

Item 3: Speed Management Plan

SESSION TYPE: Workshop

PURPOSE/DESIRED OUTCOME:

The purpose of this workshop is to update elected members on the QLDC Speed Management Plan following public consultation.

This includes discussion on feedback received during public consultation and going through the final list of recommended speed limits and next steps.

The intention is to finalise the Speed Management Plan and all the recommended speed limits, before it returns to Council in August to seek final approval, after which implementation of any new speed limits can start.

DATE/START TIME:

Tuesday, 28 July 2026 at 1.30 – 3.30pm

TIME BREAKDOWN:

Presentation: 1 hour
Questions / Discussion: 1 hour

PRESENTERS:

Alison Tomlinson – Strategic Asset Manager
Xinghao Chen – Civil Engineer – Transport
Adrienne Hooper – Senior Infrastructure Planner (Transport)
Anna Bray Sharpin – Principal Transportation Advisor, Abley

Prepared by:



Name: Adrienne Hooper
Title: Senior Infrastructure Planner (Transport)

24 June 2026

Reviewed and Authorised by:



Name: Tony Avery
Title: General Manager Property & Infrastructure
16 July 2026

ATTACHMENTS:

A	Presentation on QLDC Speed Management Programme, post-consultation
B	Speed Management Plan Recommendations Tech Note
C	Safer Speeds 2026 Engagement Report
D	Engagement Summary
E	Land Transport: Setting of Speed Limits Rule 2024

Speed Management Programme

Council Workshop 16 July 2026

- Consultation feedback
- Updates to final Speed Management Plan

Purpose & Agenda

Purpose

- To provide overview on feedback from the public consultation
- Get direction on the final list of proposed speed changes

Agenda

Item	Topic
1	Consultation Summary
2	Focused Roads and Areas
3	Final Recommendations on SMP
4	Next Steps

Speed Management – Why?

A Critical Lever for Road Safety and Risk Reduction

- Speed directly affects whether a crash happens, the crash outcome, and whether people live or die.
- Speed management is one of the most cost-effective tools for reducing road deaths and serious injuries, especially in a financially constrained economy where budgets only allow for limited physical improvements to our network.
- A reduction in deaths and serious crash injuries (DSI) on the local road network is a KPI in the QLDC Long Term Plan 2024-2034, and a DIA measure.
- Death and Serious Injury on the local road network is a QLDC Tier 2 Risk (RISK200066). Speed Management is a key Treatment Plan PLAN000263.

Everyone can travel around the district safely and efficiently.



Safe School Zones

- Hawae Flat School
- Wakatipu High School



Support Consistent Speeds

- New roads and development areas
- Urban fringe areas
- Rural settlements



Safe Active Road Users

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



Consultation Overview

Let's talk about safer
speeds Queenstown Lakes

Consultation Period

24 Mar – 10 May 2026

247

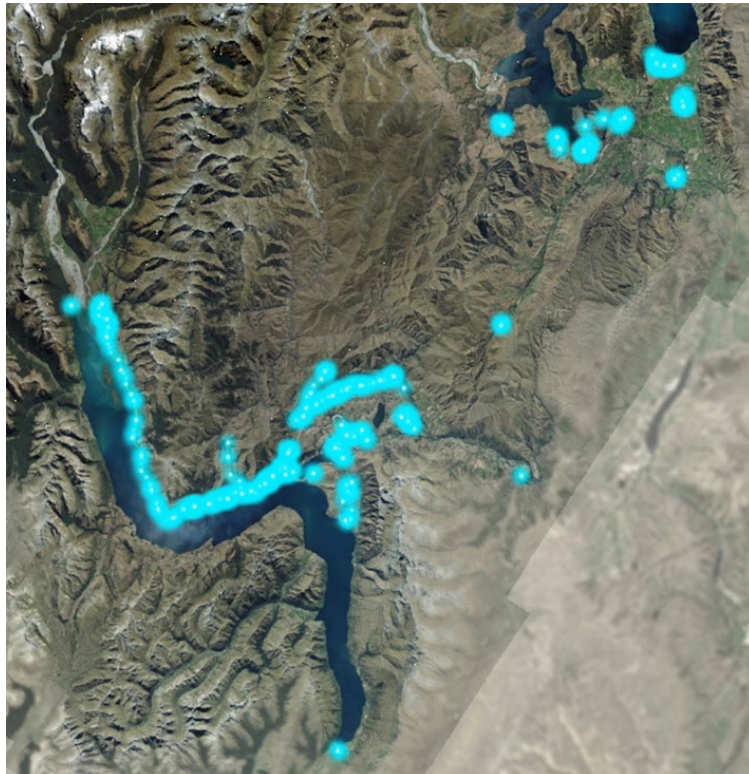
Submissions via the online
survey

71

Submissions received via
email

749

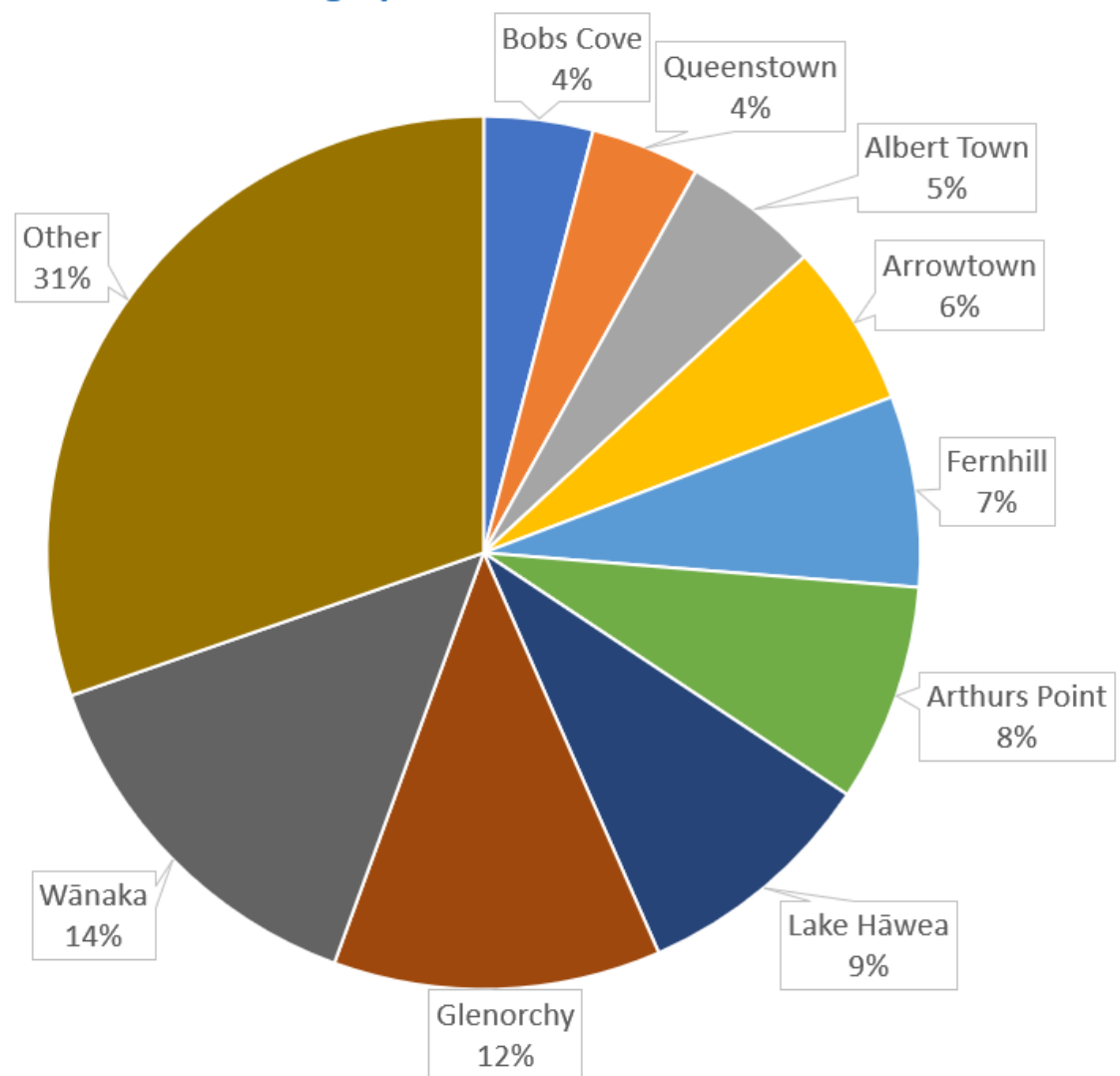
Submissions on individual
proposed speed limits



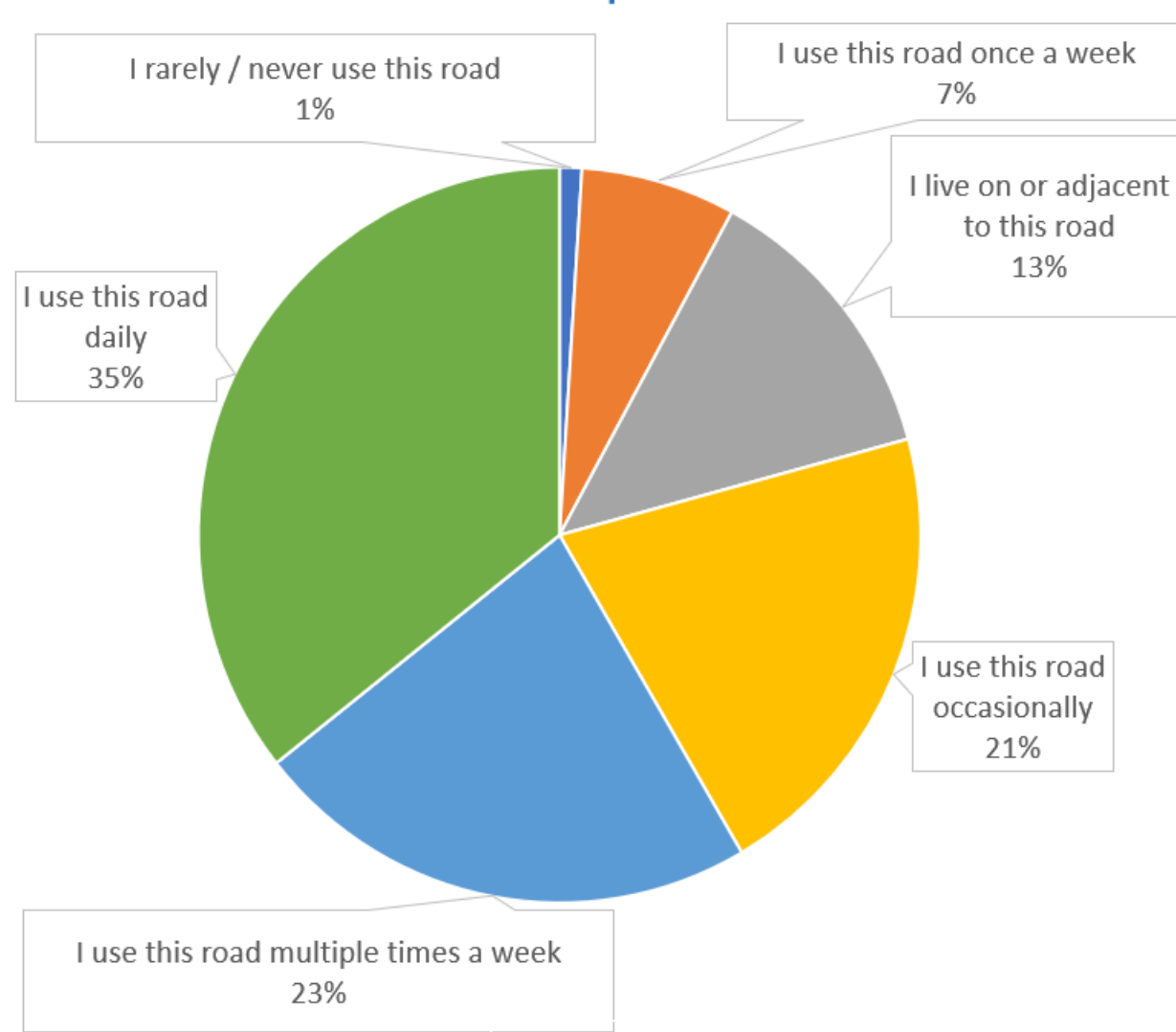
- Feedback was sought on proposed speed limits for 76 sections of local roads or urban development areas:
 - 53 in the Whakatipu area
 - 23 in the Upper Clutha.
- Consultation was promoted through a range of channels
- Total of **318** submissions received
- For more detail, see attached Engagement Report

Demographics of submitters

Geographic Distribution



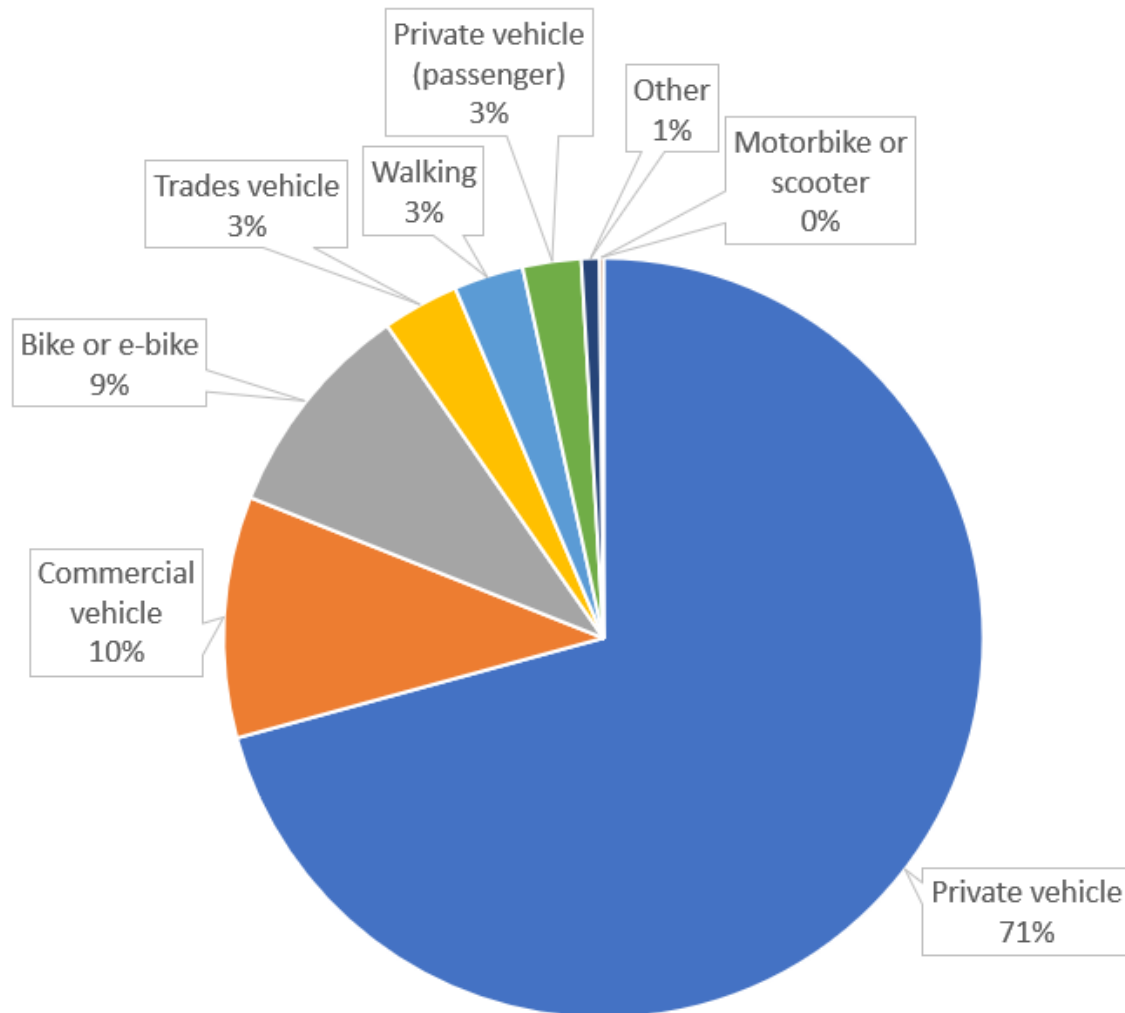
Relationship to Road



Note: Responses are from online survey only

Demographics of submitters

What is your primary mode of transport?



