factors, such as road conditions, congestion and intersections have a much greater effect on travel time⁴. Modelling of proposed speed limits and time impacts for the key routes of Glenorchy-Queenstown Road and Malaghans Road has been completed using real time TomTom data. This assessment considers current operating speeds, current travel times, modelled operating speed following speed limit changes and the resulting change in travel time. Data for the modelling was collected 24 hours per day for the entirety of 2024:

- The result of the proposed speed limit 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.
- For Malaghans Road, the proposed 80km/h speed limit for the length of the road will result in a minimal increased travel time of less than 1 minute.
- Supporting crash statistics for both these roads are included in the SMP Consultation Document (Attachment A)

33. It is proposed that the SMP is reviewed and updated every 3 years, however it could be done within quicker intervals if required.

Speed Management Public Consultation

34. Public consultation is required to run for six weeks under the Rule. Consultation is proposed to run from 23 March to 3 May 2026.

35. Consultation will be targeted to the proposed speed limits and road sections included in the 2026 SMP. Feedback on other roads suggested for potential speed changes however will be collected and used to inform the next iteration of the SMP.

36. State Highways are out of scope of this consultation as NZTA is responsible for managing speed on those, however any feedback on state highways will also be collated and submitted to NZTA.

⁴ [Research Report 582 Time and fuel effects of different travel speeds](#)

37. Consultation materials will include:

- Speed Management Plan Consultation document (Attachment A) which provides more detail on the Vision and Principles as well as rationale and data on why lower speeds are needed around the district, and what areas are being focused on for the 2026 SMP;
- Cost Benefit Disclosure Statement (Attachment B) – under the 2024 Rule, a cost-benefit disclosure statement is required for all proposed speed limit changes (except those in new developments and schools). This ensures safety benefits (crash reduction) are balanced against travel time impacts and implementation costs;
- Tables outlining a complete list of all proposed speed limit changes (Attachment C);
- An interactive map showing all proposed speed limit changes - feedback during consultation will be collated via the map. Submitters will answer some demographic questions and will then be able to respond to proposed speed changes on individual roads.

Speed Management Plan Post Consultation

38. Following public consultation, the submissions will be analysed and used to inform the final SMP. The below steps outline the process from receiving all the submissions through to implementation of the final 2026 SMP.

- Submissions supplied to consultant who will analysis the data and produce a report with recommendations;
- Council Workshop booked for 9 June 2026 – the purpose of this workshop will be to consider any proposed changes to the SMP based on the consultation feedback;
- The SMP will be updated accordingly to reflect submissions received and direction from Council;
- Council Meeting booked for 23 July 2026 – the purpose of this meeting will be to endorse the recommended changes and to seek final approval of the SMP;
- Following Council approval, the SMP will be submitted to the Director of Land Transport for approval; and
- Once approved by the Director, new speeds can be input into NSLR which legalises the speeds, and signage can be implemented to reflect the changes.

Analysis and Advice | Tatāritaka me kā Tohutohu

39. 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.
40. Note that Council is able to make changes to the draft SMP as an outcome of formal consultation in response to feedback received, however, as stated in point 32, cannot add additional roads into the SMP.
41. Option 1: Do Nothing (status quo). Council does not endorse the request to go out to consultation on speed management, which includes proposed speed changes for roads and areas across the district.

Advantages:

- Speed limits can be contentious issues and there may be challenges in managing timeframes and expectations with stakeholders and the public.
- No costs associated with finalising the 2026 SMP and implementing signage changes.

Disadvantages:

- Without public consultation, work on the 2026 SMP will be unable to continue as consultation specifications are mandated under the 2024 Rule.
- Will not address speed limits changes that have been raised by the public as high priority concerns. Many communities have provided feedback in previous consultations which has not progressed, 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 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.
- 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.

42. Option 2: Endorse the request to go out to public consultation on speed management and the proposed speed limit changes as outlined in the consultation document, speed tables and interactive map.

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.
- Ensures our communities are given the opportunity to share feedback on the proposed speed limits.
- Aligns with consultation requirements as set out in the Land Transport Rule: Setting of Speed Limits Rule 2024.
- Ensures consistent speed management zones.
- Ensures that all posted speed limits on the network are legal and enforceable.

Disadvantages:

- Feedback from the community on the proposed speed limit changes may be contentious or divisive.
- Budget is required for finalisation of the 2026 SMP and implementation of new speed signs.
- Some motorists may not support the changes in speed limits through communities they commute through, and this may cause conflict between those that live in the community, and those that commute through a community.

43. This report recommends **Option 2** for addressing the matter whereby Council proceeds to public consultation, meeting the requirements set out in the Setting of Speed Limits Rule 2024 and allowing QLDC to address speed limits and improve road safety.

