
QLDC 2026 Speed Management Plan

Final Recommendations for speed limit changes

June 2026

QLDC Speed Management Plan 2026

Technical Note to provide Final Recommendations for speed limit changes

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1. Executive Summary

The Queenstown Lakes Speed Management Plan 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 Setting of Speed Limits 2024 Rule 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 the New Zealand Transport Agency.
- Community feedback plays an important role in the Speed Management Plan: All submissions received have been reviewed and considered as part of finalising the Plan.
- The proposed speed limit changes along Glenorchy-Queenstown Road are the key strategic safety changes in this SMP. The Bobs Cove to Glenorchy section received the highest amount of feedback, with most respondents opposing the proposed 80 km/h speed limit, primarily citing travel time concerns and driver behaviour rather than speed. Despite the limited estimated travel time impact (1.5 minutes), current operating speeds, crash risk, public access, and network consistency support implementing the proposed 80 km/h speed limit.

Consultation was held on the 2026 draft Speed Management Plan which outlined proposed new speed limits for 76 sections of road, or development areas (53 in Whakatipu, 23 in Wānaka).

- **749 submissions on individual proposed speed limits were received. See Safer Speeds Engagement Report for further information.**
- **Of these 76 proposed speeds, 73 are recommended to be finalised as per the draft SMP. Three proposed speeds have revised recommended speed limits – these roads where the recommended speeds differ from the proposed speed are listed in Table 1 below.**
- **Each road or urban development with a proposed speed change, including those with a new recommended speed limit, is outlined in sections 3 – 7 with tables showing the proposed and recommended speeds with associated rationale.**

The purpose of this technical note is to provide recommendations for QLDC's final decisions on speed limit changes to be made under the 2026 Speed Management Plan (SMP). The 2026 Speed Management Plan will be going to the 27 August 2026 Council meeting for endorsement.

Table 1: Roads or speed areas with revised recommended speed limits

No.	Speed Area Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
21	Victoria Flats Speed Area 2025	Victoria Flat Development Area Victoria Flats Road	Stopping places	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	A new industrial zone has been developed at the end of Victoria Flat Road. Due to the high volume of heavy traffic and the road geometry, it is recommended that the end section (approximately 570 m) of Victoria Flat Road be reduced to 50 km/h where it connects to the private development. This change will have a minimal impact on travel time but will improve safety. Further information on the rationale is on page 16.
45	Coronet Peak	Coronet Peak Road Top 2.65km Northeast of Skippers Road to end	Stopping places	70 km/h with 50 km/h during winter period	40 km/h	50 km/h	Due to the Schedule 3 requirements in the Rule, the minimum speed limit for stopping places is 50 km/h. To ensure compliance with the Rule, it is recommended that a 50 km/h speed limit be implemented on the upper section of Coronet Peak Road. Further information on the rationale is on page 33.
50	Malaghans-Coronet Peak Road Intersection	Malaghans Road / Coronet Peak Road intersection to approx. 77m northwest of intersection	Peri-urban roads	70 km/h	50 km/h	50 km/h Malaghans Road / Coronet Peak Road intersection to approx. 100m northwest of intersection	A minor change is required to the proposal due to changes in the intersection upgrade plans. The extension is to reflect the actual location of the existing speed limit signs. Further information on the rationale is on page 36.

2. Rationale for Recommendations

The recommendations for each speed limit or area have taken into account:

- Analysis of feedback received during the consultation period, subdivided to understand trends from different road user groups, for example:
 - From people who live on the affected road section
 - From people who travel through the affected road section
 - From people who use different types of transport (motorised vs active)
- The principles of the SMP:
 - Safe school zones
 - Consistency of speed limits on the network
 - Safety for active transport road users
- Strategic considerations
 - Long term safety - Anticipated increases in vehicle volume and population
 - Tourism and tourist travel routes
 - Balance of movement and place values and intended role on the network
 - School bus routes (speed limited to 80km/h)
 - Fire and Emergency routes and responses
 - Areas of current or future development
 - Value for money road safety initiatives
- Elements considered in the cost benefit declarations required under the rule:
 - Crash history
 - Implementation cost
 - Travel time impact

3. New Roads and Developments

This section includes urban development areas with a mixture of built, current development and planned areas.

New Urban Developments

Under section 2.3 (Speed Limit Area) of the 2024 Rule, new urban residential roads in existing Urban Traffic Areas (UTAs) created under previous Rules and the Bylaw automatically receive the UTA speed limit. New urban residential roads not located in existing UTAs may be included in newly created Speed Limit Areas (this is the current regulatory term which encompasses existing UTAs).

The default speed limit for a new street is 100 km/h unless an Urban Traffic Area (or Speed Limit Area) is established. This means that, by default, most new developments currently have an automatic speed limit of 100 km/h, even though the streets are designed for lower speeds. As a result, these developments must be included in the SMP to update their legal speed limits.

Anticipated Developments – pre-emptive

In addition, Waka Kotahi NZTA has advised that under the 2024 Rule, Speed Limit Areas can be pre-emptively established to accommodate anticipated future growth, e.g. subdivisions that have received resource consent. As with any new streets or roads, pre-emptive Speed Limit Areas need to be consulted on via the Alternative Method or a Speed Management Plan, hence their inclusion in this SMP.

Significant Walking and Cycling Activity

Under the 2024 Rule, Urban Streets with ‘significant walking and cycling activity’ can have a speed limit of 40km/h. This speed limit would also be consistent with existing Urban Traffic Areas in the district, and consistent with QLDC road safety and speed management principles, particularly network consistency – “New roads, and new subdivisions and developments assigned the appropriate speeds....to align with design and engineering classification.”.

All new proposed 40km/h Speed Areas, as shown in Table 2, align with the 2024 Rule.

Table 2. Proposed Speed Areas and Limits for New Roads and Urban Development Areas

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
1	Bullendale	Battery Rise Bullendale Drive Ocallaghan Street	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. No public submissions on Bullendale were received. Taking into account the importance of consistency across new developments, no public submissions, and future development plans that include footpaths and crossings, it is recommended to implement the proposed 40 km/h speed limit.
2	Bullenrise Speed Area 2025	Bullendale Drive Development - Bullendale Sluice Terrace Tailrace Rise	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Four public submissions regarding the Bullenrise Speed Area were received. All were supportive of the proposed speed reduction. Taking into account the importance of consistency across new developments, the low number of submissions (with all recognising that speed reduction is necessary), and future development plans that includes footpaths and crossings, it is recommended to implement the proposed 40 km/h speed limit.
3	Coneburn Industrial 2025 Speed Area	Development - Coneburn	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Coneburn is a new urban industrial zone, and it received three public submissions – two in favour of 40 km/h, and one supporting 50 km/h. Taking into account the importance of consistency across new developments, the low number of submissions, general recognition that some level of speed reduction is necessary, and future development plans that includes footpaths and crossings, it is recommended to implement the proposed 40 km/h speed limit.

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
4	Frankton Urban Growth 2025 Speed Area	Development – Frankton Urban Growth	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Nine submissions were made regarding Frankton Urban Growth Speed Area. Five were in support of a lower speed and one was to keep the same speed limit. Three further submissions preferred to keep the current speed limit but had comments that implied they were considering the existing speed limit on the adjacent State Highway 6 rather than the future development. Taking into account the importance of consistency across new developments, the low number of submissions, general recognition that some level of speed reduction is necessary, and likelihood that submitters who preferred the current speed limit were not considering future development, it is recommended to implement the proposed 40 km/h speed limit.

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
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	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Two public submissions regarding the Hanley Farm Speed Area were received with both being in favour of a lower speed limit. Taking into account the importance of consistency across new developments, the low number of submissions and recognition that speed reduction is necessary, it is recommended to implement the proposed 40 km/h speed limit.
6	Hansen Road	Hansen Road	Urban Street with significant walking and cycling activity	80 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule The street will be upgraded with a footpath/shared path. Three submissions on Hansen Road were received; all in favour of reduced speed limits but for different limits, with 40 km/h, 50 km/h and 60 km/h all suggested. Taking into account the importance of consistency across new developments, the low number of submissions, general recognition that some level of speed reduction is necessary, and likelihood that submitters who preferred the current speed limit were not considering future development, it is recommended to implement the proposed 40 km/h speed limit.