Note: Responses are from online survey only

Targeted stakeholder engagement has been conducted with:

- Police
- Fire and Emergency NZ (FENZ)
- Schools

Safer Speeds 2026

SUMMARY OF ENGAGEMENT
March – May 2026

Submission Themes

Road user behaviour & experience

- Main concerns include slow driving, unpredictable behaviour, poor skills, inattention, and unsafe overtaking.
- Many respondents prefer better driver education, enforcement, and more passing opportunities.
- Others believe lower speeds could reduce speed differences and provide more reaction time, improving safety.

Active mode users are more supportive

- 91% of people on bikes /e-bike riders and 89% of walkers preferred lower speed limits.
- Horse riders also supported lower speeds on roads frequently used for horse riding.

Residents versus commuter/through drivers

- Residents living on or adjacent to roads showed the strongest support for lower speed limits (73%).
- Daily (56%) and weekly (57%) users were less supportive.

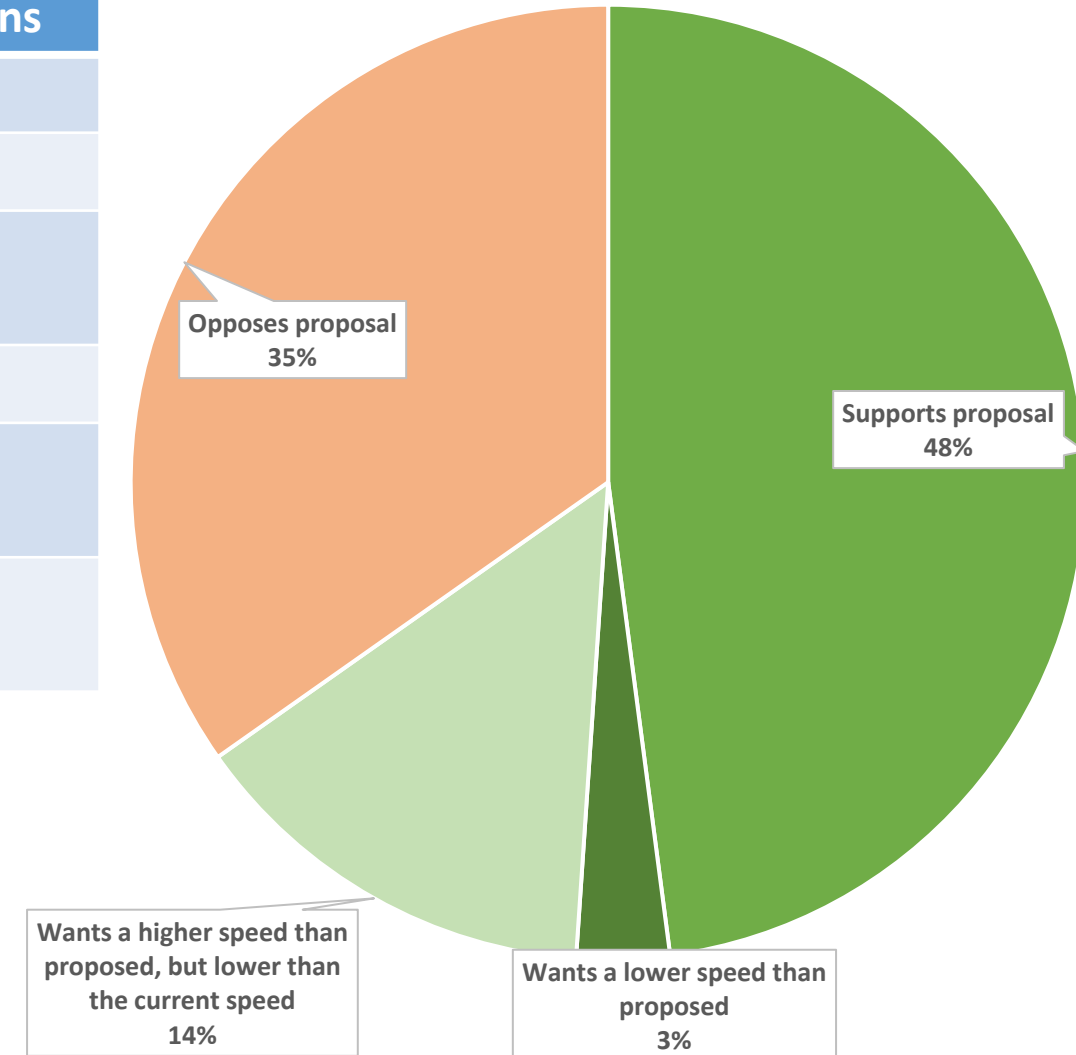
Perceived impacts on travel time

- Tradespeople were the least supportive of lower speed limits, with 71% preferring current limits due to concerns about productivity and income.
- Commercial drivers (e.g. taxis and delivery vehicles) were more supportive, with 66% favouring reductions.

Submission Analysis

Analysis of Submissions	Number of submissions
Supports proposal	335
Wants a lower speed than proposed	22
Wants a higher speed than proposed, but lower than the current speed	99
Opposes proposal	243
Out-of-scope feedback / misunderstanding of proposal	50
Total submissions on individual proposed speeds	749

- Five areas or streets did not receive any feedback.
- Overall, after considering both supportive and opposing feedback, the majority of respondents were in favour of the proposed changes.



Focus on Glenorchy-Queenstown Road

- Proposed 60 km/h sections of Glenorchy-Queenstown Road
 - The proposed speed limit changes along Glenorchy-Queenstown Road are the key strategic safety changes in this SMP.
 - High levels of community support for reduced speed through the settlement sections.
 - Residents living on or adjacent to the road generally supported lower speeds, commenting on safety for pedestrians, people on bikes, children, pets, and other vulnerable road users.

100 km/h → 60 km/h Number of submissions:	Supports proposed speed limit	Wants lower speed than proposed	Wants a decrease but higher speed than proposed	Opposes proposal	Total
One Mile to Sunshine Bay	17	2	6	12	37
Wilsons Bay	15	1	1	3	20
Bobs Cove	21	1	9	2	33
Wyuna Station to GY	3	0	4	4	11

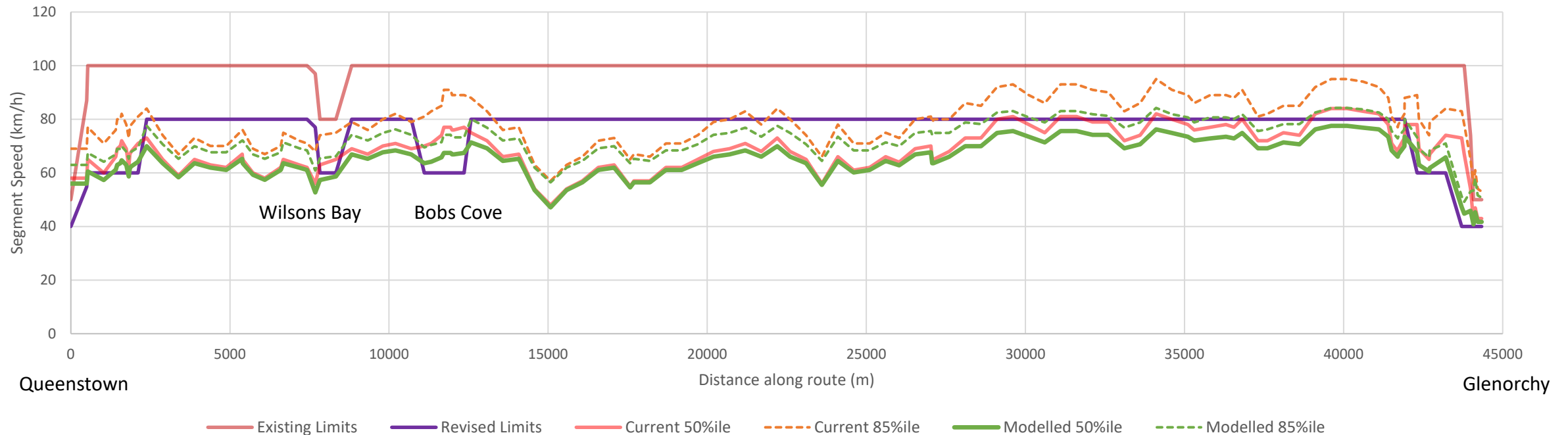
Focus on Glenorchy-Queenstown Road

- Proposed 80 km/h sections of Glenorchy-Queenstown Road
 - Journey time impacts were the primary concern
 - Driving behaviour identified as the key safety issue
 - Some support based on roadside activity and road conditions

100 km/h → 80 km/h Number of submissions:	Supports proposed speed limit	Wants lower speed than proposed	Wants higher speed than proposed	Opposes proposal	Total
Sunshine Bay to Wilsons Bay	12	2	0	15	29
Wilsons Bay to start of Bobs Cove	6	0	0	14	20
Bobs Cove to Wyuna Station	11	0	0	57	68

Focus on Glenorchy-Queenstown Road

Modelled Operating Speeds - Queenstown-Glenorchy NWB



- The estimated time increase is less than 3 minutes for the whole route.
- Road geometry, curves, access points, and traffic conditions naturally constrain vehicle speeds below the current posted limit of 100 km/h.

Rationale for Decision



Technical evidence

- 85th percentile speed of approximately 82 km/h.
- Road geometry that limits safe operating speeds.
- School buses travelling at 80 km/h.
- Multiple public access points and tourist attractions.
- Strategic safety importance and crash history.
- Only around 1-3 minutes of additional travel time.
- Network consistency.
- Speed differential making it more dangerous.

Consultation feedback

- These are valid suggestions, but they do not necessarily remove the risk associated with higher impact speeds.
- Key problems and options: road conditions and tourist driver behaviour.
- Asks for costly physical road improvements such as passing lanes and slow vehicle bays.

Malaghans Road

- Proposed 80 km/h section
 - Mixed feedback, 42% respondents supported the proposed speed reduction, or even lower speeds.
 - Local residents strongly supported a speed reduction.
 - The road serves a range of users beyond through traffic.
 - Opposition was primarily driven by through-route users and concerns about network efficiency.

100km/h → 80km/h	Supports proposed speed limit	Wants lower speed than proposed	Wants reduction but higher speed than proposed	Opposes proposal	Total
Number of submissions	21	3	1	34	59

Cemetery Road and Domain Road, Hāwea

- Overall feedback supported lower speeds, although views differed on the extent of the reduction. Some preferred intermediate limits of 60 km/h.
- Local residents strongly supported lower speed limits.
- The changing land use and environment supports lower speeds.
- Opposition primarily related to perceptions of road function and driver behaviour.



Number of submissions:	Supports proposed speed limit	Wants lower speed than proposed	Wants higher speed than proposed	Opposes proposal	Total
Cemetery Road 80→50	16	2	8	14	40
Cemetery Rd & Muir Rd intersection 80→70	1	4	0	3	8
Domain Road 40→50	3	0	0	2	5
Domain Road 100→50	4	0	5	0	9

Windmill Corner

- Proposed 100 km/h to 60 km/h
- Strong support for reducing the speed limit.
- Proposed speed limits align with planned safety improvements
- Opposition focused on perceived impacts to travel efficiency.

100 km/h → 60 km/h	Supports proposed speed limit	Wants lower speed than proposed	Wants higher speed than proposed	Opposes proposal	Total
Number of submissions	18	0	4	3	25

Adjusted Proposed Speeds

- Recommendations that have changed following consultation:

Speed Area Name	Current Speed Limit	Proposed Speed Limit in SMP	Recommended Speed Limit Decision
Victoria Flats Road	100 km/h	60 km/h Full length – from SH6 to end of the road	60 km/h from SH 6 to 1.13km south of SH6 50 km/h from 1.13km south of SH6 to the end of the road
Coronet Peak Road Top 2.65km Northeast of Skippers Road to end	70 km/h with 50 km/h during winter period	40 km/h	50 km/h
Malaghans-Coronet Peak Road Intersection	70 km/h	50 km/h Malaghans Road / Coronet Peak Road intersection to approx. 77m northwest of intersection	50 km/h Malaghans Road / Coronet Peak Road intersection to approx. 100m northwest of intersection

Suggestions for the next SMP

FUTURE WORK

39

Different roads or areas were suggested for future review

2029

QLDC's SMP is to be reviewed and refreshed on a 3-yearly basis

122

Submissions on roads to include in the next SMP were received

78%

Of these submissions were for roads or areas in Upper Clutha

47%

Of submissions were for decreased speeds

ACTION: All suggestions added to Speed Review Register in preparation for the 2029 SMP

Feedback on State Highways

KEY FINDING

100%

of submissions were for decreased speeds on state highways

56

Submissions on state highways speeds received

NZTA

are responsible for setting safe and appropriate speeds on state highways

Sections of state highway emerging as areas of high public concern

- Mt Iron roundabout to Albert Town bridge
- Mt Iron roundabout to Anderson Road
- Albert Town bridge to Hāwea
- Arrow Junction
- Arrow Junction to Lake Hayes
- Ladies Mile
- Frankton Road
- Kawarau Road
- Kawarau Bridge to Jack's Point
- Devils Staircase

ACTION: Feedback will be passed to NZTA, as part of a request for a SH speed limit review in the district

Next Steps

To confirm at Council Workshop:
Is Council comfortable moving forward with approval
of the SMP at the upcoming Council meeting?



Why we are doing a speed management plan?

Safe roads aren't built around convenience. They're built around physics.

Pātai? Questions?

Setting of Speeds Rule 2024

- Speed limits in the Queenstown Lakes District comply with the Land Transport Rule: Setting of Speed Limits 2024
- The Rule is included alongside this presentation as Attachment E
 - Road categorisation in the SMP Recommendations Technical Note align with the specifications outlined in Schedule 3 of the Rule
 - Schedule 3 can be seen on pages 53 to 55

QLDC 2026 Speed Management Plan (Proposed)

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 will be 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 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 of the intersection speed zone 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 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 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 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 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 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 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 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 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 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 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 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 Limit km/h	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 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 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 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 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 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 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 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	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 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 SMP	Recommended Change	Rationale
37	Wilsons Bay Reserve (Settlement)	Peri-urban	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 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 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 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 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 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 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 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 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 of the intersection speed zone 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 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 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 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 <i>(205m south of Cardrona Skifield Road to 138m north of Cardrona Skifield Road)</i>	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 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 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 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 SMP	Recommended Change	Rationale
66	Domain Road <i>(58m South of Timsfield Road to 35m South of Cemetery Road)</i>	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 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 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					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 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 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.

QLDC Safer Speeds 2026 Engagement Report

Full report following public consultation

June 2026

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1. Introduction

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

- 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 Queenstown Lakes District Council 2026 Speed Management Plan (SMP) proposes targeted speed limit changes across the district, underpinned by three core principles:
 - Safe school zones
 - Support consistent speeds
 - Safe active road users.
- Changes focus on town centres, new developments, multi-use roads and areas of high community concern.
- The SMP has been developed in response to the Land Transport Rule: Setting of Speed Limits 2024 (in force October 2024), and directly addresses identified crash risk locations, areas of growing residential development, and routes shared by people on bikes, horse riders, and pedestrians.
- The 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 during public consultation have been reviewed and considered as part of finalising the Plan.
- Speed is the single greatest determinant of crash severity. Regardless of what causes a crash, speed governs whether it happens, how serious the outcome is, and whether people survive. This makes speed management one of the most effective and efficient tools available for reducing deaths and serious injuries on our roads — particularly in a fiscally constrained environment where the opportunity for physical network improvements is limited.