44. If Council endorses Option 2, the proposed Speed Management Plan will go out for public consultation from 8am Monday 23 March for a period of 6 weeks. Any person, community group or business can make a submission on the proposed speed limit changes.

45. Officers will present back to Council the finalised Speed Management Plan for adoption at its meeting on 23 July 2026. If adopted, Council will then apply for approval from the NZTA Director of Land Transport and update the National Speed Limit Register.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

46. 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.
47. 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, Waka Kotahi NZTA, Otago Regional Council, Automobile Association (AA).
48. 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) which have been followed.
49. 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 SMP. Public consultation will run for 6 weeks on the 2026 SMP and this feedback will be used to finalise the SMP.
50. All schools in the district have been consulted with separately as part of the Alternative Method.

Māori Consultation | Iwi Rūnaka

51. 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.
52. The Rūnaka have not indicated any further direct consultation is required.
53. An invitation to participate in consultation will be extended to Kāi Tahu.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

54. 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.

55. The approval of the recommended option will allow Council to implement additional controls for this risk. This will be achieved by supporting the certification and implementation of our Speed Management Plan and associated speed limits according to current legislative requirements. Whilst QLDC cannot prevent all crashes from occurring, speed management enables us to reduce the impact of any crashes and increase the chance of survivability.
56. Speed Management has been added to the QLDC Risk Register as an Operational Risk (RISK200058): There is a chance that there will be a change in legislation, policy direction or implementation approach by the Government post 2026 general election. Further delays in Council considering this report, and misalignment with revised priorities or political agendas 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

57. All costs associated with the development of the proposed Speed Management Plan, including consultant time and implementation, is met within current budget forecasts.
58. Implementation of school speed zones via the Alternative Method will receive a partial NZTA subsidy.

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

59. The following Council policies, strategies and bylaws were considered:
- [The Queenstown Business Case](#): We need to change the way we design developments and intensification areas - the overarching philosophy when developing the preferred programme for the Queenstown Business case is to shift the current reliance on the private vehicle, providing users with choice and creating a programme that is adaptive, scalable and resistant. A high level of alternative mode share is also required on the network, and speed management is one of easiest, and cheapest, tools to implement change to create a network that puts pedestrians and cyclists first.
 - [The Queenstown Lakes Spatial Plan](#): One of the outcomes of the Spatial Plan which contributes to the goal of 'Grow Well' is 'public transport, walking and cycling is the preferred option for daily travel', and reducing speed on the network fosters and creates environments where people will feel safer using active modes of transport.
 - The [Mode Shift Plan](#) documents how it will get more people walking, cycling and using public transport. Speed management directly contributes to creating a network where walking and cycling and public transport are everyone's first travel choice, which is a key outcome of this plan. Lowering speed, as well as infrastructure upgrades such as pedestrian crossings, are essential for making walking and cycling attractive travel choices.

- [Queenstown Integrated Transport Strategy](#): supporting improved network performance and customer experience for all modes and improved liveability and visitor experience.
- [Vision Beyond 2050](#): Speed management is clearly aligned with the principle of Thriving People, and the Community Outcome 'Our environment and services promote and support health, activity and wellbeing for all. Speed management supports a safe and healthy community by mitigating the likelihood and consequences of death and serious injury on our roading network.
- QLDC's [Long Term Plan 2024 - 2034](#) is a strategic framework; contributing to efficient and effective infrastructure and a responsive organisation. In relation to speed management, speed is a factor in every crash on the network, and speed reduction is the easiest and cheapest available tool to implement to achieve the KPI under Transport which requires a decrease in the number of fatalities and serious injury crashes on the local road network. Reduced speeds on the network will also contribute to an increase in active and multi-modal transport which is also a KPI under Transport.
- [Queenstown Lakes Climate and Biodiversity Plan 2025-2028](#): Transport is one of the six outcomes of this plan, and under that the target is to create a low-emission transport network, and work together to change the way we travel. Speed management has been shown to lower vehicle emissions, and as linked to above policies, lowering speed creates streets where the private vehicle is not the first choice.
- The [QLDC Disability Policy](#): creating an inclusive and enabling society, by removing barriers to participation for disabled people living in and visiting our community, speed management principles better choice to for all parts of the transport network.

60. The recommended option is consistent with the principles, goals and strategies set out in the above.

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

- Implementation of school speed zone changes is covered under the subsidised Low Cost Low Risk Budget.
- And implementation of the SMP comes under the unsubsidised Network Planning budgets.

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

62. 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

63. 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 consulting with our communities on a key matter that impacts the well-being of our communities on our transport network. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act.

64. 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 Consultation Document
B	Cost Benefit Disclosure Statement
C	Speed Management Plan List of roads with proposed speed changes