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
7	Hikuwai Speed Area 2025	Granite Terrace Moonstone Street Onyx Street Pounamu Avenue Rua Street Tourmaline Drive	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule Four public submissions regarding the Hikuwai Speed Area were received, all supporting lower speeds, with two suggesting 50 km/h rather than the proposed 40 km/h. Taking into account the importance of consistency across new developments, the low number of submissions and recognition that speed reduction is necessary, it is recommended to implement the proposed 40 km/h speed limit.
8	Home Hill Drive	Home Hill Drive	Urban streets with no footpaths	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule No submissions on Home Hill Drive were received. Taking into account the importance of consistency across new developments, no public submissions, and future development plans, it is recommended to implement the proposed 40 km/h speed limit.

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
9	Homestead Bay Speed Area	Development – Homestead Bay	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Six public submissions on Homestead Bay were received. Four were in support of a lower speed, and two further submissions also wanted reduced speed limits but had comments that implied they were considering the speed limit on the adjacent State Highway 6 rather than the future development. Taking into account the importance of consistency across new developments, the low number of submissions and recognition that speed reduction is necessary, it is recommended to implement the proposed 40 km/h speed limit.
10	Kawarau Heights 2025	Carrick Lane Douglasvale Rise Kawarau Heights Boulevard	Unconventional, low-volume or low speed road types	40 km/h	30 km/h	30 km/h	A 30 km/h speed limit was proposed for Kawarau Heights subdivision because the resource consent and street design was undertaken for this speed limit, and the 30 km/h speed limit signs are already installed, although the legal speed limit is currently 40 km/h. Five submissions were received regarding Kawarau Heights Speed Area. Three submissions were to keep the same speed limit, and two supported the proposed change to 30 km/h, highlighting the limited visibility entering and exiting Kawarau Heights. However, as signage on the ground reflects 30 km/h, it is unclear if people commenting to keep the same speed limit were referring to a 30 km/h or 40 km/h speed limit. Given that the 30 km/h speed limit signs and road markings are installed when the streets are open to the public, and the area is separated from nearby residential streets, it is recommended that the existing signs and markings remain in place, and the 30 km/h speed limit is legalised.

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
11	Kingston Speed Area	Development - Kingston	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Four public submissions regarding the Kingston Speed Area were received with three in support of the lower speeds. The fourth submission had comments that implied they were considering the existing speed limit on the adjacent State Highway 6 rather than the future development. Taking into account the importance of consistency across new developments, the low number of submissions and recognition that speed reduction is necessary, it is recommended to implement the proposed 40 km/h speed limit.
12	Ladies Mile Speed Area	Development – Ladies Mile	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Ten submissions were made on Ladies Mile, however from the comments provided six of these submissions are referencing speed along the Ladies Mile section of State Highway 6 rather than this specified new development area (as this area is not yet built, comments on traffic and current flows relate to SH6). The remaining four submissions are supportive of a decreased speed limit although two suggested 50 km/h and 60 km/h. Taking into account the importance of consistency across new developments, the low number of submissions and general recognition that some level of speed reduction is necessary, it is recommended to implement the proposed 40 km/h speed limit.

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
13	Ladies Mile West Speed Area	Development – Ladies Mile West	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Four public submissions regarding Ladies Mile West were received with three in support of the lower speeds, with the fourth having comments that implied they were considering the existing speed limit on the adjacent State Highway 6 rather than the future development. Taking into account the importance of consistency across new developments, the low number of submissions and general recognition that some level of speed reduction is necessary, it is recommended to implement the proposed 40 km/h speed limit.
14	Lake Hayes Estate 2025	Kahiwi Drive Stalker Road	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Four public submissions regarding Lake Hayes Estate 2025 were received with three in support of the lower speeds. The fourth had comments that implied they were considering the existing speed limit on the adjacent State Highway 6 rather than the future development. Taking into account the importance of consistency across new developments, the low number of submissions and general recognition that some level of speed reduction is necessary, it is recommended to implement the proposed 40 km/h speed limit.

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
15	Lake Mckay Station Speed Area 2025 (Luggate)	Atkins / Lake Mckay Roundabout Atkins Road Harliwich Rise Lake Mckay Drive Mount Grand Rise Pukio Court	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. One public submission in support of the proposed speed was made on the Lake Mckay Station Speed Area. Taking into account the importance of consistency across new developments, low public submissions, and future development plans, it is recommended to implement the proposed 40 km/h speed limit.
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	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Four public submissions regarding the Park Ridge speed area were received, and all were in favour of reducing the speed limit, with three supporting 40 km/h and one suggesting 50 km/h. Taking into account the importance of consistency across new developments, low public submissions, and future development plans, it is recommended to implement the proposed 40 km/h speed limit.

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
17	Patiki Loop	John Macs Way Patiki Loop Tangata Whai Place	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Two public submissions, both in support of the proposed speed limit, on Patiki Loop were received. Taking into account the importance of consistency across new developments, low public submissions, and future development plans, it is recommended to implement the proposed 40 km/h speed limit.
18	Peninsula Hill Speed Area	Development – Peninsula Hill	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Four public submissions on the Peninsula Hill speed area were received. Three were in support of lower speed limits, with one suggesting 50km/h. The fourth submission was relevant to speed on the adjacent Peninsula Road. Taking into account the importance of consistency across new developments, low public submissions, and future development plans, it is recommended to implement the proposed 40 km/h speed limit.
19	Roses Saddle	Roses Saddle Rise Saint Just Place	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Three submissions were received regarding Rose's Saddle. Two supported a 40 km/h speed limit. One preferred the current speed limit or a change to 50 km/h. Taking into account the importance of consistency across new developments, low public submissions, and future development plans, it is recommended to implement the proposed 40 km/h speed limit.

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
20	Shotover Bus Stop	Shotover Delta Road Bus Stop	Urban streets with no footpaths	100 km/h	40 km/h	40 km/h	This speed zone is proposed to fill a gap in the existing 40 km/h urban speed area. Three submissions were received regarding Shotover Bus Stop. Two supported a 40 km/h speed limit, and one preferred to keep the current speed limit. It is recommended to implement the proposed 40km/h speed limit.
21	Victoria Flats Speed Area 2025	Victoria Flat Development Area Victoria Flats Road	Stopping places	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	Three submissions were received regarding the Victoria Flats Speed Area. Two submissions welcomed a decrease in the speed limit to the proposed 60 km/h, with the third wanting a decrease to 80 km/h. It is likely submitters were considering Victoria Flats Road only, under current conditions and not in relation to the upcoming development area. Following consultation and re-evaluation, it is recommended to implement two speed zones as below: Taking into account the low number of submissions, scale of upcoming development as an industrial zone with high heavy vehicle volume, and SMP principle of consistency, it is recommended to proceed with the proposed 60 km/h speed limit on the first section of the road from State Highway 6 to 1.13km down the road. A new industrial zone has been developed at the end of Victoria Flat Road. Due to the high volume of heavy traffic and the road geometry, with the refined change having minimal impact on travel time whilst improving safety, it is recommended that the end section (approximately 570 m) of Victoria Flat Road be reduced to 50 km/h speed limit where it connects to the private development.

No.	Speed Area Proposed Name	Streets included	Schedule 3 Definition	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
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	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. Nine public submissions regarding the Woolshed Creek Speed Area were received. Five submissions were in support of the lower speeds. The other four had comments that implied they were considering the existing speed limit on the adjacent State Highway 6 rather than the future development. Taking into account the importance of consistency across new developments, low public submissions, and future development plans, it is recommended to implement the proposed 40 km/h speed limit.

4. School Zones

Speed limits around all schools in the district, with the exception of the below two areas, have been managed through the Alternative Method of the Setting of Speed Rule 2024. The Alternative Method has received Waka Kotahi approval and implementation of the school speed signs will be complete by the set deadline of 30 June 2026.

Table 3 shows two areas that were unable to be included in the Alternative Method as they require reducing permanent speed limits in order to get appropriate variable school speed limits, hence their inclusion in this SMP.