2. What is proposed and why are we doing this?

Speed limit changes have been proposed for 76 sections of local roads or urban development areas across Queenstown-Lakes District, with 53 in the Whakatipu area and 23 in the Upper Clutha area.

We are proposing speed changes on selected local roads around the district to make travel safer and to better reflect how roads are actually being used.

Setting speed limits that reflect the road environment and the activity around it: These changes mean that speed limits are appropriate for the level of activity on and surrounding the road. This includes 40 km/h in new residential development areas to reflect more people walking, biking and living nearby, with lower speeds creating safer, more liveable neighbourhoods. Fringe areas such as Domain Road and Cemetery Road in Lake Hāwea are growing and changing with an increasing mix of traffic, homes and road activity and are proposed for 50 km/h speed limits, and rural settlements such as Wilson Bay and Bobs Cove are proposed at 60km/h.

Responding to community safety concerns: Some proposed speed limits have been made directly in response to feedback and requests from local communities who have raised ongoing concerns about safety on specific roads. This includes proposed lower speeds for areas of high public safety concern such as Windmill Corner in Hāwea Flat and Bobs Cove.

Supporting safer travel for everyone however they get around: In areas where pedestrians, people on bikes or horses, and vehicles share the same space, lower speed limits give equal priority to all users, creating a safer environment where the streets become places for people, not just traffic. This includes 10 km/h for Queenstown Town Centre shared spaces.

Reflecting the range of users on popular and multi-modal routes: Some roads accommodate a mix of transport modes, including freight, public transport and vulnerable road users, requiring lower speed limits that support safe movement and interaction between all users. This includes lower limits for roads that cater for multiple modes of transport, such as 80 km/h for Malaghans Road and the Glenorchy–Queenstown Road, and 60 km/h for Morven Ferry Road.

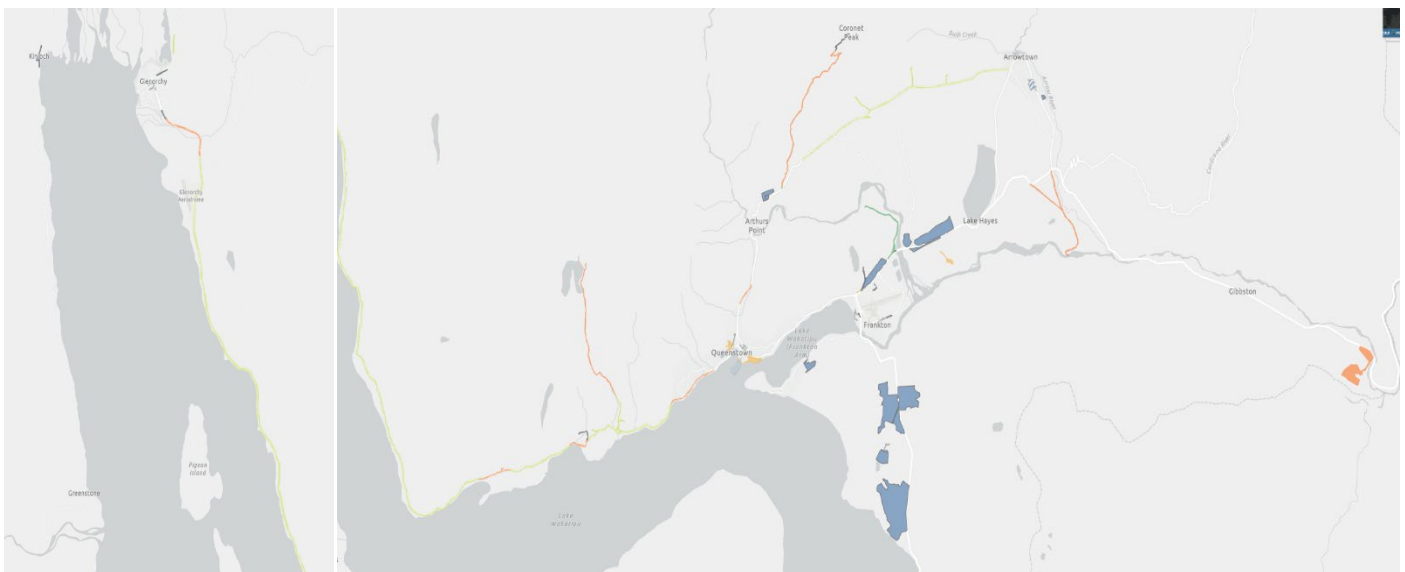
3. Proposed Speed Changes Map

The below images are a snapshot of the map used for public consultation. This map allowed users to click on specific proposed speeds with feedback recorded against each road or urban development area.

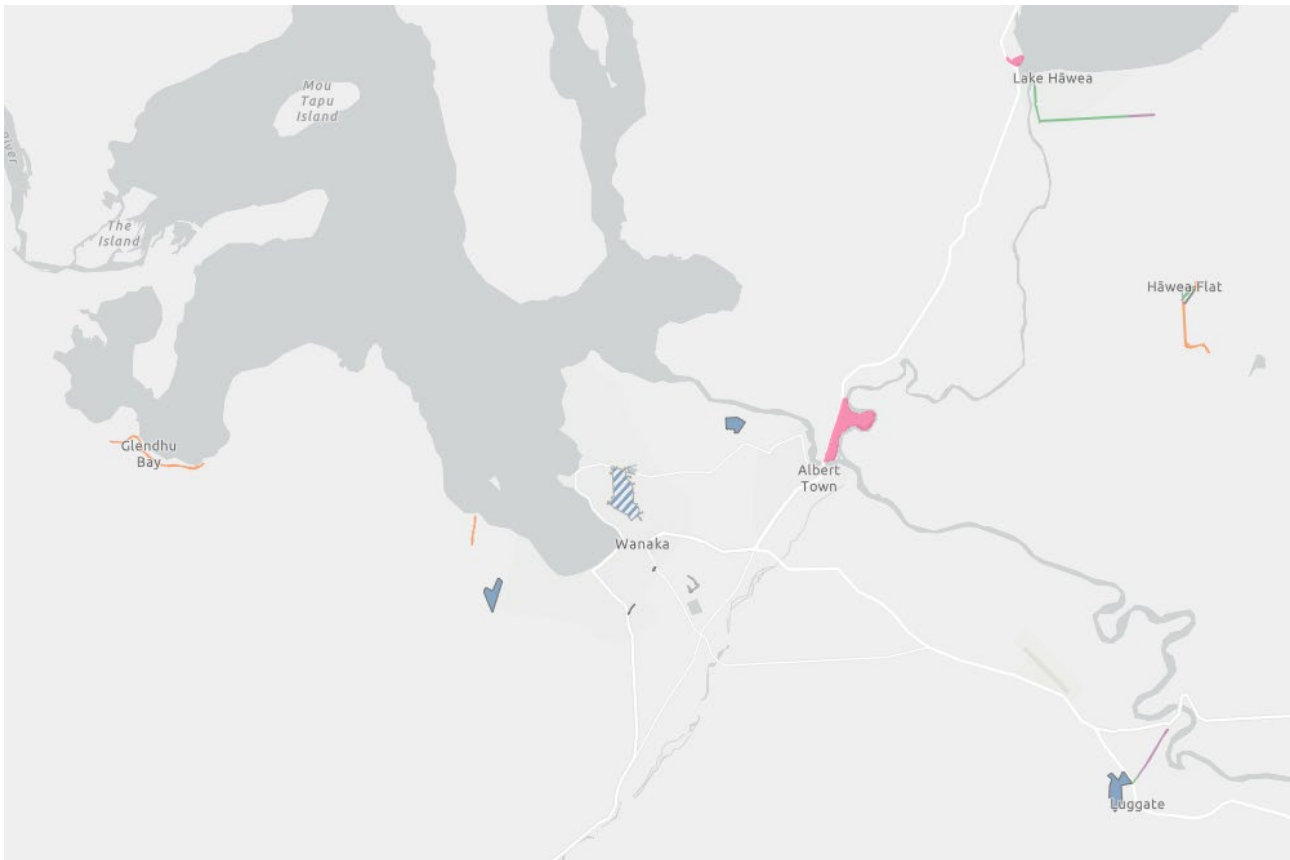
The maps outline each of the **76 proposed speed areas or roads**:

- 53 proposed speed changes in Whakatipu
- 23 proposed speed changes in Upper Clutha

Proposed speed changes in Whakatipu Basin



Proposed speed changes in Upper Clutha



4. Engagement Approach

Community consultation ran for a period of approximately 6 weeks, from Tuesday 24 March to Sunday 10 May 2026.

Feedback was sought from the public, emergency services, and community and business groups about the proposed speed management changes.

Engagement activities included:

- Let's Talk consultation page with link to feedback survey
- Submissions received via email to Let's Talk inbox
- Updated Speed Management page on QLDC website - [QLDC - District-wide speed management review](#)
- 2-page summary version of consultation document
- Engagement and workshopping with Council and Wānaka Upper Clutha Community Board
- Three posts on Queenstown Lakes District Council's Facebook Page
- Media releases
- Advertisements on posters and digital screens at Council offices and libraries
- Advertisements on the Wānaka App and Queenstown App

- Advertisement in Otago Daily Times
- Public notices in Wānaka Sun, Mountain Scene and Otago Daily Times
- Full page display advertisement in Wānaka Sun, Mountain Scene and Otago Daily Times
- Let's Talk (Shorts) in Lakes Bulletin Weekly and Wānaka Sun
- Cover article for Let's Talk Kōrero Mai
- Let's Talk consultation newsletter
- Physical posters in Council Community centres
- Newsletter to 15 Community Associations in the district

5. Community and Stakeholder responses

The consultation generated strong community interest across the district. **A total of 318 submissions on 749 individual road sections or speed areas were received** over the six-week period, reflecting genuine engagement with the proposed speed management changes.

- 247 people submitted via the online survey, generating 643 individual submissions on specific road sections or urban development areas.
- 71 submissions were received directly via email with a further 106 individual submissions on specific road sections or areas.

Taken together, the volume and detail of responses demonstrates that speed management is a topic of significance to Queenstown-Lakes residents, road users and community groups.

6. Engagement with Key Stakeholders

Key stakeholders including Police, Hato Hone St John, Fire and Emergency NZ, community associations and business groups were contacted as part of our consultation outreach and given the opportunity to provide feedback. Key themes included:

Reducing crashes and minimising harm

Police and Fire and Emergency NZ's key focuses are on preventing crashes and minimising harm. Both agencies are broadly supportive of lower, consistent speeds, and noted that communities tend to adapt to speed changes over time.

Consistency of speed limits

Agencies raised concerns about seasonal speed limits, preferring these be replaced with lower permanent speeds to provide a clear, consistent message to road users. They also noted that large differences between posted and actual travel speeds can contribute to driver frustration.

Priority roads

Police and Fire and Emergency NZ identified Glenorchy-Queenstown Road, Crown Range, and state highways as priority areas. Both agencies were supportive of the proposed lower speeds on Glenorchy-Queenstown Road and noted the Crown Range as a particular future priority for speed reductions to reduce harm.

Hato Hone St John was unable to provide feedback.

Submissions from community and business groups

Wakatipu Pony Club: Feedback on Morven Ferry Road

Wakatipu Pony Club supports the proposed reduction on Morven Ferry Road from 80 km/h to 60 km/h. The road is used regularly by horse riders, with a significant number of horses based along or near the corridor. Riders use the road to exercise horses, travel between properties and riding areas, and access nearby facilities. The proposed reduction is considered an important and practical safety measure for a vulnerable group of road users

Glenorchy Community Association: Feedback on Glenorchy-Queenstown Road

The Glenorchy Community Association supports appropriate speed management measures in more densely populated areas along the Glenorchy-Queenstown Road, namely Bobs Cove and Wilsons Bay. The corner at the Bobs Cove recreation area has been problematic for some time and the association understands the need for speed limit reductions in these areas.

The association does ask that reductions be targeted rather than applied across the full length of the road. Residents travel this corridor frequently and share a common commitment to safer roads for all users, however, note the number of tourist drivers using the road with frequent poor and dangerous driving behaviour.

Glendhu Groups: Glendhu Station, Bike Glendhu, Glendhu Residents and Owners Association, Glendhu Properties Limited (developers of Glendhu Golf Limited): Feedback on Wānaka Mount Aspiring Road

These five groups submitted jointly on the proposed speed limit changes along Wānaka Mount Aspiring Road. Rather than the proposed 60km/h limit through Glendhu Bay, they request a 50 km/h speed limit, and for it to be extended a further 1.2km along the road. They felt this better reflects the completed residential subdivision, the associated public trail network and the new Glendhu Golf Course.

Alpine Deer NZ LP and Upper Clutha Transport Ltd: Feedback on Church Road, Luggate

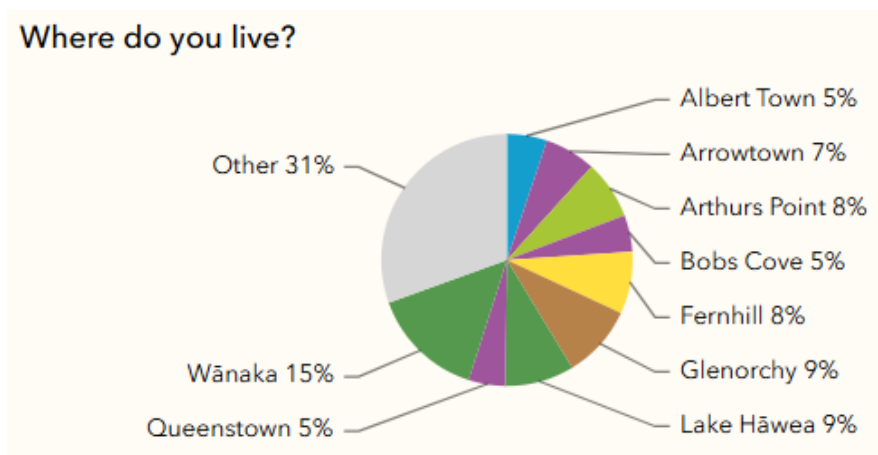
Both Alpine Deer NZ LP and Upper Clutha Transport Ltd support the proposed speed limit reduction from 100 km/h to 70 km/h along Church Road. They note that the vertical alignment of the road reduces visibility along its length and that, given the volume of vehicles entering and exiting the site and other industrial properties onto Church Road, a reduced speed limit is appropriate.

7. Who we heard from

Nearly a **third of submissions** from the online survey (31%) came from people who don't live in the district.