Table 3. School speed limit zone reductions

No.	School Name	Road Name	Schedule 3 Classification	Current Limit km/h	Proposed speed limit in draft SMP	Recommended Change	Rationale
23	Hāwea Flat School	Kane Road	School zone	100 km/h with 60 km/h variable speed limit	60 km/h with 30 km/h variable speed limit	60 km/h with 30 km/h variable speed limit	Due to the change in the permanent speed limit, the variable speed limit at Hāwea Flat School has been reduced accordingly. This change is consistent with the recommended 60 km/h speed limit through the Windmill Corner area. No submissions were received on the school zone by Hāwea Flat School. For the safety of the school and students entering and leaving the school grounds, it is recommended to implement the proposed 60 km/h with 30 km/h variable school speed limit.
24	Wakatipu High School	Hawthorne Drive (Speed Area 2025)	Urban Street with significant walking and cycling activity	50 km/h	40 km/h	40 km/h	The 40 km/h speed limit change is proposed to accommodate the extension of an existing school speed limit zone near the Mountain Ash Drive intersection. Four public submissions were received – all were in favour of retaining the current speed limit, however comments suggest that the section of road proposed for change was misunderstood. Taking into account the low number of submissions, the proximity to the school, the existing school speed zone, and SMP principles of consistency and safety around schools, it is recommended to implement the proposed 40 km/h speed limit.
25		Hawthorne Drive Red Oaks Drive (Wakatipu High School 2025)	Urban Street with significant walking and cycling activity, and School Zone	50 km/h	40 km/h with 30 km/h variable speed limit	40 km/h with 30 km/h variable speed limit	This speed limit change is an extension to an existing school zone. Four responses were recorded regarding this school zone and 100% of respondents welcome the proposed change. Further comments include calls for a 30 km/h area around the school. Given the safety benefits, Speed Limit Rule requirements, and positive responses it is recommended to extend the existing school zone and to implement a permanent 40 km/h speed limit with 30 km/h variable school speed zone.

5. Queenstown and Whakatipu Speed Limit Changes

a. Queenstown Town Centre Shared Zone 10 km/h Streets

The shared zone street upgrades in the Queenstown town centre fit the definition under Schedule 3 of Civic Spaces “*Streets mainly intended for localised on-street activity with little or no through movement.*” This has been embedded in the recent street upgrades which implemented design and infrastructure to discourage through-traffic and encourage a 10 km/h operating speed. Under Schedule 3 Civic Spaces may have a speed limit of 10-20 km/h. Carparks within reserves fit the definition under Schedule 3 of Unconventional, low-volume or low speed road types “*Parking areas, beach access points, riverbeds, cultural and recreational reserve or similar*” which encourage a 10km/h operating speed as well.

Table 4. Queenstown Town Centre 10 km/h streets

No.	Area/ Road Name(s)	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
26	Lakeview 2025 Speed Area Hales Rise Isle Street (from Hay Street to Thompson Street) Waldeman Way	Civic Space	40 km/h	10 km/h	10 km/h	Wherever possible, shared spaces should be 10 km/h for consistency across the region, safety and priority for active transport and alignment with the Setting of Speed Limits Rule. Isle St is a new section of an existing road 15m West of Hay Street to Thompson Street Six submissions were made regarding the Lakeview Speed Area. One submission preferred to keep the current speed limit while five submissions welcomed a decreased speed limit. Three of these preferred a reduction to 20km/h. Due to the importance of consistency with other shared spaces and taking into account the limited but generally positive public feedback, it is recommended to implement the proposed 10 km/h speed limit.
27	Lower Brecon Duke 2025 Speed Area Lower Brecon Street Duke Street	Civic Space	40 km/h	10 km/h	10 km/h	Wherever possible, shared spaces should be 10 km/h for consistency across the region, safety and priority for active transport and alignment with the Setting of Speed Limits Rule. Six submissions were received regarding the Lower Brecon Duke Speed Area. One welcomed the proposed reduction to 10 km/h while three suggested a reduction to 20 km/h or 30 km/h, and two preferred to keep the current speed limit. Due to the importance of consistency with other shared spaces, the extensive bus parking and pick up/drop off activities on Duke St, and taking into account the limited

No.	Area/ Road Name(s)	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
						public feedback, it is recommended to implement the proposed 10km/h speed limit.
28	Queenstown CBD Speed Area Beach Street Cow Lane Marine Parade Rees Street The Mall (Lower Ballarat St)	Civic Space	40 km/h	10 km/h	10 km/h	Wherever possible, shared spaces should be 10 km/h for consistency across the region, safety and priority for active transport and alignment with the Setting of Speed Limits Rule. 17 submissions were received for the Queenstown CBD Speed Area. Three people preferred to keep the current speed limit. 14 submissions welcomed a reduced speed limit due to the nature of the shared spaces and priority for people walking. Six of these submissions suggested reducing the speed limit to a lesser degree such as 20 or 30 km/h, with four comments suggesting private vehicles should be removed from the area. Due to the extensive design and planning investment in the Queenstown CBD, the intended pedestrian priority in these shared spaces, and taking into account the positive public feedback it is recommended to implement the proposed 10 km/h speed limit.
29	Queenstown Gardens	Unconventional, low-volume or low speed road types	40 km/h	10 km/h	10 km/h	The Queenstown Gardens Carpark area has a high volume of people walking and operates as a shared space. Queenstown Gardens received seven responses. Three submissions welcome the proposed change, and four submissions also were in favour of a speed decrease, however suggested reducing the speed limit to a lesser degree such as 20 or 30 km/h. No respondents live on or adjacent to this road. Further comments include support for the proposed reduction due to the amount of people walking in the area. For consistency in how shared spaces are treated across the region and taking into account the high level of support from respondents, it is recommended to implement the proposed 10 km/h speed limit.

b. Queenstown Town Centre 30 km/h Streets

The Brecon 2025 Speed Area and Park St 2025 Speed Area fit the definition under Schedule 3 of Unconventional, low-volume or low speed road types “*Parking areas, beach access points, riverbeds, cultural and recreational reserve or similar.*” This has been embedded in the recent and future planned street upgrades which encourage multi-modal transport, recreational activities and connection to future developments. Under Schedule 3 Unconventional, low-volume or low speed road types may have a speed limit of 10-30 km/h.

Table 5. Queenstown Town Centre 30 km/h Streets

No.	Road Name	Schedule 3 Classification	Current Speed Limit	Proposed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
30	Brecon 2025 Speed Area Brecon Street Cemetery Road Hay Street Isle Street	Unconventional, low-volume or low speed road type	40 km/h	30 km/h	30 km/h	The crucial role that upper Brecon Street plays as a heavily used route in the Queenstown mountain bike network, where high volumes of mountain bikes are required to interact with vehicles and people walking places it in the “Unconventional, low-volume or low speed road type” category. These are described as “Parking areas, beach access points, riverbeds, cultural and recreational reserve or similar.” These road types can have a speed limit of 10-30 km/h. The role Cemetery Road plays in access and parking for the Queenstown Cemetery places it in the “Unconventional, low-volume or low speed road type” category. Hay Street and Isle Street are residential streets with intensive parking, significant pedestrian activity and are key connection routes to the Lakeview development. This dynamic, as well as their interaction with Upper Brecon St and Cemetery Rd, places them in the “Unconventional, low-volume or low speed road type” category. Eight Submissions were received on the Brecon Speed Area. Five were positive about reducing the speed limit to 30 km/h and three preferred to keep the speed limit the same. Due to the high rates of pedestrians, people on bikes and vehicles interacting in the Brecon Speed Area, the strategic role that upper Brecon St plays in the Queenstown mountain bike network, and taking into account the limited but equally positive and negative public feedback, it is recommended to implement the proposed 30 km/h speed limit.

No.	Road Name	Schedule 3 Classification	Current Speed Limit	Proposed Limit in draft SMP	Recommended Speed Limit Decision	Rationale
31	Park St 2025 Speed Area Park Street Adelaide Street Suburb Street The Terrace Veint Crescent	Unconventional, low-volume or low speed road type	40 km/h	30 km/h	30 km/h	Park Street is part of the master plan for the town centre to connect from the gardens to the gondola, as <i>high quality public spaces that are safe and accessible</i> for everyone. It connects to the Frankton Track, which is a popular commuting and recreational route for walking and cycling between the Queenstown town centre and Frankton. Future upgrading of the cycleway along Park Street is also planned to enhance the safety of people on bikes. The adjacent sections of Park Street are very steep, have high levels of parked cars making the roads narrow, have poor visibility, and experience high parking demand. The important cultural and recreational significance, as well as high volumes of parking and vulnerable road user access routes that Park Street has due to its location adjacent to the Queenstown Gardens mean that Park Street and other connecting streets in the Park St 2025 Speed Area fit the “Unconventional, low-volume or low speed road type” category. This is described as “Parking areas, beach access points, riverbeds, cultural and recreational reserve or similar.” These road types can have a speed limit of 10-30 km/h. Seven submissions were received on the Park Street Speed Area. Five were positive about reducing the speed limit to 30 km/h, one preferred to keep the speed limit the same, and one preferred to increase the limit. Due to the important role of this area in the master plan, safety for active modes, and taking into account the limited but generally positive public feedback, it is recommended to implement the proposed 30 km/h speed limit.

c. Gorge Road

Gorge Road approaching the Queenstown CBD somewhat fits the Schedule 3 Classification of Peri-urban roads “that primarily provide access from residential property on the urban fringe or in a rural residential area, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations” and somewhat fits the Classification of Stopping Places “Rural destinations that increase activity on the roadside and directly uses the road for access”. Both of these Classifications are permitted to have speed limits of 50-80 km/h. Therefore, the proposed speed limit for Gorge Road (Table 6) aligns with the Rule.

Table 6. Gorge Road CBD adjacent section for Speed Limit Reduction

No.	Road Name and section details	Schedule 3 Classification	Current Limit	Proposed Limit in draft SMP	Recommended Change	Rationale
32	Gorge Road	Peri Urban roads	80 km/h	60 km/h	60 km/h	Gorge Road has a peri urban environment with high movement of people walking, biking and driving. 16 submissions were made regarding Gorge Road. Eight welcomed a decreased speed limit with a further eight submitters preferring to keep the current speed limit. It is worth noting that the responses for this road are slightly ambiguous due to signage for the proposed 60 km/h lower speed already being implemented as part of the delivery of the C5 active travel route from Gorge Road to Arthurs Point. Funding for this active travel route stipulated that a lower speed limit on this section of Gorge Road was required and implemented in order to enable users of the track to safely cross Gorge Road. The C5 route crosses from the Matakauri Wetlands to the western side of Gorge Road on a bend with limited sight lines, particularly at higher vehicle speeds. Submitters in favour of the lower speed stated it was to improve safety for people walking and biking alongside the road with a narrow shoulder and no cycleway, as well as crossing the road and entering / exiting the community gardens. It was also perceived to fit better with the adjacent 40km/h speed limit. Those in favour of a higher speed perceived it to be safe for driving with low risk, but did suggest improved signage for the approach to Queenstown. For the safety of active transport users along this route, including crossing Gorge Road close to a corner with no sightlines, the funding requirements of the C5 active travel route and the already implemented 60 km/h signage, and to support the transition to lower urban speeds, as well as the limited but generally positive public feedback related to these safety matters, it is recommended that the existing signs remain in place, and the 60 km/h limit is legalised.

d. Glenorchy-Queenstown Road

Glenorchy-Queenstown Road is a rural road running along Lake Whakatipu between Queenstown and Glenorchy, passing settlements, walking tracks, recreational areas and lookouts. The current speed limit is 100 km/h with changes proposed to reduce speed limits on rural sections to 80 km/h, and sections through settlements to 60 km/h.

Fire and Emergency NZ (FENZ) identified this route as the top local road to prioritise speed limit reductions for safety improvements. In addition, there is strong support for change from local communities along the road.

The proposed Glenorchy-Queenstown Road speed limit reductions are the key strategic safety changes in this SMP.

Table 7. Speed Limit Changes along Glenorchy-Queenstown Road

No.	Section details	Schedule 3 Classification	Current Limit	Proposed Limit in draft SMP	Recommended Change	Rationale
Proposed 80 km/h sections going from Queenstown towards Glenorchy:						
33	Sunshine Bay to Wilsons Bay	Rural roads	100 km/h	80 km/h	80 km/h	This section of road has residential properties, has stopping bays and recreational areas, and is frequently used by people on bikes. The estimated travel time impact for this section is less than 10 seconds. The current 85th percentile speed is approximately 72 km/h. 29 responses were received on this road section. 14 respondents wanted decreased speeds, with two of these requesting speeds lower than the proposed 80 km/h speed limit. Respondents in support of 80 km/h or lower, cite the increasingly busy Moke Lake and Closeburn Road turn-offs, the road shaded by hills in winter (black ice), and accidents at the Closeburn corner. 15 submissions were in favour of keeping the same speed limit. Of the 3 sections with proposed 80 km/h speed limits along the Glenorchy-Queenstown Road, this section was the most supported with 48% of submissions supporting a decrease in speed. Consistent with feedback on the Bob's Cove to Glenorchy section, respondents raised concerns about tourist driving behaviour and commute time costs to Glenorchy residents. Taking into account the strategic safety importance of this route for QLDC and emergency services, the safety of residents and people on bikes or walking, the ongoing increase in turning traffic, black ice and risk, and the overall balance of feedback, it is recommended to implement the proposed 80 km/h speed limit.

No.	Section details	Schedule 3 Classification	Current Limit	Proposed Limit in draft SMP	Recommended Change	Rationale
34	Wilsons Bay to Bobs Cove (<i>Wilsons Bay – DOC CP</i>)	Rural roads	100 km/h	80 km/h	80 km/h	This section of road runs between Wilsons Bay and Bobs Cove, passing by a nature reserve, campsite, several walking tracks, and lookout points. It is a school bus route. The estimated travel time impact for this section is less than 10 seconds. The current 85th percentile speed is approximately 80 km/h. 20 responses were received on this road section. Six respondents (30%) welcomed the proposed change, and 14 respondents (70%) preferred the current speed limit. However, at least seven respondents opposing speed change were commenting on the whole length of road, not this specific section. Similar concerns to the Bobs Cove to Glenorchy section were raised, particularly around tourist driving behaviour and the effect on commute times for Glenorchy residents. Taking into account the strategic safety importance of this route for QLDC and emergency services, frequent access points along this section, the black ice and crash risk, it is recommended to implement the proposed 80 km/h speed limit.

35	Bobs Cove to Glenorchy (to Wyuna Station)	Rural roads	100 km/h	80 km/h	80 km/h	Bobs Cove to Glenorchy is the longest proposed speed section on the Glenorchy-Queenstown Road covering approximately 29 km of road. It passes several lookout points and walking tracks. It is a school bus route. During morning and afternoon travel the school bus is speed limited to 80 km/h. Heavy vehicles are speed limited to 90 km/h at all times. This route also contains sections where the average travel speed is much lower than the default limit of 100 km/h. The estimated travel time impact for this section is about one and a half minutes. The current 85th percentile speed is approximately 82 km/h. The current 85th percentile operating speed indicates that maintaining higher speeds along this section is difficult due to the road geometry. While speeds may briefly exceed 80 km/h over short segments, they quickly reduce. 68 responses were received on this road section, the substantially highest level of feedback of any section of the Glenorchy-Queenstown Road, as well as the most submissions for any road in the SMP. 11 submissions (16% of respondents) welcomed the proposed change, and 57 submissions (84%) preferred the current speed limit. The Glenorchy Community Association does not support a decrease in speed for this section of the Glenorchy-Queenstown Road. Many respondents who preferred retaining the current speed limit were concerned about increased journey times under the proposed changes, although others noted that travelling consistently at the existing 100 km/h is often not achievable in practice. Locals see tourist driver behaviour as the primary cause of incidents on this road. Glenorchy residents emphasised that this road is the only route from Queenstown to Glenorchy, with no public transport alternative. There were requests for passing lanes, multilingual signage at the road entrance and slow-vehicle bays from respondents, rather than a speed limit reduction. Setting a higher speed limit of 90 km/h or retaining the existing 100 km/h limit would create inconsistency within the network. It may send an incorrect message to drivers that this road is safer for higher speeds compared to other sections, potentially encouraging faster travel across the network. Taking into account the strategic safety importance of this route for QLDC and emergency services including the safety risk and crash history, support from FENZ, current differential between the school bus, heavy vehicles and general traffic speed limits, potential differential between local travel speeds and tourist travel speeds, public access points along the route and minor impact on travel times which does not correlate with the high level of concern about travel times expressed in submissions, it is recommended to implement the proposed 80 km/h speed limit.
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No.	Section details	Schedule 3 Classification	Current Limit	Proposed Limit in draft SMP	Recommended Change	Rationale
Proposed 60 km/h sections going from Queenstown towards Glenorchy:						
36	One Mile to Sunshine Bay (Settlement)	Peri-urban	100 km/h	60 km/h	60 km/h	This section of road is on the outskirts of Queenstown, with surrounding residential properties, a boat ramp, and frequent use by people on bikes as well as walkers. It is a school bus route. In addition, intersection improvements are planned for the Fernhill Road intersection with planned crossing points and active travel connections from Sunshine Bay to the lake. A new community playground and field is proposed to be constructed at Sunshine Bay Reserve. The design includes a vehicle access point, footpath and multiple pedestrian crossings, which will increase turning movements and pedestrian activity along the road. 37 responses were received on this road section. 19 respondents (50%) welcomed the proposed change, with two of these wanting a speed lower than 60 km/h. A further 6 submissions (17%) also wanted a speed decrease however preferred 70 or 80 km/h. 12 submissions (33%) preferred the current speed limit. All respondents who live on or adjacent to this road thought the speed limit should be reduced, including the Fernhill Sunshine Bay Community Association. This was the second most submitted on section of the Glenorchy-Queenstown Road with overall 67% in support of a lower speed limit. The Speed Management team is working with the QOLDC Parks team to support implementation of the Frankton Arm and Sunshine Bay Reserve Management Plan, focusing on improving connections between the Sunshine Bay community and the lakefront, including access to walking and biking trails, the boat ramp, and swimming areas. The Queenstown Trails Trust is due to start construction of a trail between Sunshine Bay boat ramp and 7 Mile with the trail beneath the Glenorchy-Queenstown Road. The reduced speed limit in this section will support safer access to this new trail. Taking into account the safety needs of the settlement including bike trail and boat ramp access, a dangerous intersection with limited visibility at Fernhill Road, and the high level of support from residents and overall support from all submitters, it is recommended to implement the proposed 60 km/h speed limit.