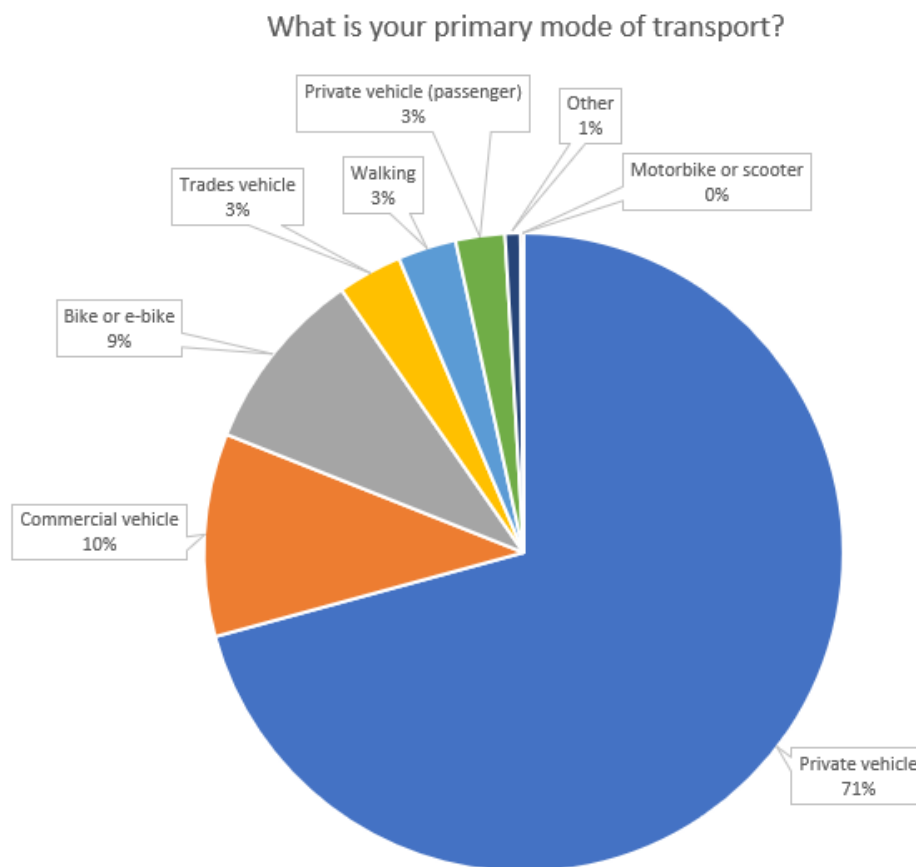
Of residents who live in the district, greatest representation came from 15% who live in Wānaka followed by 9% who live in Glenorchy, and 9% in Lake Hāwea, reflecting the roads of highest public concern.

To note these statistics only relate to submissions received via the online survey, rather than via email. Submissions received by email did not always include what part of the district the submitter lived in, however most of them were from people living within the district.



8. How people travel

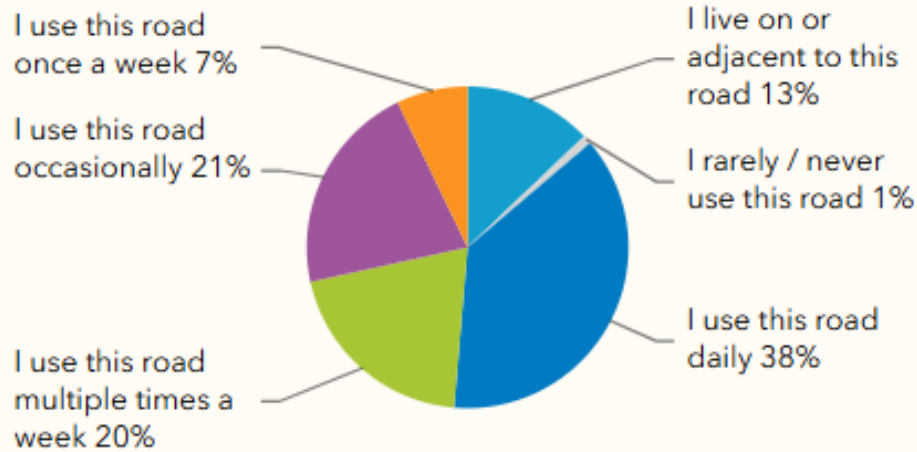
- 71% of submissions came from people who predominately drove a private vehicle on the selected roads, the highest proportion of any mode.
- The next highest proportions were commercial vehicles (10%) and bike or e-bike (9%).
- Less than 1% of respondents reported travelling by motorbike or scooter, or by other modes.
- Statistics represent online survey submissions only.



9. Relationship to the road

- 13% of respondents live on or adjacent to the roads where speed changes are proposed.
- 87% of responses came from road users who drive through the areas where there are proposed speed changes.
- Most respondents are regular road users, with 38% using the roads daily and a further 20% multiple times per week.
- Understanding where submitters lived and their usage of roads with proposed speed changes was used in the detailed analysis with higher weighting given to those who lived along roads with proposed changes.
- Statistics represent online survey submissions only.

Relationship to Road

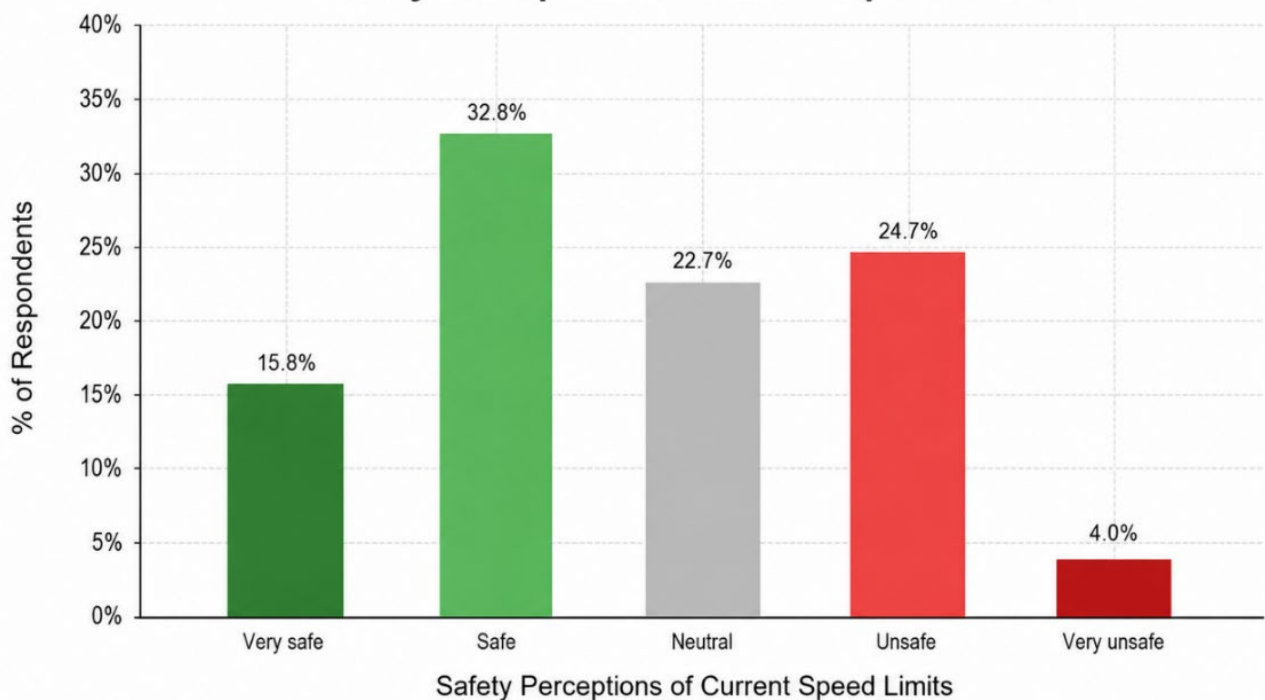


10. Community sentiment on getting around safely

How many people feel safe under the current speed limits?

Almost 49% of respondents felt safe or very safe under the current speed limits, around 23% felt neutral, and around 29% felt unsafe or very unsafe.

Safety Perceptions of Current Speed Limits



Key themes from respondents who felt current speed limits were safe or very safe (~49%):

Roads and local drivers are generally competent: Many respondents expressed confidence in the condition of local roads and the driving ability of residents, noting that existing limits feel appropriate for their daily use.

Driver behaviour, not speed limits, is the primary concern: Respondents consistently identified other factors as the greater safety risk: tourist and unfamiliar drivers, impatient locals, and adverse weather conditions such as ice and frost.

Targeted measures would be more effective than broad reductions: Rather than district-wide limit changes, respondents suggested that safety messaging around driving to conditions, and localised changes where genuinely warranted, would better address the risks they observe.

Key themes from respondents who felt neutral about current speed limits (~23%):

Active transport potential is recognised but underutilised:

Respondents acknowledged a desire to walk and cycle more, particularly with families, but noted that current traffic volumes, speeds and infrastructure gaps such as shoulders and crossing points mean driving remains the more practical choice for many trips.

Driver behaviour is seen as variable rather than uniformly poor:

Respondents observed that most driving experiences are positive, while acknowledging that a minority of drivers, including some locals and visitors unfamiliar with the roads, contribute to conditions that feel less predictable.

Road design and speed limits are seen as connected:

Respondents noted that features such as shoulder width, refuge points and alpine conditions are part of the broader safety picture, and that speed limit discussions are most useful when considered alongside these factors.

Key themes from respondents who felt unsafe or very unsafe with current speed limits (~29%):

Active transport feels unsafe: Respondents noted that traffic volumes and speeds deter walking and cycling, particularly for families, pointing to a lack of safe infrastructure such as shoulders and crossing points as barriers to using roads on foot or by bike.

Driver behaviour remains a recurring concern: As with other groups, respondents identified impatient locals and tourists as contributing to unsafe conditions, citing tailgating, failure to give way and speeding as specific behaviours.

Road design and conditions need attention alongside speed limits: Respondents, particularly regarding Glenorchy-Queenstown Road, felt that narrow shoulders, limited refuges, and variable alpine conditions are root causes of risk on roads in the district.

11. Engagement themes

Key themes that emerged through feedback

Driver behaviour - among both local and tourist drivers: Driver behaviour is widely seen as a greater safety risk than speed itself. Many respondents who prefer current speed limits argue that crashes are primarily caused by unsafe driving behaviours such as travelling well below the speed limit without allowing others to pass, erratic or unpredictable actions, inattention, and poor driving skills. Tourist drivers are consistently identified as a major contributor to these issues, with concerns about slow travel, sudden stopping, failure to use slow-vehicle bays, and unsafe overtaking. There is scepticism among some respondents that lowering

speed limits will address these behavioural problems, with a view that it shifts the burden onto local drivers instead. Others, however, consider that reduced speed limits could help mitigate the issue by narrowing speed differentials and providing greater reaction time. Across both perspectives, there is a common view that improved driver education, stronger enforcement, and increased passing opportunities would be more effective in improving safety.

Active mode users are more supportive of speed reductions: Respondents using active modes showed strong preference for reduced speeds. Among those who identified cycling or e-biking as their primary mode of transport, 91% supported speed reductions. A similar pattern was observed for walkers, where 89% preferred reduced speeds. There was also strong support from the horse riding community for lower speed limits on roads commonly used by horse riders, such as Morven Ferry Road.

Residents more likely to support speed reductions than those who pass through: Across all roads, support for reduced speeds was highest among respondents living on or adjacent to a road (approximately 73%), compared with around 56% of daily users and around 57% of weekly users. This pattern was consistent across several road sections and is reflected in the road-specific feedback, where residents frequently cited safety and amenity as reasons to support lower limits while those passing through tended to prefer current limits and attributed safety concerns to driver behaviour rather than speed.

Perceived impacts on travel times: For those travelling in trades vehicles, the perceived impact on travel time was a dominant concern, with 71% preferring no change to current speed limits. The sentiment is that reduced limits would add time to working days in a way that directly affects productivity and income. Among those travelling in commercial vehicles such as taxis and delivery vehicles, views differed, with 66% supporting reductions. This suggests that for some working drivers, the perceived travel time impact was considered acceptable relative to the safety benefits, or that the nature of their work makes them less sensitive to marginal changes in journey time.

12. Feedback on key locations – Glenorchy-Queenstown Road

Glenorchy-Queenstown Road is a rural road which runs along Lake Whakatipu from Queenstown to Glenorchy, passing through settlements, walking tracks and recreational areas, and lookout points. The current speed limit for this road is 100 km/h with changes proposed to reduce speed limits on rural sections of the road to 80 km/h, and sections going through settlements to 60 km/h.

Rural sections: All current speed limits of 100 km/h → proposed speed limit 80 km/h

Sunshine Bay – Wilsons Bay

The section of road runs between Sunshine Bay and Wilsons Bay, with surrounding residential properties, stopping bays and recreational areas, and is frequently used by people on bikes.

- 29 responses received on this road section.
- 14 respondents wanted decreased speeds, with two of these requesting speeds lower than the proposed 80km/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 of proposed 80km/h 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 Bobs Cove to Glenorchy section, respondents raised concerns about tourist driving behaviour and commute time costs to Glenorchy residents

Wilsons Bay – DOC CP (start of Bobs Cove settlement)

This section of road runs between Wilsons Bay and Bobs Cove, passing by a nature reserve, campsite, several walking tracks, and lookout points.

- 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.
- Consistent with feedback on the Bobs Cove to Glenorchy section, respondents raised concerns about tourist driving behaviour and commute time costs to Glenorchy residents

Bobs Cove – Wyuna Station

Bobs Cove to Wyuna Station 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.

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.

- 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 and not posted speed as the cause of incidents on this road. Glenorchy residents emphasise that this road is the only route from Queenstown to Glenorchy, with no public transport alternative.

Settlements: All current speed limits of 100 km/h → proposed speed limit 60 km/h

One Mile - Sunshine Bay (Settlement)

The section of road is on the outskirts of Queenstown, with surrounding residential properties, a boat ramp, and frequent use by people on bikes and walkers. Intersection improvements are planned for the Fernhill Road intersection with crossing points and active travel connections from Sunshine Bay to the lake.

- 37 responses were received on this road section.
- 19 respondents (50%) welcomed the proposed change, with two of these wanting a speed lower than 60km/h. A further 6 submissions (17%) also wanted a speed decrease however preferred 70 or 80km/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.
- This was the second most submitted on section of the Glenorchy-Queenstown Road with overall 67% in support of a lower speed limit.

- The Fernhill Sunshine Bay Community Association have requested a lower speed along this section. Community recognises that speeds need to be reduced along this section due to changing use of the road and more active travel users, as well as people wanting to be able to safely cross the road from Sunshine Bay to Lake Whakatipu.

Wilsons Bay Reserve (Settlement)

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.

- 20 responses were received on this road section.
- 16 respondents welcomed the proposed change to 60km/h. Two further submissions suggested 50km/h and 70km/h respectively.
- 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.

Bobs Cove (Settlement)

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 60km/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 kids and families crossing the road, the busy walking track in summer, 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.

Wyuna Station – Glenorchy (Settlement)

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.

- 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.

Proposed 40 km/h section (extension of existing 40 km/h)

GY – QT Oban (Glenorchy-Queenstown Road final approach to existing township 40km/h speed zone)

This section extends the existing 40km/h Glenorchy urban area by 190m south.

- 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 40km/h speed limit, and one submission suggested 50km/h instead.

13. Feedback on Key Locations – Whakatipu

Malaghans Road

Malaghans Road is a rural road connecting Arrowtown and Arthur's Point, with surrounding land uses including residential properties, agriculture, a golf course, and a church. It 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. The current speed limit of 100 km/h is proposed to be reduced to 80 km/h.

- Malaghans Road received the second highest number of submissions with 59 submissions.
- 25 submissions 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.
- Several comments also suggested that Coronet Peak Station Road should be considered separately, with a proposed 40km/h for that road.

Morven Ferry Road

Morven Ferry Road is a rural section of road near Arrowtown which is regularly used by horse riders as well as people on bikes. Wakatipu Pony club is located on this road and provided feedback through an email submission. 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.

14. Feedback on Key Locations – Upper Clutha

Cemetery Road

Cemetery Road is on the outskirts of Lake Hāwea township, running through a growing residential area and past a small cemetery. New subdivisions on both sides of the road have changed the road environment, as well as it being part of the cycle network. The current speed limit of 80 km/h is proposed to be reduced to 50 km/h.

- 40 responses were received on this road section.
- 16 respondents welcomed the proposed change. Two additional submissions were for a speed decrease but in favour of a lower speed than proposed and suggested 40 km/h. A further eight submissions also were in favour 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 Hāwea Flat to Lake Hāwea, with good visibility and separate cycle path.

Domain Road

Domain Road in Lake Hāwea is currently comprised of two speed zones; 40 km/h south of the roundabout, with 100 km/h south of Timsfield Drive. 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 speed limit increase from 40 km/h to 50 km/h. Three respondents welcomed the proposed change, and two preferred keeping the current speed limit.
- Nine responses were received on the proposed speed decrease from 100 km/h 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.

Glendhu Bay

Glendhu Bay refers to a short section of Wānaka Mount Aspiring Road, running past a campground, several businesses and a recreation area in Glendhu Bay on Lake Wānaka. The current speed limit is 100 km/h with 50 km/h seasonal speed limit during the summer period. It is proposed to remove the seasonal speed limit and to introduce a permanent 60 km/h.

- 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.

Golf Course Road Intersections

Two speed proposals were included for Golf Course Road – covering both the south east and north east intersections of the road, extending the existing 40 km/h on Cardrona Valley Road and Ballantyne Road through the intersections, following which the remaining section of Golf Course Road remains unchanged at 70 km/h.

- 38 submissions were received on Golf Course Road SE and NE intersections. From the comments provided it appears that these reductions 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.
- When considering submissions, excluding the ones for the full length of the road, six people welcomed a reduction. Reasons given were due to difficulty for people crossing the intersections on foot or navigating them by bike, it making sense to extend the 40km/h to cover the retirement village and acknowledging that these are busy intersections with multiple types of users and it being a hazardous area for bikes.
- 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 filed and Golf Course Road will be considered for review in the next SMP.

Windmill Corner

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. The current speed limit of 100 km/h is proposed to be reduced to 60 km/h.

- 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.

15. Roads suggested for future Speed Management Plan

Feedback was received on roads not included in the current Speed Management Plan (SMP). All roads raised through this feedback will be reviewed and considered for inclusion in the next SMP, anticipated to be delivered in three years time.

- Total of 122 responses were received suggesting roads for future consideration.
- 76 of these responses related to current speeds in Wānaka.
- There were several responses that highlighted rural unsealed roads where residents would like to see reduced speed limits.
- Areas of particular interest in Wānaka include Ardmore Street (6 submissions) where 100% of respondents were in favour of decreasing the speed limit and Ballantye Road (24 submissions), Beacon Point Road (9 submissions), and the Wānaka urban area (20 submissions) which all received strong community support for increased speed limits on these roads
- There was a clear emphasis in submissions on reducing speeds in town centres, lakefronts, school zones, and residential streets to protect pedestrians, people on bikes, children, and older people.
- Respondents cited concern that narrow, gravel, winding roads and areas experiencing rapid residential growth or increased traffic volumes have speed limits that are no longer appropriate for current conditions.
- Respondents support speed reductions where they improve safety and neighbourhood amenity, alongside clearer, more coherent speed zoning that reflects how roads are used.

16. Feedback on State Highways

Feedback was received on several state highway sections within the Queenstown Lakes District. Speed limits on state highways are set and managed by the New Zealand Transport Agency Waka Kotahi (NZTA), which acts as the Road Controlling Authority for the state highway network. Queenstown Lakes District Council is only able to make changes to speed limits on local roads within its jurisdiction.

This feedback has been collected, and a formal request will be submitted to NZTA seeking a review of speed limits on these roads.

- Total of 56 responses were received in relation to speed on state highways within the district
- Areas of particular high public concern include: Frankton Road, Ladies Mile, and through Frankton out to the Southern Corridor, Mt Iron to Albert Town Bridge and Mt Iron to Anderson Road.

17. Next Steps

Community feedback will inform the adoption of the revised Speed Management Plan by council.

Feedback has been used to finalise proposed speed limit changes in the 2026 Speed Management Plan, as well as to inform what should be included in the next iteration of the Speed Management Plan.

A final draft of the Speed Management Plan is expected to be presented to Councillors for adoption in late-2026.

Following adoption, the new speed limits will be progressively implemented, alongside education and awareness initiatives to inform the community of the changes.

Safer Speeds 2026

SUMMARY OF ENGAGEMENT
March – May 2026

A person wearing a yellow high-visibility vest and a helmet is riding a motorcycle away from the camera on a paved road that curves to the right. The road is flanked by dry, brownish-yellow grassy hills. A yellow diamond-shaped road sign with a black arrow pointing right is visible on the left side of the road. The sky is overcast.

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

**Our vision is that everyone can move
around our district safely and efficiently,
no matter how they travel.**

Why focus on speed?

Speed is the biggest factor in crash severity. Even small reductions make a significant difference, especially for people walking or biking. Speed management is one of the most effective tools for reducing deaths and serious injuries, particularly when budgets limit opportunities for major physical upgrades.

What we proposed

We proposed speed limit changes for 76 road sections across the district (53 in Whakatipu, 23 in Upper Clutha), including:

CREATING CONSISTENT EXPERIENCES FOR ROAD USERS:

40 km/h in new residential development areas

50 km/h for urban fringe areas (e.g., Domain Road and Cemetery Road in Lake Hāwea)

60 km/h in rural settlements (e.g., Wilson Bay, Bobs Cove), reflecting strong community requests

SUPPORTING SHARED SPACES AND ALTERNATIVE TRAVEL MODES:

10 km/h in Queenstown Town Centre shared spaces

80 km/h on multi modal or high use tourist routes (e.g., Malaghans Rd, Glenorchy–Queenstown Rd)

60 km/h in high risk areas (e.g., Windmill Corner in Hāwea Flat)

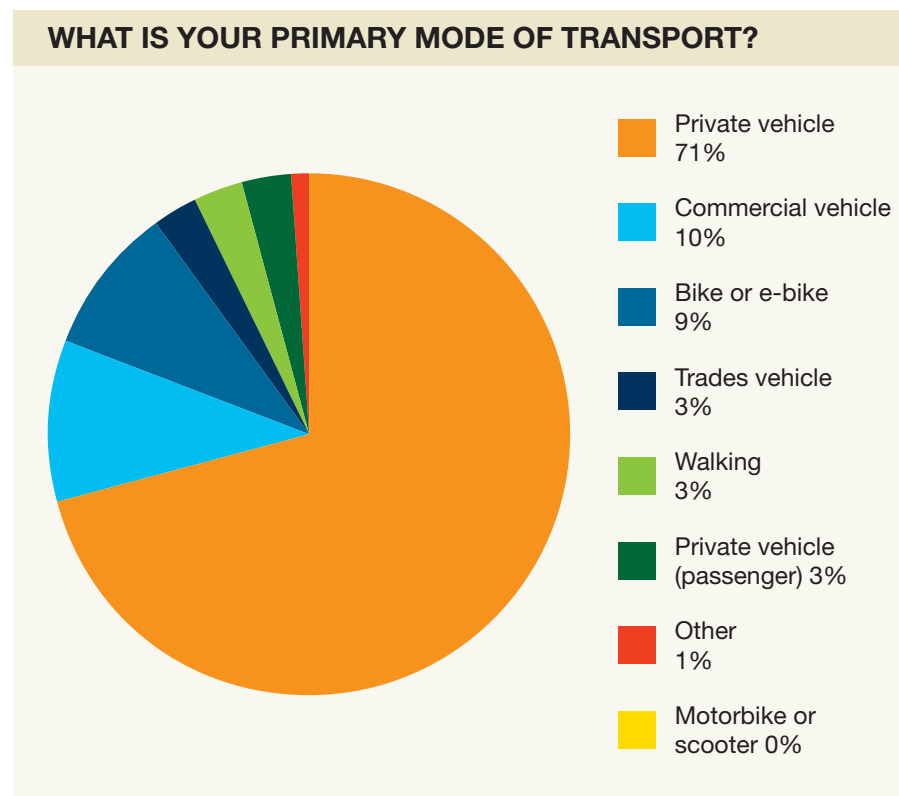
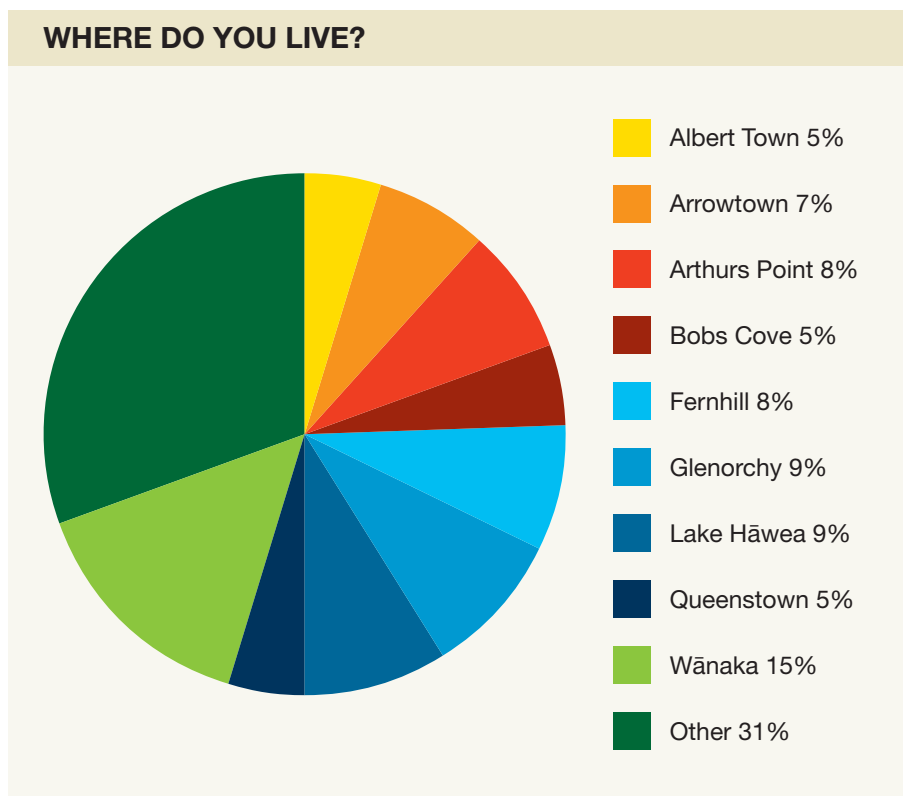
Thank you for your feedback

Consultation ran for six weeks (24 March–10 May 2026). Thank you to everyone who took the time to share their views.

Who we heard from

The consultation generated strong interest, with 318 submissions received.

31% of online submissions came from people living outside the district. Among local residents, the largest groups were from Wānaka (15%), Glenorchy (9%) and Lake Hāwea (9%).



Note: pie graph data is from 247 online survey submissions.

What we heard

DRIVER BEHAVIOUR – SEEN AS A BIGGER ISSUE THAN SPEED

Many respondents felt unsafe driving behaviours pose a greater risk than speed limits. Concerns included slow driving without allowing others to pass, unpredictable manoeuvres, inattention, and tourist driver inexperience. Views differed on whether lower limits would help, but there was strong support for better driver education, enforcement, and more passing opportunities.

RESIDENTS MORE SUPPORTIVE OF LOWER SPEEDS THAN THROUGH TRAFFIC

Support for reduced limits was highest among people living on or near affected roads (around 73%). Daily users showed lower support (about 56%), and weekly users around 57%. Residents typically cited safety as their main reason, while those passing through tended to attribute issues to driver behaviour rather than speed.

PERCEIVED IMPACTS ON TRAVEL TIMES

For tradespeople, travel time was a key concern, with 71% preferring no change due to potential impacts on productivity and income. Commercial vehicle users (e.g., taxis, delivery drivers) were more supportive, with 66% favouring reduced limits.

STRONG SUPPORT FROM PEOPLE ON BIKES, WALKERS, AND HORSE RIDERS

Active mode users overwhelmingly supported lower speeds.

91% of people on bikes and e bikers preferred reduced limits.

89% of walkers supported reductions.

Horse riders also strongly supported lower limits on routes they commonly use, such as Morven Ferry Road.

Feedback on State Highways

Some submissions related to state highways within the Queenstown Lakes District. Speed limits on these roads are set and managed by Waka Kotahi NZ Transport Agency.

A total of 56 responses raised concerns about state highway speeds. This feedback has been compiled, and a formal request will be submitted to Waka Kotahi NZ Transport Agency to review speed limits on the identified sections.

AREAS OF CONCERN INCLUDED:

Frankton Road

Ladies Mile

Frankton to the Southern Corridor

Mt Iron to Albert Town Bridge

Mt Iron to Anderson Road

We also heard from groups, examples include:

- > Police and Fire and Emergency NZ support lower, more consistent speeds to reduce crashes and harm. They prefer permanent limits over seasonal ones and highlighted Glenorchy–Queenstown Road, the Crown Range and state highways as priority areas.
- > Glenorchy Community Association supports targeted speed reductions at Bobs Cove and Wilsons Bay but prefers changes be limited to populated areas rather than the full length of the road.
- > Glendhu groups (five organisations) request a 50 km/h limit through Glendhu Bay - rather than 60 km/h - and for it to extend a further 1.2 km to reflect new residential areas, trails and the Glendhu Golf Course.
- > Alpine Deer NZ LP & Upper Clutha Transport Ltd support reducing Church Road from 100 km/h to 70 km/h due to limited visibility and high vehicle movements in and out of industrial sites.

Roads suggested for future review

122 submissions were received suggesting roads for future consideration. All roads raised through this feedback will be reviewed and considered for inclusion in the next Speed Management Plan, expected for 2029.

What's next?

Community feedback is shaping the revised Speed Management Plan and final proposed speed limit changes.

A final draft is expected to go to Councillors for adoption in late 2026.

If adopted, new speed limits will be rolled out progressively, supported by education and awareness initiatives.

We'll keep you updated on the final plan and what changes were made based on feedback.

THANKS AGAIN!



For more information, including a full list of proposed speed limit changes, visit [📍 letstalk.qldc.govt.nz/safer-speeds-2026](https://letstalk.qldc.govt.nz/safer-speeds-2026)



Pursuant to sections 152, 157(1), 159A and 160(4) of the Land Transport Act 1998, and after having had regard to the criteria specified in section 164(2) of that Act

I, Hon Simeon Brown, Minister of Transport

make the following ordinary Rule:

Land Transport Rule: Setting of Speed Limits 2024.

Signed at Auckland

This 28th day of September 2024

Hon Simeon Brown

Minister of Transport

Land Transport Rule
Setting of Speed Limits 2024

As at 15 January 2025

Land Transport Rule

Setting of Speed Limits 2024

As at 15 January 2025

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Extent of consultation

The Ministry of Transport published a draft version of the Rule along with explanatory material on its website for public consultation on 13 June 2024. Notification of the consultation was sent by email to road controlling authorities, and published on the Beehive website. A notice was also published in the *Gazette* on 13 June 2024. Consultation was open for four weeks until 11 July 2024.

The Ministry received 8,180 submissions on the draft Rule. Officials analysed and considered the submissions before providing a final version of the draft Rule to the Minister of Transport for signing.

Compilation notes

1 General

This is a compilation of *Land Transport Rule: Setting of Speed Limits 2024* that incorporates all the amendments to that Rule as at the date of the last amendment to it.

2 Amendments incorporated in this reprint

Land Transport Rule: Setting of Speed Limits Amendment 2024

Section 1 Preliminary provisions

1.1 Title

This Rule is Land Transport Rule: Setting of Speed Limits 2024.

1.2 Commencement

This Rule comes into force on 30 October 2024.

1.3 Objective of Rule

The objective of this Rule is to contribute to an effective, efficient and safe land transport system by—

- (a) providing for an approach to speed management that considers speed limits alongside safety infrastructure and safety camera enforcement; and
- (b) empowering or requiring road controlling authorities to set speed limits for roads under their control, generally after considering safety, economic impacts and the views of road users and the community; and
- (c) setting out requirements road controlling authorities must comply with when setting speed limits.