No.	Section details	Schedule 3 Classification	Current Limit	Proposed Limit in draft SMP	Recommended Change	Rationale
37	Wilsons Bay Reserve (Settlement)	Peri-urban	80 and 100 km/h	60 km/h	60 km/h	The section of road runs through the settlement of Wilsons Bay, passing by a beach and recreational areas with biking and walking tracks, and residential properties. It is a school bus route. 20 responses were received on this road section. 16 respondents welcomed the proposed change to 60 km/h, with one suggesting a lower speed of 50 km/h. One submission wanted lower speeds but suggested 70 km/h, and three submissions preferred the current speed limit. Overall, there was strong support for a speed reduction with 85% of submissions in favour of a decrease. Feedback highlighted turning movements and access points at Wilsons Bay Reserve as an important safety consideration. Respondents noted frequent vehicle movements associated with the beach reserve and walking and biking tracks. The Glenorchy Community Association supports the proposed change. Submissions from respondents who prefer the current limit note that houses are set back from the road, traffic volumes are typically low, and sight distances are adequate for safe turning movements at current speeds. Taking into account the safety needs of the settlement including beach and walking and biking track access, and the high level of support across all submitters, it is recommended to implement the proposed 60 km/h speed limit.

No.	Section details	Schedule 3 Classification	Current Limit	Proposed Limit in draft SMP	Recommended Change	Rationale
38	Bobs Cove (Settlement)	Peri urban	100 km/h	60 km/h	60 km/h	This section of road runs through the settlement of Bobs Cove, which contains a popular beach and walking track, and a growing community of residential properties. 33 responses were received on this road section. 22 respondents welcomed a reduction in the speed limit, with one of these wanting a speed lower than the proposed speed of 60 km/h. Nine further submissions also agreed with a decrease however favoured a decrease to 80 km/h rather than 60 km/h. Two respondents preferred to keep or increase the current speed limit. Overall, there is very high support for a decrease in speed through Bobs Cove with 94% of submissions in favour of reduced speeds. This section received strong feedback from local residents and community with approximately 89% of respondents who live on or adjacent to this road supporting the speed limit reduction. Particular concerns raised are children and families crossing the road, the busy walking track and carpark area, and side roads being difficult to turn in and out of. There was support for the extension of the speed limit through to the Mount Crichton Loop Track. The Glenorchy Community Association supports the proposed change. Extending the limit to the Mt Crichton loop track access carpark was considered based on public feedback, however, there is very limited surrounding urban development at this location. The matter will be reviewed again as part of the next SMP. Taking into account the safety needs of the settlement including beach and walking track access, and the high level of support from residents and overall support from all submitters, it is recommended to implement the proposed 60 km/h speed limit.

No.	Section details	Schedule 3 Classification	Current Limit	Proposed Limit in draft SMP	Recommended Change	Rationale
39	Wyuna Station to Glenorchy (Settlement)	Peri urban	100 km/h	60 km/h	60 km/h	This section of road runs between Mount Judah Road and connects to the 40 km/h area on the southern approach to Glenorchy. It is a school bus route. It was recommended by Glenorchy Community Association when developing the SMP. 11 responses were received on this road section. Three respondents welcomed the proposed change while four suggested 80 km/h rather than 60 km/h, and a further four preferred to keep the current limit. Several respondents described the road as well-sighted and suitable for 100 km/h, particularly outside peak periods, and raised concerns about increased travel times, commuter impacts, and limited safety benefits from lower limits. During the early engagement stage, Glenorchy Community Association suggested reviewing this section. Overall, there was 64% support for a reduction in the current speed limit, with respondents citing safety for residents, pets, people on bikes, and horses, as well as noise and speeding on straight sections near homes. Taking into account the safety needs of the settlement including pets, people on bikes and horse riders, balanced feedback from submissions, and the importance of consistency across settlements in the area, it is recommended to implement the proposed 60 km/h speed limit.
Proposed 40 km/h section (extension of existing 40 km/h):						

No.	Section details	Schedule 3 Classification	Current Limit	Proposed Limit in draft SMP	Recommended Change	Rationale
40	Glenorchy urban area Glenorchy-Queenstown Road final approach to existing township 40 km/h speed zone (GY – QT Oban 2025) 80m South of Richardson Street to 270m South of Richardson Street	Urban Street with significant walking and cycling activity	100 km/h	40 km/h	40 km/h	This section extends the existing 40 km/h Glenorchy urban area by 190m south due to recent urban development. It was recommended by Glenorchy Community Association when developing the SMP. Four responses were received on this road section. This section received the highest percentage of positive feedback, with 100% of submissions welcoming decreased speeds on this section. Three submissions aligned with the proposed 40 km/h speed limit, and one submission suggested 50 km/h instead. Taking into account the safety needs of the extended Glenorchy urban area including pets, people on bikes and horse riders and the highly supportive feedback from submissions, it is recommended to implement the proposed 40 km/h speed limit.

6. Additional Whakatipu Speed Limit Changes

The below section outlines all other proposed speed limit changes for roads in the Whakatipu area, and the recommended speed limits following consultation.

Table 8. Additional Queenstown and Whakatipu roads for speed limit changes

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
41	Arrow Lane	Unconventional, low-volume or low speed road type	40 km/h	10 km/h	10 km/h	Arrow Lane is a one-way street and very narrow. Arrow Lane received four responses. 100% of respondents welcome a speed limit reduction. No respondents live on or adjacent to this road. Further comments include support for a reduction to 20 km/h rather than 10 km/h. Given the unconventional road type and taking into account the high level of support among respondents, it is recommended to implement the proposed 10 km/h speed limit.
42	Arrow River Reserve	Unconventional, low-volume or low speed road types	40 km/h	10 km/h	10 km/h	This area has carparking, a high volume of people walking and operates as a shared space. Seven submissions on Arrow River Reserve were received – three aligned with the proposed speed of 10 km/h, three agreed with a decrease but suggested 20 km/h instead, and one submission was to keep the current limit. For consistency in how shared spaces and parking areas are treated across the district, and taking into account the low number of submissions and general recognition that some level of speed reduction is necessary it is recommended to implement the proposed 10 km/h speed limit.
43	Closeburn Road	Rural road	100 km/h	80 km/h	80 km/h	Closeburn Road is connected to Glenorchy-Queenstown Road. It's proposed to be consistent with the Glenorchy-Queenstown Road's speed. One response was received which was for a lower speed than proposed – suggesting 40 km/h due to it being a short, hilly dead-end gravel road, with no footpath facilities. Based on future development in Closeburn and the type and use of the road, it is recommended to include Closeburn Road on the list for review in the next SMP as the surrounding environment may warrant a further speed reduction. To ensure consistency with the adjoining main road, it is recommended to implement the proposed 80 km/h speed limit.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
44	Coronet Peak Road Coronet Peak Road 2025 <i>Arthurs Point Road to 2.65km Northeast of Skippers Road</i>	Stopping places	70 km/h with 50 km/h during winter period	60 km/h	60 km/h	It is proposed to replace the seasonal speed limit on Coronet Peak Road with a permanent speed limit reduction. The road is winding and narrow, with blind corners that limit forward visibility. The road is a popular mountain bike access route during summer, and provides access to the ski field during the winter time. The bottom 60 km/h proposed section received 13 responses. Four respondents welcomed a speed limit reduction, with nine wanting to keep the current speed limit. It is recommended to implement the proposed 60 km/h speed limit on the lower portion of Coronet Peak Road.
45	Coronet Peak Road Top <i>2.65km Northeast of Skippers Road to end</i>	Stopping places	70 km/h with 50 km/h during winter period	40 km/h	50 km/h	The 40 km/h section was proposed due to the walking demand during the winter time between the carparks and the ski field, as well as a high number of people on bikes. The top 40 km/h proposed section received seven responses. Six respondents welcomed a speed limit reduction, and one was to keep the same speed limit. Following consultation, the Schedule 3 requirements in the Rule were re-considered for this location, and the minimum speed limit for stopping places is 50 km/h. Therefore, a 50 km/h speed limit is proposed instead, and this speed limit can be reviewed and amended in the future, if necessary, to achieve a better safety outcome. To ensure compliance with the Rule, it is recommended that a 50 km/h speed limit be implemented on the upper section of Coronet Peak Road.
46	Glenorchy Township Glenorchy-Paradise Road	Rural roads	100 km/h	80 km/h	80 km/h	A lower speed limit is proposed for east Mull Street, which connects with Glenorchy-Paradise Road. To meet the Rule requirement for the minimum length of an 80 km/h speed limit section, it is proposed to extend the existing 80 km/h section to help slow traffic entering Glenorchy. Five submissions on this section were received. Three aligned with the proposed speed in the SMP, and two others were to keep the same speed limit. It is recommended to implement the proposed 80 km/h speed limit extension.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
47	Mull St (East)	Urban Street with significant walking and cycling activity	80 km/h	40 km/h	40 km/h	This speed limit change would extend the existing 40 km/h speed limit to 330m NE past Woodley Place. It was recommended by Glenorchy Community Association when developing the SMP. Six submissions were made regarding Mull St East. All welcomed a decrease in the speed limit, but one suggested 60 km/h rather than 40 km/h. Three submitters suggested extending the 40 km/h zone further to capture the NZMCA site entrance, the lagoon walkway entrance where tourist shuttles and buses often stop on the roadside, and the caravan park at 1 Glenorchy-Paradise Road. Further changes to the 40km/h zone can be considered once additional development has happened and the street environment has changed. It is recommended to implement the proposed 40 km/h speed limit extension.
48	Kinloch Kinloch Road Greenstone Station Road Jura Street	Urban streets with no footpaths	100 km/h with 30 km/h seasonal speed during summer period	40 km/h	40 km/h	It is proposed to replace the seasonal speed limit on Kinloch Road with a permanent speed limit reduction. A 40 km/h urban speed limit was proposed for the village residential area. Kinloch received four responses. 100% of respondents welcomed a speed limit reduction, with just one suggesting 50 km/h rather than the proposed 40 km/h. No respondents live on or adjacent to this road. It is recommended to implement the proposed 40 km/h speed limit.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
49	Malaghans Road Speed Area Alan Reids Road Coronet Peak Station Road Coronet View Road Dalefield Road (intersection only) Dennison Way Malaghans Road	Rural roads	100 km/h	80 km/h	80 km/h	Malaghans Road is a rural road connecting Arrowtown and Arthurs Point, with surrounding land uses including residential properties, agriculture, a golf course, and a church. Malaghans Road is also part of the cycle network, with wide shoulders used for recreational and commuting biking, as well as connections to the Coronet Peak trail network. Malaghans Road received the second highest number of submissions with 59 submissions received on this section. 25 submissions (42%) were in favour of a decreased speed limit, with 21 supporting the proposed speed, three wanting speeds lower than 80 km/h, and one wanting a decrease only on sharp corners. 34 respondents (58%) preferred the current speed limit. 100% of respondents who live on or adjacent to this road thought the speed limit should be decreased. The majority of responses were from people who travel through the area. 25% of respondents who use the road daily welcome the proposed change, as do 29% of respondents who use the road multiple times a week. Respondents who preferred the current limit highlighted that Malaghans Road is an important alternative route to Frankton Road for avoiding congestion. Other comments were on needing lower speeds for the junction into Millbrook, and the road being relatively straight with good sight lines. Comments also suggested that Coronet Peak Station Road should be considered separately, with a proposed 40 km/h for that road. Reducing the speed limit on Malaghans Road enforces the principle of consistency by applying a strategic view to the network in the Whakatipu Basin where all other connector routes in the area are already 80 km/h. Due to the mixed activity nature of Malaghans road including residences, destinations and a popular biking route, and taking into account the high level of public engagement, particularly the high rate of residents of the road who welcome the change, it is recommended to implement the proposed 80 km/h speed limit.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
50	Malaghans-Coronet Peak Road Intersection <i>(Malaghans Road / Coronet Peak Road intersection to approx. 77m northwest of intersection)</i>	Peri-urban roads	70 km/h	50 km/h	50 km/h	The proposed change is to reflect the existing 50 km/h sign location. Five responses were received on this intersection, with four in favour of the proposed speed, and one for keeping the same speed limit. A minor change is required to the proposal due to changes in the intersection upgrade plans. The extension is to reflect the actual location of the existing speed limit signs. It is recommended to implement the proposed 50 km/h speed limit on Malaghans Road from the Coronet Peak Road intersection to approximately 100m northwest of the intersection.
51	Moke Lake Moke Lake 1 Speed Area: Corsican Drive Moke Lake Road <i>(GY-QT Rd to cattlestop)</i>	Rural roads	100 km/h	80 km/h	80 km/h	This area includes Corsican Drive and the first section of Moke Lake Road from Glenorchy-Queenstown Road until the end of the sealed road. Three submissions were made regarding Moke Lake 1. All three supported the speed limit decrease to 80 km/h. Submissions noted high tourist driver volume, popular biking route, steep drop offs, and potential hazards in winter months with ice and grit. Given the safety benefits of reducing the speed limit and the low, but exclusively supportive submissions, it is recommended to implement the proposed 80 km/h speed limit.
52	Moke Lake 2 Speed Area: Moke Lake Road <i>(from cattlestop to end of road)</i>	Unsealed Rural Road	100 km/h	60 km/h	60 km/h	The unsealed section of Moke Lake Road is a single lane width in places and operates as a two-way gravel road. Seven submissions were made regarding this section of Moke Lake Road. They were all in favour of reducing the speed limit, although three submissions proposed 80 km/h rather than 60 km/h. One submitter noted that 60 km/h will be much safer given the volume of tourist drivers, locals, tour operators, people on bikes and pedestrians using the narrow road, and side drop offs. Another proposed that the 60 km/h limit is also applied to the sealed section. Taking into account the safety needs of multiple road user types sharing this narrow-unsealed road, and the relatively low but overall favourable feedback, it is recommended to implement the proposed 60 km/h speed limit.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
53	Morven Ferry Speed Zone Arrow Junction Road Morven Ferry Road	Peri-urban	80 km/h	60 km/h	60 km/h	Morven Ferry Road is a rural section of road near Arrowtown which is regularly used by horse riders as well as people on bikes. The speed limit is proposed to be reduced from 80 km/h to 60 km/h. 23 responses were received on this road section. 14 respondents welcomed a speed reduction, with one response requesting a 40 km/h speed limit, and two others preferring 70 km/h. Nine respondents preferred the current speed limit. Approximately 60% of respondents who live on or adjacent to this road thought the speed limit should be reduced. 67% of respondents who use the road daily or multiple times a week supported a lower speed limit. Wakatipu Pony Club strongly support the speed limit reduction. Given the safety benefits of the speed reduction for all road users, including horse riders, and overall support from all respondents including residents and the Pony Club, it is recommended to implement the proposed 60 km/h speed limit.
54	Murchison Road	Urban Street with significant walking and cycling activity	20 km/h	40 km/h	40 km/h	It is proposed to increase the speed limit on Murchison Road to be consistent with the surrounding urban streets. Three responses were received, with two in support of the proposed speed, and the third suggesting 30 km/h. It is recommended to implement the proposed 40 km/h speed limit.
55	Prosperity Avenue	Unconventional, low-volume or low speed road type	100 km/h	30 km/h	30km/h	Three submissions were received with all welcoming a decrease in the speed limit. It is recommended to implement the proposed 30 km/h speed limit.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
56	Tucker Beach Speed Area Tucker Beach Road Jims Way	Urban Street	70 km/h	50 km/h	50 km/h	Surrounding land use has changed, and these are now urban residential streets with high numbers of people using them for recreational and commuting biking and walking. Jims Way is a narrow road but will be a key link in the active travel network with a bridge over SH6 planned to connect Jims Way to Frankton. 14 responses were received on this speed zone. Six of them welcomed the proposed change and eight would prefer to keep the current speed limit. Only one respondent lives on or adjacent to this road and they prefer the current speed limits. Further comments include calls for a reduction in the speed limit due to the prevalence of bikers in the area. Respondents who prefer the current or a higher speed limit feel that 50 km/h is too slow for this road, with many suggesting retaining the existing limit. Due to high active travel mode demand, future active travel connections, poor visibility on these roads, for consistency across the region, and taking into account the relatively balanced public responses, it is recommended to implement the proposed 50 km/h speed limit.
57	Woolshed Road	Urban Street with significant walking and cycling activity	60 km/h	40 km/h	40 km/h	Woolshed Road connects State Highway 6 to the new developments in the southern corridor including Park Ridge and Hanleys Farm. Wherever possible, new residential areas should be 40 km/h for consistency across the district, safety for active transport users, and alignment with the Setting of Speed Limits Rule. No submissions on this road were received. Taking into account the importance of consistency across new developments, no public submissions, and future development plans, it is recommended to implement the proposed 40 km/h speed limit.