1.4 Interpretation

- (1) In this Rule, unless the context otherwise requires,—

Act means the Land Transport Act 1998

Agency (as RCA) means the Agency when acting as a road controlling authority

Auckland Council means the entity established under [section 6](#) of the Local Government (Auckland Council) Act 2009

Auckland Transport means the entity established under [section 38](#) of the Local Government (Auckland Council) Act 2009

category 1 school means any school that is not a category 2 school

category 2 school means a school that has been designated as a category 2 school under clause 5.2(1)

change, in relation to speed limits, safety cameras and safety infrastructure, includes to put something in place for the first time or to remove something without any replacement

current, in relation to a plan, means the plan most recently published under this Rule

emergency has the meaning in clause 7.1(4)

emergency speed limit means a temporary speed limit set due to an emergency

financial year means a period of 12 months commencing on 1 July and ending with 30 June

GPS on land transport has the same meaning as in the [Land Transport Management Act 2003](#)

in the register, in relation to a speed limit, means the speed limit contained in a land transport record that has not been revoked

mean operating speed means the mean speed of traffic, including all classes of vehicle, measured in a way that is representative of all traffic speeds on the road over a 7-day period

new road—

- (a) means a road that has only recently been constructed and made available for public use; and
- (b) includes a future road in a speed limit area declared under clause 2.3

outside the school gate, in relation to a road, means the section of the road immediately adjacent to a gate or other access used by students to enter or leave the school, usually measuring (with any reasonably practicable modifications):

- (a) 300 metres for a category 1 school; or
- (b) 600 metres for a category 2 school

permanent speed limit means a speed limit that is in force except when a seasonal, variable, or temporary speed limit is in force

register has the same meaning as in [section 200A](#) of the Act

Registrar has the same meaning as in [section 200A](#) of the Act

road has the same meaning as in the Act and includes a section of a road

safety camera means a camera used for the primary purpose of detecting offences under land transport legislation of exceeding the speed limit

safety infrastructure means roading infrastructure intended to improve safety (for example, median barriers, rumble strips, raised crossings, and intersection treatments)

school means a registered school within the meaning of [section 10\(1\)](#) of the Education and Training Act 2020

school travel period, in relation to a school, means a school travel period set by a road controlling authority in accordance with Section 5

seasonal speed limit means a type of speed limit that—

- (a) is the same for all 24 hours during any given day; and
- (a) is different for each of two or more specified periods during a calendar year

special event has the meaning in clause 7.1(3)

State highway has the same meaning as in the [Land Transport Management Act 2003](#)

temporary speed limit means a speed limit set in accordance with Section 7

territorial authority—

- (a) means a road controlling authority that is a territorial authority within the meaning of the [Local Government Act 2002](#); and
- (b) includes a road controlling authority that is a unitary authority, Auckland Council or Auckland Transport

unitary authority has the same meaning as in the [Local Government Act 2002](#)

variable speed limit—

- (a) means a type of speed limit where the speed limit in force on a road changes under certain conditions; and
- (b) excludes a seasonal speed limit

work has the meaning in clause 7.1(2).

- (2) A term that is used in this Rule and defined in the Act but not defined in this Rule has the meaning given in the Act (for example, Agency, Commissioner, Director, land transport record, and road controlling authority).

Section 2 **Speed limits**

Ascertaining the applicable speed limit

2.1 Applicable speed limit for a road

- (1) The applicable speed limit for a road at any given time is—
- (a) the speed limit for the road in the register and that is in force at the time; or
 - (b) if paragraph (a) does not apply and a bylaw made before 19 May 2022 (the commencement date of the Land Transport Rule: Setting of Speed Limits 2022) sets the speed limit for the road, the speed limit set by the bylaw and that is in force at the time; or
 - (c) if paragraphs (a) and (b) do not apply, a permanent speed limit of 100 km/h.
- (2) For a seasonal speed limit that is in force, the applicable speed limit for the road at any given time is the speed limit in force at the time in accordance with the details of the speed limit in the register or bylaw (as the case may be).
- (3) For a variable speed limit that is in force, the applicable speed limit for the road at any given time is the speed limit shown on signs at the time (provided the speed limit shown on the signs is in accordance with the details of the speed limit in the register or bylaw (as the case may be)).

Emergency speed limit on register prevails

- (4) Despite subclauses (1) to (3), if at any given time there is an emergency speed limit for a road in the register, the applicable speed limit for the road at that time is the emergency speed limit (not the underlying permanent, variable or seasonal speed limit for the road in the register).

Temporary speed limit applies despite register

- (5) Despite subclauses (1) to (4), if at any given time a temporary speed limit (other than an emergency speed limit) for the road has been set and is in force under Section 7, the applicable speed limit for the road at that time is the temporary speed limit (other than an emergency speed limit).

Setting speed limits

2.2 Setting speed limits (other than temporary speed limits)

- (1) A road controlling authority may set a speed limit for a road under its control (other than a temporary speed limit) under this Rule.
- (2) When setting a speed limit under subclause (1), a road controlling authority may specify a date on which the speed limit comes into force.
- (3) If a road controlling authority specifies a date on which the speed limit comes into force, that date must be no earlier than the day after the corresponding land transport record is created.

2.3 Declaring speed limit areas

- (1) A road controlling authority may set a speed limit (other than a temporary speed limit) for a road or roads under its control by declaring a speed limit area.
- (2) When declaring a speed limit area, a road controlling authority must—
 - (a) identify the boundaries of the area to be designated as the speed limit area; and
 - (b) specify the speed limit that applies in the speed limit area; and
 - (c) specify that the speed limit applies to—
 - (i) all existing and any future roads in that area; or
 - (ii) all existing and any future roads in that area, except for one or more specified existing roads in that area.
- (3) For clarity, a road controlling authority that sets a speed limit (other than a temporary speed limit) by declaring a speed limit area must—
 - (a) do so using either the method in clause 2.5 or the method in clause 2.6; and
 - (b) otherwise comply with all provisions of this Rule that apply to a speed limit (other than a temporary speed limit) for a road.
- (4) References in any provisions of this Rule to a speed limit (other than a temporary speed limit) for a road must be taken as also applying to declaring a speed limit area.

2.4 Setting temporary speed limits

A road controlling authority may set a temporary speed limit for a road under its control in accordance with Section 7.

2.5 Method for all road controlling authorities to set speed limits: using a plan

- (1) A road controlling authority may set a speed limit (other than a temporary speed limit) for a road under its control if—
- (a) the speed limit—
 - (i) is the same as the speed limit proposed for the road in the relevant plan; and
 - (ii) comes into force within the same timeframe as proposed in the relevant plan; and
 - (iii) is set for the same road as the road listed or described in the relevant plan; or
 - (b) the speed limit set for the road differs from the speed limit for the road proposed in the relevant plan, but the only differences are any of the following:
 - (i) the timeframe within which the speed limit comes into force;
 - (ii) a minor difference in the point on the road at which the speed limit changes.
- (2) In this Section 2, **relevant plan**—
- (a) means, in relation to a road that is a State highway, the State highway speed management plan most recently published under clause 3.4(6); and
 - (b) means, in relation to any other road, the territorial authority speed management plan most recently published under clause 3.5(3) that applies to that road; and
 - (c) includes any variation to any of those plans (see clause 3.10).

2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval

- (1) If the circumstances described in clause 2.5(1) do not apply, the Agency (as RCA) or a territorial authority may set a speed limit (other than a temporary speed limit) for a road under its control with the Director's approval in accordance with this clause.

- (2) *Step 1 (steps before seeking Director's approval):* When proposing a speed limit for a road for which it wishes to seek the Director's approval under this clause, the Agency (as RCA) or the territorial authority must first comply with the following requirements:
- (a) for a road outside the school gate, the Agency (as RCA) or the territorial authority must have regard to guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13;
 - (b) for any other road, the Agency (as RCA) or the territorial authority must—
 - (i) have regard to the road safety aspects of the GPS on land transport; and
 - (ii) undertake and have regard to the cost benefit disclosure statement for the proposed speed limit in accordance with the requirements in clause 3.3; and
 - (iii) have regard to guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13; and
 - (iv) have recently consulted on the proposed speed limit in accordance with clause 3.8 and included in the consultation documentation the cost benefit disclosure statement and an explanation of how the road safety aspects of the GPS have been had regard to;
 - (v) have considered any submissions received during that consultation; and
 - (vi) if proposing a speed limit for a road that adjoins a road under the control of another road controlling authority (the **adjoining road**), have regard to the desirability of the road under its control and the adjoining road having the same speed limit, unless there is good reason for different speed limits on each of those roads.
- (3) However, the Agency (as RCA) or the territorial authority does not need to comply with—
- (a) subclause (2)(b)(ii), if it is proposing a speed limit for a new road; or
 - (b) subclause (2)(b)(iv) and (v), if—

- (i) a speed limit has already been proposed for the road in any relevant plan; and
 - (ii) the Agency (as RCA) or the territorial authority wishes to seek the Director's approval to set a different speed limit for that road; and
 - (iii) the Agency (as RCA) or the territorial authority considers that the different speed limit for which the Director's approval is sought is only a minor deviation from the speed limit for the road proposed in the relevant plan.
- (4) *Step 2 (seeking Director's approval):* If the Agency (as RCA) or the territorial authority has complied with all applicable requirements in subclause (2), the Agency (as RCA) or the territorial authority—
 - (a) may seek the Director's approval to set the speed limit for the road; and
 - (b) if it seeks that approval, must provide to the Director:
 - (i) details of the proposed speed limit, including the information that would need to be submitted to the Registrar under [section 200L](#) of the Act; and
 - (ii) confirmation that it has complied with all applicable requirements in subclause (2).
- (5) *Step 3 (Director's approval):* The Director must give their approval if the Agency (as RCA) or the territorial authority has sought that approval and complied with subclause (4)(b).
- (6) *Step 4 (publication):* Once the Agency (as RCA) or the territorial authority has set the speed limit, it must publish on an Internet site, alongside any relevant plan or a hyperlink to any relevant plan—
 - (a) details of the speed limit; and
 - (b) whether or not the speed limit was consulted on under subclause (2)(b)(iv).

2.7 Additional method for other road controlling authorities to set speed limits: using Section 6 process

- (1) A road controlling authority that is not the Agency (as RCA) or a territorial authority (for example, an airport authority or the Department of Corrections) may also set a speed limit (other

than a temporary speed limit) for a road under its control in accordance with Section 6.

- (2) To avoid any doubt, this clause may be relied on whether or not the circumstances described in clause 2.5(1) apply.

Pilot Speed Limits

2.8 Certain road controlling authorities may set speed limits as part of a pilot

- (1) This clause applies if—
- (a) a road controlling authority that is a local authority, government department or Crown entity installs a pilot on a road in accordance with Section 3 of Land Transport Rule: Street Layouts 2023; and
 - (b) the applicable speed limit for the road under clause 2.1(1) immediately before the pilot is installed is 60 km/h or less.
- (2) As part of the pilot, the road controlling authority may set a speed limit for the road, provided—
- (a) the road controlling authority follows the requirements in this clause; and
 - (b) if the speed limit set is a permanent speed limit, it is the speed limit specified, or a speed limit within the range of speed limits specified, in Schedule 3 for the class of road.
- (3) The road controlling authority must provide details to the Director of the speed limit, including the information that would need to be submitted to the Registrar under [section 200L](#) of the Act.
- (4) Once the road controlling authority that is the Agency (as RCA) or a territorial authority has set the speed limit, it must publish on an Internet site, alongside any relevant plan or a hyperlink to any relevant plan, details of the speed limit.
- (5) A speed limit set under this clause may be a permanent, seasonal, or variable speed limit.
- (6) To provide further clarity, the road controlling authority may, when modifying a pilot under clause 3.6 of Land Transport Rule: Street Layouts 2023, set a speed limit for the road, provided it follows the requirements in this clause.
- (7) In this clause and clause 2.9, **pilot** and **road** have the same meaning as in Land Transport Rule: Street Layouts 2023.

2.9 Certain road controlling authorities may set speed limits when removing a pilot

- (1) This clause applies if a road controlling authority that is a local authority, government department or Crown entity needs to set a speed limit on a road in order to comply with its obligation under clause 3.12 of Land Transport Rule: Street Layouts 2023 to remove a pilot from the road.
- (2) As part of removing the pilot, the road controlling authority may set a speed limit for the road, provided the road controlling authority follows the requirements in this clause.
- (3) The speed limit that the road controlling authority sets for the road must be the speed limit that was the applicable speed limit for the road under clause 2.1(1) immediately before the pilot was installed.
- (4) The road controlling authority must provide details to the Director of the speed limit, including the information that would need to be submitted to the Registrar under [section 200L](#) of the Act.
- (5) Once the road controlling authority that is the Agency (as RCA) or a territorial authority has set the speed limit, it must publish on an Internet site, alongside any relevant plan or a hyperlink to any relevant plan, details of the speed limit.

Registering speed limits

2.10 Speed limit set when land transport record created

A speed limit that is a permanent, seasonal, variable or emergency speed limit is set once a land transport record has been created for the speed limit (see the [Land Transport \(Register of Land Transport Records: Speed Limits\) Regulations 2022](#)).

2.11 Submitting information on speed limits to the Registrar

- (1) When setting a permanent, seasonal, variable or emergency speed limit for a road, a road controlling authority must submit to the Registrar the information required under [section 200L](#) of the Act.
- (2) When setting a temporary speed limit for a road (other than an emergency speed limit), a road controlling authority may submit to the Registrar the information required under [section 200L](#) of the Act.

- (3) If a road controlling authority has submitted information to the Registrar on a temporary speed limit (including an emergency speed limit), the road controlling authority must, as soon as practicable after deciding to remove the temporary speed limit, submit to the Registrar the information required to remove the temporary speed limit from the register.

Installing traffic control devices

2.12 Traffic control devices installed before speed limits come into force

A road controlling authority must, before a speed limit comes into force on a road under its control, ensure that all traffic control devices installed on the road that indicate the speed limit—

- (a) comply with Section 8; and
- (b) comply with Land Transport Rule: Traffic Control Devices 2004.

Other matters

2.13 Change of road controlling authority, and boundary adjustments

- (1) Where the road controlling authority that has control of a road changes, the speed limit that applied to the road before the change of road controlling authority continues to apply, until the new road controlling authority sets a different speed limit for the road.
- (2) Where the boundaries of a territory are altered, and a road comes under the control of a different road controlling authority, any plan that applied to the road before the alteration of the boundaries continues to apply to the road until any subsequent plan including the road is published.
- (3) Where a land transport record indicates that the road controlling authority has set a speed limit on a road to the boundary of its jurisdiction as shown on the land transport record (**shown boundary**), the speed limit indicated on the land transport record applies to the boundary of the road controlling authority's jurisdiction even if the shown boundary does not accurately depict the boundary of the road controlling authority's jurisdiction.

2.14 Application of Rule

Nothing in this Rule applies to the setting of a speed limit solely for a footpath, cycle path or shared path separate from the speed limit for the adjoining roadway.

Section 3 Planning for speed management

3.1 Option to prepare speed management plans and requirement to meet deadlines

- (1) The Agency (as RCA) and each territorial authority may prepare a speed management plan in accordance with this Section 3.
- (2) The Agency (as RCA) and any territorial authority that chooses to prepare a speed management plan must prepare that plan in accordance with any deadlines set by the Agency under clause 3.6.

3.2 Mandatory considerations when preparing any speed management plan

- (1) When preparing or providing information for any speed management plan, the Agency (as RCA) and each territorial authority must—
 - (a) have regard to the road safety aspects of the GPS on land transport; and
 - (b) consider a range of speed management interventions, including changing speed limits and safety infrastructure; and
 - (c) undertake and have regard to a cost benefit disclosure statement for the speed limit changes proposed for each road (other than any new road); and
 - (d) have regard to the guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13.
- (2) The Agency (as RCA) and a territorial authority must, when preparing or providing information for any speed management plan to propose a change to a speed limit for a road that adjoins a road under the control of another road controlling authority (the **adjoining road**), have regard to the desirability of the road under its control and the adjoining road having the same speed limit, unless there is good reason for different speed limits on each of those roads.

- (3) However, subclauses (1)(a) to (c) and (2) do not apply to the extent that the Agency (as RCA) or a territorial authority is preparing or providing information for any speed management plan in respect of speed limits proposed for a road outside the school gate in accordance with Section 5 of this Rule.