7. Upper Clutha Speed Limit Changes

The below section outlines all other proposed speed limit changes for roads in the Upper Clutha area, with the recommended speed limit following consultation.

Table 9. Additional Upper Clutha roads for speed limit changes

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
58	Albert Town Recreation Reserve	Unconventional, low-volume or low speed road type	100 km/h	20 km/h	20 km/h	This unsealed road is a popular biking and walking route and leads to a camping area and numerous tracks over the river. 15 responses were recorded regarding this section of road. Eight respondents welcome the proposed change, with a further five submissions also wanting a decrease but proposing 40, 50 or 60 km/h instead. Two submissions were in favour of keeping the same speed limit. The Albert Town Community Association strongly support the proposed change. Further feedback notes concern about dust caused by speeding vehicles. Given the unconventional nature of this road, location in a recreation reserve and high level of public support, it is recommended to implement the proposed 20 km/h speed limit.
59	Cardrona Ski Entry – Cardrona Valley Road (205m south of Cardrona Skifield Road to 138m north of Cardrona Skifield Road)	Rural Intersection Speed Zone	80 km/h	80 km/h Permanent 60 km/h Variable	80 km/h Permanent 60 km/h Variable	This is a 60 km/h electronic variable speed limit (VSL) triggered by right turning movement from Cardrona Valley Road and vehicles turning out from Cardrona Skifield Road. The VSL is already in operation and needs to be legalised. No submissions were received on this VSL. It is recommended to legalise the operational VSL for an 80 km/h permanent and 60 km/h variable speed limit.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
60	Cardrona Valley Road South	Peri-urban	50 km/h	60 km/h	60 km/h	An increase is proposed for consistency with other rural settlements across the region with similar road environments. Seven submissions were received. Six welcomed the speed limit increasing to 60 km/h. One further response questioned why the speed limit would be increased when it would increase risk and preferred to keep the current limit. In order to improve consistency with other rural settlements, and taking into account the relatively low number of submissions, it is proposed to implement the proposed 60 km/h speed limit.
61	Cemetery Road (Domain Road to 423m west of Muir Road)	Urban streets	80 km/h	50 km/h	50 km/h	Cemetery Road is on the outskirts of Lake Hāwea township, running through a rapidly growing residential area and past a small cemetery. New subdivisions on both sides of the road (Longview, Sentinel Park, Sam John Place) have changed the road environment. It is also part of the cycle network. 40 responses were received on this road section. 16 respondents welcomed the proposed change. Two submissions were for a speed decrease but in favour of a lower speed than proposed and suggested 40 km/h. A further eight submissions would support a speed decrease however would prefer a decreased speed limit of 60 or 70 km/h instead. 14 respondents preferred the current or a higher speed limit. 77% of respondents who live on or adjacent to this road thought the speed limit should be reduced. Comments from this group described Cemetery Road as a residential road in a town environment, with multiple school bus stops, families crossing, kids on bikes, and dogs. Respondents who prefer the current limit cited concern that an over-aggressive drop will be ignored, encouraging tailgating and unsafe overtaking. Daily commuters describe Cemetery Road as a straight, wide arterial connecting Hawea Flat to Lake Hāwea, with good visibility and separate cycle path. Given the location of Cemetery Road in a rapidly changing residential area with new residential developments, active road users, school bus stops and commuter traffic, and taking into account the balanced overall feedback and high level of support from local residents, it is recommended to implement the proposed 50 km/h speed limit.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
62	Cemetery Road - Muir Road intersection, Hāwea <i>(423m west of Muir Road to 125m east of Muir Road)</i>	Peri-urban	80 km/h	70 km/h	70 km/h	The section of Cemetery Road is proposed to reduce to 70 km/h to improve intersection safety and reduce the variation along the corridor at the intersection with Muir Road. The 70 km/h is consistent with the existing speed limit on Muir Road. Eight submissions were received regarding this section of Cemetery Road. Two preferred to keep the current speed limit and one proposed an increased speed limit. One submission agreed with the proposed speed, and a further four respondents would like a lower speed such as 50 or 60 km/h with the preference to be to extend the new 50 km/h section past Muir Road. The submissions noted that this section also has a lot of people walking and biking, and it would align better with the proposed 50 km/h section and future development. Due to ongoing development in the area, this section of Cemetery Road will be reviewed in the next SMP to consider if it should be further reduced due to the changing land use. Taking into account the safety improvement of reducing the speed limit in this peri urban location with increased active travel, better alignment with the proposed 50 km/h section adjacent, and the low level of public response, it is recommended to implement the proposed 70 km/h speed limit.
63	Church Road Church Road Luggate 1	Peri-urban	100 km/h	50 km/h	50 km/h	One submission agreeing with the proposed speed limit was received. This section of Church Road already has a 50 km/h sign posted and needs to be legally confirmed. Therefore, it is recommended that the existing signs remain in place, and the 50 km/h speed limit is legalised.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
64	<i>(from SH6 intersection to approx. 165m NE)</i> Church Road Luggate 2 <i>(165m NE of SH6 to 115m SW of Shortcut Road)</i>	Peri-urban	100 km/h	70 km/h	70 km/h	This section of Church Road received eight responses. Five respondents welcome the proposed change, with another two also agreeing with a speed decrease, but proposing 80 rather than 70 km/h. One submission preferred to keep the current speed limit. Alpine Deer NZ LP and Upper Clutha Transport Ltd are two businesses located on Church Road. Both businesses support the proposed speed limit reduction from 100 km/h to 70 km/h. They note that the vertical alignment of the road reduces visibility along its length and that, given the volume of vehicles entering and exiting the site and other industrial properties onto Church Road, a reduced speed limit is appropriate. To better align the speed with the adjacent 50 km/h section and taking into account the high level of public support as well as business support, it is recommended to implement the proposed 70 km/h speed limit.
65	Domain Road, Hāwea Domain Road <i>(40m South of RAB to 58m South of Timsfield Road)</i>	Peri-urban	40 km/h	50 km/h	50 km/h	Domain Road is a road in the Lake Hāwea area. The proposed speed change area is currently comprised of two speed zones; 40 km/h zone south of the Capell Ave roundabout to just south of Timsfield Drive, and a 100 km/h zone from Timsfield Drv onwards. The speed limit is proposed to be reduced to one 50 km/h zone from the roundabout to Cemetery Road. Five responses were received on the proposed 40 to 50 km/h speed limit increase. Three respondents welcomed the proposed change, and two preferred keeping the current speed limit. Taking into account the improvement in consistency that will be achieved by aligning these two speed limits, and the support of all respondents who live on or adjacent to the road, it is recommended to implement the proposed speed limit increase from 40 km/h to 50 km/h.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
66	Domain Road (58m South of Timsfield Road to 35m South of Cemetery Road)	Peri-urban	100 km/h	50 km/h	50 km/h	Nine responses were received on the proposed speed decrease from 100 to 50 km/h. Four respondents welcomed the proposed change, and five respondents also wanted a speed decrease, but to a lesser degree, suggesting 60 or 80 km/h instead. Two submissions came from respondents who live on or who are adjacent to this road, and both supported a speed reduction. Comments included calls for consistent speeds on connecting roads (such as nearby Cemetery Road) to avoid abrupt changes in the speed environment. Respondents who preferred the current or a higher speed limit felt that 50 km/h is too slow for a rural connector road, with many suggesting 60 km/h as a more appropriate compromise. Taking into account the improvement in consistency that will be achieved by aligning these two speed limits, the safety benefits of reducing the 100 km/h section to 50 km/h, and the support of all respondents who live on or adjacent to the road, it is recommended to implement the proposed 50 km/h speed limit on both sections.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
67	Glendhu Bay 2025 Speed Area Wānaka Mount Aspiring Road	Stopping Place	100 km/h with 50 km/h seasonal speed during summer time	60 km/h	60 km/h	Glendhu Bay Speed Area is a short section of the Wānaka Mount Aspiring Road which runs past a campground, several businesses and a recreation area in Glendhu Bay on Lake Wānaka. 16 submissions in total were received on Glendhu Bay. Four Glendhu groups - Glendhu Station, Bike Glendhu, Glendhu Residents and Owners Association, Glendhu Properties Limited (developers of Glendhu Golf Limited) - submitted coordinated responses on the proposed speed limit changes along Wānaka Mount Aspiring Road. Rather than the proposed 60 km/h limit through Glendhu Bay, they support a 50 km/h speed limit and recommend extending it further 1.2km along the road in the west direction. They felt this better reflects the completed residential subdivision, the associated public trail network and the new Glendhu Golf Course. Five other responses welcomed the proposed change, another three wanted a lower speed but proposed a reduction to 80 km/h instead, and four respondents preferred the current speed limit. Respondents who welcome the proposed change cited the high volume of summer visitor traffic accessing the campground and lakefront and the need for lower speeds in peak periods. Those who opposed a speed reduction pointed out that outside of the busy summer season, Glendhu Bay Road carries very light traffic and feel that a year-round 60 km/h limit might be unnecessary outside peak holiday periods. This road will be reviewed in the next SMP, with a 50 km/h speed limit and extension of the speed zone west to be considered. Given the short section of road, the importance of consistency with other speed limits, the significant safety benefits, the high level of activity and the support of the four Glendhu groups, it is recommended to implement the proposed permanent 60 km/h speed limit.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
68	Golf Course Road intersections Golf Course Road SE 2025 <i>(Intersection from Cardrona Valley Road to 278m northeast of Cardrona Valley Road)</i>	Urban Street with significant walking and cycling activity	70 km/h	40 km/h	40 km/h	38 submissions were received on Golf Course Road SE and NE intersections. From the comments provided it appears that these proposed speeds drew a high level of interest because people misunderstood that they were intersection speed zones and interpreted the change as affecting the full length of road. The proposed 40 km/h speed limits are extended from the Cardrona Valley Road intersection, and a short extension from Ballantyne Road respectively, to reflect the existing 40 km/h speed limit sign locations. The current length of road at 70 km/h is unchanged. When considering submissions, excluding the ones commenting on speed for the full length of the road, six people welcomed a reduction. Reasons given were due to difficulty for people crossing the intersection on foot or navigating it by bike, it making sense to extend the 40 km/h to cover the retirement village, and acknowledging that these are busy intersections with multiple types of users and it is a hazardous area for people on bikes.
69	Golf Course Road NE 2025 <i>(Intersection from Ballantyne Road to 119m southwest of Ballantyne Road)</i>					Nine submissions preferred to keep the same speed limit and had ambiguous comments where it wasn't clear if they were commenting on the intersection speeds, or the length of the road. 23 further submissions had comments which identified them to be clearly submitting on the 70 km/h middle section of Golf Course Road, thereby understanding the proposal to be for the full extent of the road. Of these comments, there was support for keeping the main length of road at 70 km/h as well as support for reducing it. This feedback will be retained and Golf Course Road will be considered for review in the next SMP. Due to the level of risk and potential conflict between active transport users and vehicles at these intersections, and taking into account the likelihood that many submitters did not understand the new concept of a permanent intersection speed zone, it is recommended to implement the 40 km/h intersection speed zones supported by communications to highlight and explain that the change is targeted to the intersections only.
70	Hāwea Boat Ramp	Unconventional, low-volume or low speed road type	100 km/h	20 km/h	20 km/h	Four submissions were received regarding Hāwea Boat Ramp. Three welcomed a decreased speed limit, noting the road is not fully formed and it is a busy, mixed use area. One preferred to keep the same speed limit and noted they had not experienced any issues. Taking into account the unconventional road type, mixed use and high activity location, as well as the low number of submissions, it is recommended to implement the proposed 20 km/h speed limit.

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
71	Makarora South Speed Area Kaka Street Kea Street Kiwi Street Weka Street	Urban streets with no footpaths	100 km/h	40 km/h	40 km/h	Makarora South was reclassified as urban based on community requests. No submissions were made regarding this area. 40 km/h speed limits on the roads in this area will align with the current speed limit on Rata Road. It is recommended to implement the proposed 40 km/h speed limit.
72	Ruby Island Road	Unsealed rural road	100 km/h	60 km/h	60 km/h	Ruby Island Road is unsealed and is a popular route to the beach. Nine responses were submitted regarding Ruby Island Road. Eight respondents welcome the proposed change and one preferred to keep the current speed limit. Feedback indicated that a 100 km/h speed limit is unsuitable for a short gravel road, with dust significantly reducing visibility and safety, as well as high numbers of people on bikes and walking. Given the safety benefits of reducing the speed limit on this popular unsealed road, and the high level of support from respondents, it is recommended to implement the proposed 60 km/h speed limit.
73	Wānaka Shared Zones Kereru Crescent	Civic Space	20 km/h	10 km/h	10 km/h	Tuke Lane and Kereru Crescent are shared zones. Kereru Lane received two responses, one in favour of the proposed speed, and the other preferring to keep the current speed citing that 10 km/h is not a driveable speed and people on bikes would exceed that. Two responses were also received for Tuke Lane, one response supporting the proposed speed, and the other preferring to retain the existing speed limit. For consistency in how shared zones are treated across the district, and taking into account the very low number of submissions that preferred to keep the current speed limits, it is recommended to implement the proposed 10 km/h speed limits.
74	Tuke Lane	Civic Space	40 km/h	10 km/h	10 km/h	

No.	Road	Schedule 3 Classification	Current Speed Limit	Proposed Speed Limit in draft SMP	Recommended Change	Rationale
75	Windmill Corner Hāwea Back Road Hāwea Back Triangle Road Kane Road McLennan Road McLennan Triangle Road St Ninians Way	Peri -urban	100 km/h	60 km/h	60 km/h	Windmill Corner is a rural road with sharp corners in the Hāwea Flat area. Traffic calming designs for this location are underway which include a threshold at each end, and a pedestrian crossing in the middle. These will be designed to align with the new speed limit. 25 responses were received on Windmill Corner. 18 respondents welcomed the proposed change and three preferred the current speed limit. An additional four responses also supported a speed decrease but to 70 or 80 km/h instead. Approximately 88% of respondents who live on or adjacent to Windmill Corner supported the proposed 60 km/h limit, emphasising the corner's limited visibility, the presence of multiple driveways, and vehicles turning at nearby side roads. Respondents who preferred the current speed limit felt that the existing warning signs and driver caution should manage speeds through the bend. They were concerned that a permanent 60 km/h limit could create unnecessary delays on an otherwise straight route. Given the safety issues identified at this corner, the high level of public support, especially among residents, and the planned traffic calming investment, it is recommended to implement the proposed 60 km/h speed limit.
76	Gladstone Road intersection Gladstone Road Camp Hill Road Kane Road	Peri-urban	100 km/h	60 km/h	60 km/h	Four submissions were received on this proposed lower speed by the intersection – all were in favour of the proposed 60 km/h. Comments including saying that the visibility of turning out of Camp Hill Road onto Gladstone Street is not very good and that it would be a much safer intersection with a reduced speed. Given the safety issues identified at this intersection, the high level of public support, especially among residents, and the planned traffic calming investment, it is recommended to implement the proposed 60 km/h speed limit.