3.3 Requirements for cost benefit disclosure statements

- (1) A cost benefit disclosure statement undertaken under this Rule must comply with this clause.
- (2) For each proposed speed limit change, the cost benefit disclosure statement must describe the following matters:
- (a) the estimated safety impacts of the proposed speed limit change; and
 - (b) the estimated travel time impacts of the proposed speed limit change; and
 - (c) the estimated implementation costs of the proposed speed limit change.
- (3) Subject to subclauses (4) and (5), the description of the estimated safety impacts referred to in subclause (2)(a) must cover, in respect of the road for which the speed limit change is proposed—
- (a) the number and severity of crashes on the road over the previous 5 years; and
 - (b) the estimated impact of the proposed speed limit change on the number and severity of crashes on the road in the next 5 years, expressed as an annual rate averaged over those 5 years.
- (4) Subclause (5) applies if—
- (a) the road for which the speed limit change is proposed did not exist for the whole of the 5-year period referred to in subclause (3)(a); or
 - (b) the applicable speed limit for the road changed during that period.
- (5) Despite subclause (3)(a), the period for which the number and severity of crashes on the road must be covered is the period during which—
- (a) the road existed; and
 - (b) the current applicable speed limit for the road was in force.

- (6) The description of the estimated travel time impacts referred to in subclause (2)(b) must cover—
- (a) the current mean operating speed on the road for which the speed limit change is proposed; and
 - (b) the estimated mean operating speed on the road once the proposed speed limit change is in effect; and
 - (c) the estimated impact of the proposed speed limit change on—
 - (i) individual vehicle journey time on the road; and
 - (ii) collective vehicle journey times on the road, which accounts for average annual daily traffic volumes.
- (7) The Agency (as RCA) or a territorial authority (as the case may be) must prepare an updated cost benefit disclosure statement, if the proposed speed limit for a road changes after any consultation required under this Rule.

State highway speed management plans

3.4 Process for preparing State highway speed management plan

- (1) *Step 1 (first draft):* When preparing a State highway speed management plan, the Agency (as RCA) must—
- (a) prepare a first draft State highway speed management plan, which must include proposed changes to speed limits on State highways; and
 - (b) provide the first draft to every territorial authority.
- (2) *Step 2 (consultation draft):* The Agency (as RCA) must—
- (a) consider any comments on the first draft State highway speed management plan received from territorial authorities; and
 - (b) prepare a consultation draft State highway speed management plan to include the content required by clause 3.7 and a summary of the cost benefit disclosure statement required under clause 3.2(1)(c).
- (3) *Step 3 (public consultation):* The Agency (as RCA) must—
- (a) publish the consultation draft State highway speed management plan and the cost benefit disclosure statement required under clause 3.2(1)(c) on an Internet site; and

- (b) consult on the consultation draft plan (including proposed speed limit changes for each road) in accordance with clause 3.8.
- (4) *Step 4 (final draft):* The Agency (as RCA) must—
 - (a) review and analyse any submissions received on the consultation draft State highway speed management plan and consider the submissions when finalising the draft State highway speed management plan; and
 - (b) consider any updated cost benefit disclosure statement that has been prepared under clause 3.3(7); and
 - (c) prepare a final draft State highway speed management plan; and
 - (d) submit the final draft plan to the Director.
- (5) *Step 5 (certification):* The Director must determine whether they are satisfied that the final draft State highway speed management plan meets the requirements in clause 3.9 and—
 - (a) if the Director is satisfied, they must certify the plan and provide a certificate to that effect; and
 - (b) if the Director is not satisfied—
 - (i) they must refer the final draft plan back to the Agency (as RCA) with recommendations for how to meet the requirements in clause 3.9; and
 - (ii) the Agency (as RCA) must have regard to the Director’s recommendations, make any edits to the final draft plan, and re-submit a final draft plan to the Director; and
 - (iii) the Director must make a determination on the re-submitted final draft plan under this subclause.
- (6) *Step 6 (publication):* Once the Director has certified a final draft State highway speed management plan, the Agency must publish, on an Internet site—
 - (a) the plan; and
 - (b) the certificate provided under subclause (5)(a).

Territorial authority speed management plans

3.5 Process for preparing territorial authority speed management plans

- (1) To prepare a territorial authority speed management plan, a territorial authority must—
 - (a) inform the Agency (as RCA) of its intention to prepare such a plan; and
 - (b) prepare a consultation draft plan to include—
 - (i) the content required by clause 3.7(1) and (2) in relation to roads under its control; and
 - (ii) a summary of the cost benefit disclosure statement required under clause 3.2(1)(c); and
 - (iii) any relevant information received from road controlling authorities that are not the Agency (as RCA) and that control roads in the territory; and
 - (c) publish the consultation draft plan and the cost benefit disclosure statement on an Internet site; and
 - (d) consult on the consultation draft plan (including proposed speed limit changes for each road) in accordance with clause 3.8; and
 - (e) review and analyse any submissions received on the consultation draft plan and consider the submissions when finalising the draft speed management plan; and
 - (f) consider any updated cost benefit disclosure statement prepared in accordance with clause 3.3(7); and
 - (g) prepare a final draft plan and submit it to the Director for certification.
- (2) The Director must determine whether they are satisfied that the final draft territorial authority speed management plan meets the requirements in clause 3.9 and—
 - (a) if the Director is satisfied, they must certify the plan and provide a certificate to that effect; and
 - (b) if the Director is not satisfied—
 - (i) they must refer the final draft plan back to the territorial authority with recommendations for how to meet the requirements in clause 3.9; and

- (ii) the territorial authority must have regard to the Director's recommendations, make any edits to the final draft plan, and re-submit a final draft plan to the Director; and
 - (iii) the Director must make a determination on the re-submitted final draft plan under this subclause.
- (3) Once the Director has certified the final draft plan, the Agency must publish, on an Internet site—
 - (a) the plan; and
 - (b) the certificate provided under subclause (2)(a).

Other details about preparing any speed management plans

3.6 Agency may set deadlines

- (1) The Agency may set deadlines for the commencement or completion of any of the requirements or events mentioned in clauses 3.4 and 3.5, including where a plan is being varied or replaced under clause 3.10, and may set different deadlines for different plans and different road controlling authorities.
- (2) In setting those deadlines, the Agency must have regard to the timeframes for the creation of regional land transport plans under the Land Transport Management Act 2003.

3.7 Content and form of plans

- (1) A plan must—
 - (a) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport; and
 - (b) include a general explanation of how an approach to speed management that considers speed limits alongside safety infrastructure and safety camera enforcement was taken, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.
- (2) A plan must also—
 - (a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and
 - (b) include an implementation programme for at least 3 financial years from the start of the plan that sets out—

- (i) the changes (if any) being proposed to—
 - (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (*see also* Section 4); and
 - (B) safety infrastructure on the relevant roads; and
 - (ii) the timeframe within which each change is proposed to occur; and
 - (c) in relation to schools, include any designation of a category 2 school.
- (3) A State highway speed management plan—
 - (a) must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and
 - (b) may also include changes to safety cameras on roads that are not State highways.
- (4) A plan may include discussion of other matters related to speed management on the roads to which the plan applies, including matters regarding temporary speed limits.
- (5) A plan must be in the form (if any) set by the Agency.

3.8 Consultation requirements

- (1) In this clause 3.8, **consultation principles** means the principles of consultation in section 82 of the Local Government Act 2002.
- (2) When required to consult under this Rule, the Agency (as RCA) and territorial authorities must give a time period of at least 6 weeks, notified on an Internet site, for interested parties to make written submissions.
- (3) When required to consult under this Rule, the Agency as (RCA) and territorial authorities must—

- (a) consult on each proposed speed limit change; and
 - (b) consult in accordance with the consultation principles; and
 - (c) use reasonable efforts to consult on the proposed changes with the following groups:
 - (i) persons that use the roads for which speed limit changes are proposed, including freight users; and
 - (ii) local communities; and
 - (iii) businesses located on roads for which speed limit changes are proposed; and
 - (iv) schools located on roads for which speed limit changes are proposed; and
 - (v) road controlling authorities responsible for roads adjoining roads for which speed limit changes are proposed.
- (4) When required to consult under this Rule, the material that the Agency (as RCA) or the territorial authority (as the case may be) must publish as part of the consultation must include, in respect of each road for which a speed limit change is proposed—
 - (a) the role and function of the road; and
 - (b) how the road is used, including the different types of road users; and
 - (c) why a speed limit change has been proposed rather than any other speed management intervention.
- (5) To avoid any doubt, nothing in this Rule requires a territorial authority to consult in accordance with section 83 of the Local Government Act 2002.
- (6) When it is required to consult under this Rule, the Agency (as RCA) or a territorial authority (as the case may be) must do everything reasonably practicable to separately consult Māori affected by any proposed change in a draft plan that affects or is likely to affect—
 - (a) Māori land; or
 - (b) land subject to any Māori claims settlement Act.
- (7) After consultation has occurred in accordance with this section, the Agency (as RCA) and territorial authorities must prepare and publish a summary of submissions received, including an explanation of how feedback from submitters was taken into account in any final draft plan.

3.9 Certification requirements for plans

For the purposes of clauses 3.4(5) and 3.5(2), the requirements are—

- (a) the Agency (as RCA) or each territorial authority (as the case may be) has confirmed that:
 - (i) the speed limits in the plan comply with clause 4.5 (to the extent that clause 4.5 applies); and
 - (ii) consultation has been carried out in accordance with clause 3.8; and
 - (iii) any requirement under this Rule to undertake and have regard to a cost benefit disclosure statement has been met; and
 - (iv) the plan identifies all roads outside schools for which changes to speed limits are needed to set speed limits in accordance with Section 5; and
- (b) the plan includes the content required by clause 3.7(2)(b) and (c).

3.10 Varying and replacing speed management plans

- (1) The Agency (as RCA) or a territorial authority may, during the currency of a plan, prepare a variation to a current plan or a new plan to replace a current plan.
- (2) The preparation of a variation or a new plan must follow the process set out in clause 3.4 or 3.5 (as the case may be) as far as it is relevant and with any necessary modifications.

3.11 Publication copies of certified plans

A plan that is published under clause 3.4(6) or 3.5(3) may differ from the final draft plan to correct minor or technical errors or to change the format and visual presentation of its content.

Agency to provide guidance and information to support speed management

3.12 Guidance on speed management

- (1) The Agency must develop and maintain guidance on speed management, which must include—
 - (a) guidance on the speed limits for different classes of roads set out in Schedule 3; and

- (b) guidance on undertaking the cost benefit disclosure statements required by this Rule; and
 - (c) guidance on consultation requirements under this Rule; and
 - (d) guidance on what the Agency considers is a point of obvious change in the roadside development or the road environment for the purposes of clause 4.8; and
 - (e) guidance about setting variable speed limits outside schools, including guidance about categorising schools (see Section 5) and about any reasonably practicable modifications to the lengths specified in the definition of “outside the school gate” in clause 1.4(1); and
 - (f) guidance on maximum lengths between speed limit signs (see clause 8.2(2)).
- (2) The Agency must supply the guidance to road controlling authorities.

3.13 Agency must develop and maintain information

The Agency must develop and maintain the following information for roads under the control of the Agency (as RCA) or a territorial authority—

- (a) the function and use of the road; and
- (b) crash and injury risks for all road users; and
- (c) the characteristics of the road and roadsides; and
- (d) adjacent land use; and
- (e) the number of intersections and property accessways; and
- (f) traffic volume; and
- (g) the mean operating speed for the road; and
- (h) any other matter the Agency considers appropriate.

3.14 Agency must supply information

A road controlling authority may request from the Agency information specified in clause 3.13 for any road under the control of the Agency (as RCA) or a territorial authority, and the Agency must supply the information to the requester if that information is available.

3.15 Agency may review implementation of speed management by a road controlling authority

- (1) The Agency may review a road controlling authority's changes to speed limits, safety cameras and safety infrastructure against the road safety aspects of the GPS on land transport and the obligation in clause 5.4.
- (2) The Agency must give the road controlling authority an opportunity to comment on the draft findings of a review before completing a review.

Section 4 Technical requirements for speed limits

4.1 Application of clauses 4.2 and 4.3

Clauses 4.2 and 4.3 apply whenever—

- (a) a change is proposed to a speed limit for a road; or
- (b) a road controlling authority sets a speed limit for a road.

4.2 Types of speed limit

- (1) A speed limit must be one of the following types:
 - (a) a permanent speed limit;
 - (b) a seasonal speed limit;
 - (c) a variable speed limit (*see also* clause 4.9);
 - (d) a temporary speed limit (which must be set in accordance with Section 7).
- (2) To provide further clarity, an emergency speed limit is a type of temporary speed limit that is set once a land transport record has been created for the speed limit.

4.3 Range of speed limits

- (1) A speed limit must be one of the following:
 - (a) 10 km/h;
 - (b) 20 km/h;
 - (c) 30 km/h;
 - (d) 40 km/h;
 - (e) 50 km/h;
 - (f) 60 km/h;
 - (g) 70 km/h;

- (h) 80 km/h:
 - (i) 90 km/h:
 - (j) 100 km/h:
 - (k) 110 km/h
 - (l) 120 km/h.
- (2) A road controlling authority may not set or propose a speed limit of 110 km/h or 120 km/h for a road unless—
 - (a) the road controlling authority is the Agency (as RCA); and
 - (b) the Agency (as RCA) is satisfied that the road has been designed and constructed, and will be maintained, to the standard necessary to safely support travel speeds of 110 km/h or 120 km/h (as the case may be).

4.4 Application of clauses 4.5 to 4.9

Clauses 4.5 to 4.9 apply whenever—

- (a) a change is proposed to a speed limit for a road, except in the case of—
 - (i) a temporary speed limit; or
 - (ii) a road where the road controlling authority is not the Agency (as RCA) or a territorial authority; or
- (b) a territorial authority or the Agency (as RCA) sets a speed limit for a road (other than a temporary speed limit).

4.5 Permanent speed limits for different classes of road

- (1) A permanent speed limit for a road of a class specified in Schedule 3 must be the speed limit specified, or a speed limit within the range of speed limits specified, in Schedule 3 for that class of road.
- (2) *See also* clause 4.3(2).

4.6 Road lengths for speed limits

A road for which a speed limit is set under this Rule must be equal to or exceed the minimum length in the table in Schedule 1, unless one or more of the following applies:

- (a) the requirement is impracticable for the road:
- (b) the speed limit is less than 40 km/h:
- (c) the speed limit is for a road outside the school gate:

- (d) a lower speed limit is applied to a section of road as part of a variable speed limit.

4.7 **Speed limits on adjoining roads**

When a road controlling authority sets a speed limit for a road under this Rule (**main road**), it may also set the same speed limit on a short length of road under its control that adjoins the main road even though the short length of the adjoining road—

- (a) may not be equal to or exceed the minimum length in the table in Schedule 1; and
- (b) may not be specified in any plan that applies to the adjoining road or in the approval sought from the Director under clause 2.6.

4.8 **Point on road at which a speed limit changes**

- (1) A road controlling authority must be satisfied that the point on a road at which a speed limit changes is at, or close to, a point of obvious change in the roadside development or the road environment.
- (2) Subclause (1) does not apply to the point on a road at which a speed limit changes due to the operation of a variable speed limit.
- (3) *See also* clause 8.1(1).

4.9 **Variable speed limits**

- (1) The Agency (as RCA) or a territorial authority may set a variable speed limit only if it is satisfied that—
 - (a) the speed limit needs to vary in order to be suitable for the road; and
 - (b) a variable speed limit is necessary to address or manage one or more of the following:
 - (i) different numbers and types of road users or different traffic movements:
 - (ii) the effects of changing traffic volumes, including to ease congestion:
 - (iii) for emergency or temporary traffic management:
 - (iv) a crash risk posed by turning or crossing traffic:
 - (v) changing climatic conditions:
 - (vi) the presence of a school (*see also* Section 5):

- (vii) the presence of a marae:
 - (viii) vehicles driving on a beach or riverbed.
- (2) In any other case, the Agency (as RCA) or the territorial authority may set a variable speed limit only with the Director's approval.
- (3) However, this clause does not apply to any variable speed limit that the Agency (as RCA) or a territorial authority proposes or sets for a road outside the school gate in accordance with clause 5.1 or 5.2.

Section 5 Speed limits around schools

5.1 Speed limits outside the school gate of category 1 schools

- (1) A road controlling authority must set the speed limit for a road outside the school gate of a category 1 school as a variable speed limit where 30 km/h is the speed limit in force during school travel periods.
- (2) However, a road controlling authority is not required to set a speed limit in accordance with subclause (1) if, immediately before the commencement of this Rule, the applicable speed limit for a road outside a school (which may be a section longer than the road outside the school gate) was a variable speed limit where 30 km/h or 40 km/h was the speed limit in force during school travel periods.
- (3) Despite subclause (1), a road controlling authority may retain any permanent speed limit of 30 km/h for a road outside the school gate of a category 1 school that is in force on the commencement of this Rule if that speed limit—
 - (a) is also the speed limit for the section of road adjoining the section of road outside the school gate; and
 - (b) neither the road outside the school gate nor the section of road in paragraph (a) is a specified road for which the speed limit must be reversed under clause 11.2.
- (4) Despite subclause (1), a road controlling authority may set the speed limit for a road outside the school gate of a category 1 school as a permanent speed limit of 30 km/h if—
 - (a) the road controlling authority sets, at the same time, a permanent speed limit of 30 km/h for the section of road adjoining the section of road outside the school gate; and

- (b) a permanent speed limit of 30 km/h may be set for both the road outside the school gate and the section of road in paragraph (a) in accordance with clause 4.5 and Schedule 3.

5.2 Speed limits outside the school gate of category 2 schools

- (1) A road controlling authority may designate a school as a category 2 school by stating the designation in a plan (*see also* clause 3.7(2)(c)) or when seeking the Director's approval to set a speed limit for a road outside the school gate under clause 2.6.
- (2) A road controlling authority must set the speed limit for a road outside the school gate of a category 2 school as a variable speed limit where 60 km/h or less is the speed limit in force during school travel periods.
- (3) However, a road controlling authority is not required to set a speed limit in accordance with subclause (2) if, immediately before the commencement of this Rule, the applicable speed limit for a road outside a school (which may be a section longer than the road outside the school gate) was a variable speed limit where 60 km/or less was the speed limit in force during school travel periods.
- (4) Despite subclause (2), a road controlling authority may retain any permanent speed limit of 60 km/h or less for a road outside the school gate of a category 2 school that is in force on the commencement of this Rule if that speed limit—
 - (a) is also the speed limit for the section of road adjoining the section of road outside the school gate; and
 - (b) neither the road outside the school gate nor the section of road in paragraph (a) is a specified road for which the speed limit must be reversed under clause 11.2.
- (5) Despite subclause (2), a road controlling authority may set the speed limit for a road outside the school gate of a category 2 school as a permanent speed limit of 60 km/h or less if—
 - (a) the road controlling authority sets, at the same time, the same permanent speed limit for the section of road adjoining the section of road outside the school gate; and
 - (b) that permanent speed limit may be set for both the road outside the school gate and the section of road in paragraph (a) in accordance with clause 4.5 and Schedule 3.

5.3 School travel periods

- (1) When setting a variable speed limit for a road outside the school gate under clause 5.1(1) or 5.2(2), a road controlling authority must also set the school travel periods during which the variable speed limit is in force on that road.
- (2) School travel periods set by a road controlling authority under subclause (1) must comply with the following requirements:
 - (a) there must be a school travel period for the start of the school day and another school travel period for the end of the school day:
 - (b) school travel periods must occur only on days on which the school is open for instruction:
 - (c) the school travel period for the start of the school day—
 - (i) must not begin any earlier than 45 minutes before the start of the school day; and
 - (ii) must end no later than 45 minutes after the start of the school day:
 - (d) the school travel period for the end of the school day—
 - (i) must not begin any earlier than 45 minutes before the end of the school day; and
 - (ii) must end no later than 45 minutes after the end of the school day.
- (3) The school travel periods set by a road controlling authority under subclause (1) may also include one or more periods on a day on which the school is open for instruction (other than the school travel periods in clause 5.3(2)(a)), if—
 - (a) each of those other periods lasts no longer than 10 minutes; and
 - (b) during each of those other periods, significant numbers of children cross the road or enter or leave vehicles at the side of the road (for example, when arriving at or leaving a school sports event or other excursion); and
 - (c) an electronic variable speed limit sign is in operation during each of those other periods.

5.4 Implementation of new speed limits around schools

A road controlling authority must use reasonable efforts to ensure that all roads under its control have speed limits that comply with Section 5 set by 1 July 2026.

Section 6 Speed limits for roads not under the control of the Agency (as RCA) or a territorial authority

6.1 Application of Section 6

In Section 6, **road controlling authority** means a road controlling authority other than the Agency (as RCA) or a territorial authority.

6.2 Requirements for setting speed limit under Section 6

- (1) A speed limit set under Section 6 must—
 - (a) be a permanent speed limit, a seasonal speed limit, or a variable speed limit; and
 - (b) be one of the speed limits in clause 4.3(1)(a) to (j).
 - (2) Where a road controlling authority sets a variable speed limit under Section 6, the road controlling authority must (despite clause 4.4) comply with clause 4.9 as though references in that clause to “territorial authority” included the road controlling authority.
- 6.3 Process before setting speed limit under Section 6**
- (1) Before setting a speed limit under Section 6, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
 - (a) the function and use of the road; and
 - (b) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders; and
 - (c) the characteristics of the road and roadsides; and
 - (d) adjacent land use; and
 - (e) any other matter the road controlling authority considers relevant to public safety; and
 - (f) any guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13.
 - (2) Before setting a speed limit under Section 6, the road controlling authority must—

- (a) consult with—
 - (i) the Commissioner; and
 - (ii) the Agency; and
 - (iii) any other persons or groups that the road controlling authority considers to be directly affected by the proposed speed limit, allowing those persons or groups a reasonable time to make written submissions on the proposal; and
- (b) take into account any feedback received.

6.4 Setting speed limit under Section 6

To avoid any doubt—

- (a) a speed limit under Section 6 is still set as described in clause 2.10 and the road controlling authority must comply with clause 2.11; and
- (b) a road controlling authority can also set a temporary speed limit for a road under its control in accordance with Section 7.

Section 7 Temporary speed limits

7.1 Requirement to consider setting, and criteria for setting, temporary speed limits

- (1) A road controlling authority—
 - (a) must consider setting a temporary speed limit if, in the opinion of the road controlling authority, there is a risk of danger to a worker or the public, or a risk of damage to a road, due to—
 - (i) work occurring on or adjacent to a road that impacts the function of the road (including an ongoing work site outside of the hours of work); or
 - (ii) the presence of an unsafe road surface or structure; or
 - (iii) a special event; or
 - (iv) an emergency; and
 - (b) may set a temporary speed limit if the road controlling authority considers that there is such a risk.
- (2) In this Rule, **work** includes—

- (a) work being actively undertaken on the surface of the road; and
 - (b) construction or landscape maintenance works being actively undertaken on or adjacent to the road.
- (3) In this Rule, **special event** means an event held over a short and defined period which would involve a significantly different use of a road, or affects the use of a road, to the extent that the speed limit in force may not be safe.
- (4) In this Rule, **emergency** means a situation that—
 - (a) is the result of any happening, whether natural or otherwise (including, without limitation, any explosion, earthquake, eruption, tsunami, land movement, flood, storm, tornado, cyclone, serious fire, leakage or spillage of any dangerous gas or substance, technological failure, infestation, plague, epidemic, failure of or disruption to an emergency service or a lifeline utility, or actual or imminent attack or warlike act); and
 - (b) causes or may cause loss of life or injury or illness or distress or in any way endangers the safety of the public in any part of New Zealand.

7.2 **How temporary speed limit is set, applies, and is removed**

- (1) A temporary speed limit for a road (other than an emergency speed limit) is set and comes into force by installing signs in accordance with Section 8 and a traffic management plan approved in writing by the road controlling authority.
- (2) A temporary speed limit (including an emergency speed limit) must be—
 - (a) one of the speed limits in clause 4.3(1)(a) to (h); and
 - (b) at least 10 km/h less than any permanent speed limit, or seasonal speed limit or variable speed limit that would otherwise be in force, for the road.
- (3) A temporary speed limit (other than an emergency speed limit)—
 - (a) applies from the point on the road at which a temporary speed limit sign is installed to the point on the road at which a sign indicates that a different speed limit applies; and

- (b) applies from the time a temporary speed limit sign is installed; and
 - (c) ceases to apply when the temporary speed limit signs are removed.
- (4) A temporary speed limit may only apply for longer than 12 months if the Director provides approval under subclause (5).
- (5) The Director must give approval if they consider it is reasonable for the road controlling authority to consider a risk described in clause 7.1(1) remains in place in relation to the road (whether or not it is the same risk that led to the temporary speed limit first being put in place).
- (6) A road controlling authority that has set a temporary speed limit must take reasonably practicable steps so that the cause of the temporary speed limit is clear to a road user.
- (7) A person who is authorised to install a temporary speed limit sign in accordance with the traffic management plan in subclause (1)—
 - (a) may remove a temporary speed limit sign; and
 - (b) must remove the temporary speed limit signs and equipment used to install or support the signs as soon as the person is satisfied that the reason for the temporary speed limit no longer applies.
- (8) When a road controlling authority is satisfied that a temporary speed limit for a road is no longer necessary, it must remove the temporary speed limit.
- (9) Where a land transport record exists for a temporary speed limit, when the temporary speed limit signs are removed the road controlling authority must submit to the Registrar the information required to remove the temporary speed limit from the register (see clause 2.11(3)).

7.3 Director or Commissioner may require removal of temporary speed limit

The Director or the Commissioner may, at any time, require the removal of a temporary speed limit and the removal of accompanying signs and equipment used to install or support the signs, if satisfied that—

- (a) the reason for the temporary speed limit no longer applies; or

- (b) the temporary speed limit is not suitable for the road in the circumstances for which the speed limit was set.

7.4 Setting a temporary speed limit due to work occurring on or adjacent to a road

- (1) Before setting a temporary speed limit due to work occurring on or adjacent to a road that impacts the function of the road (including an ongoing work site outside of the hours of work), the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
 - (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
 - (b) the nature of the work; and
 - (c) the nature and level of risk to persons working on or near the road; and
 - (d) the nature and level of risk to the public.
- (2) A temporary speed limit that is set due to work occurring on or adjacent to a road may apply for—
 - (a) the period during which there is work occurring on or adjacent to a road that impacts the function of the road; or
 - (b) specified times during the period in which there is work occurring on or adjacent to a road that impacts the function of the road.

7.5 Setting a temporary speed limit due to an unsafe road surface or structure

- (1) Before setting a temporary speed limit due to the presence of an unsafe road surface or structure, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
 - (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
 - (b) the nature of the unsafe road surface or structure; and
 - (c) the nature and level of risk to the public.
- (2) A temporary speed limit that is set due to the presence of an unsafe road surface or structure may apply for—

- (a) the period during which an unsafe road surface or structure is present; or
- (b) specified times during the period in which an unsafe road surface or structure is present.

7.6 Setting a temporary speed limit due to a special event

- (1) Before setting a temporary speed limit due to a special event, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
 - (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
 - (b) the nature of the special event; and
 - (c) the nature and level of risk to the public.
- (2) A temporary speed limit that is set due to a special event may apply for—
 - (a) the period of the special event including any period of time before or after, and associated with, the event; or
 - (b) specified times during the period of the special event.

Emergency speed limits

7.7 Setting a temporary speed limit due to an emergency

- Before setting a temporary speed limit due to an emergency, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
- (a) the circumstances of the emergency; and
 - (b) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
 - (c) the needs of any community affected by the emergency; and
 - (d) the nature and level of risk to the public; and
 - (e) any other measures taken to reduce hazards and risks.

7.8 Process for setting an emergency speed limit

Where a road controlling authority sets an emergency speed limit, the road controlling authority must—

- (a) record in writing the reasons why it was satisfied that setting an emergency speed limit was necessary; and
- (b) to avoid any doubt, comply with clauses 2.10 and 2.11.

7.9 How emergency speed limit is removed

When a road controlling authority is satisfied that an emergency speed limit for a road is no longer necessary, it must—

- (a) decide to remove the emergency speed limit; and
- (b) submit required information to the Registrar (*see* clause 2.11(3)).

Section 8 Signs

8.1 Requirement to provide signs at, or near, point where speed limit changes

- (1) A road controlling authority must install a speed limit sign on the left-hand side of a road under its control at or near, and not more than 20 m from, the point on the road where a speed limit changes.
- (2) If the estimated two-way annual-average daily traffic at the point where a speed limit changes exceeds 500 vehicles, the road controlling authority must also install a speed limit sign on the right-hand side of the road, or on the central median where appropriate, at or near, and no more than 20 m from, that point (except in the case where the speed limit is a variable speed limit and an electronic variable speed limit sign has been installed).
- (3) Subclauses (1) and (2) do not apply to speed limits on beaches or riverbeds (but, to avoid any doubt, clause 2.12(b) still applies).
- (4) If a road user might not easily see, or readily understand or react to, a sign that is installed within 20 m of the point on the road where a speed limit changes, a road controlling authority may, despite subclauses (1) and (2), install speed limit signs more than 20 m, but as close to it as reasonably practicable, from that point.
- (5) A speed limit sign may be installed otherwise than as required by subclause (1) if—
 - (a) authorised under this Rule or any other legislation; or

- (b) a road user might not easily see, or readily understand or react to, a sign that is installed on the left-hand side of the road; or
 - (c) the sign would be more effective if installed above a lane.
- (6) A speed limit sign may be installed otherwise than as required by subclause (2) if the sign would be more effective if installed above a lane.

8.2 Requirement to provide speed limit signs

- (1) A road controlling authority must install speed limit signs where they will be easily seen by road users and to which road users may readily react.
- (2) When installing speed limit signs, a road controlling authority must have regard to the Agency's guidance on maximum lengths between speed limit signs.
- (3) Subclause (2) does not apply to speed limits on beaches or riverbeds (but, to avoid any doubt, clause 2.12(b) still applies).

8.3 Specific requirements for permanent, seasonal and variable speed limit signs

- (1) For a permanent speed limit, a seasonal speed limit or a variable speed limit, the speed limit shown on the associated signs installed by the road controlling authority must not be visible to road users until the speed limit comes into force.
- (2) For a seasonal speed limit, a road controlling authority must ensure that, at any given time, the speed limit on the associated signs installed by the road controlling authority shows the speed limit that is in force at that time under the seasonal speed limit.

8.4 Agency may direct road controlling authority to install, modify, or remove signage

The Agency may direct a road controlling authority to install, modify, or remove a speed limit sign to comply with this Rule.

Section 9 Review of speed limits by Agency

9.1 Agency's powers to monitor and direct a road controlling authority and to set, change or modify a speed limit

- (1) The Agency may monitor road controlling authorities for compliance with this Rule.

- (2) The Agency must notify a road controlling authority in writing if it has reason to believe that the road controlling authority might not have complied with this Rule, and give the road controlling authority a reasonable opportunity to respond to the notification.
- (3) If the Agency is not satisfied by a road controlling authority's response to the notice under subclause (2), the Agency may issue directions to the road controlling authority regarding matters to be addressed.
- (4) If the Agency reasonably believes that a road controlling authority has not complied with this Rule in setting a speed limit, or proposing to change a speed limit, or that a speed limit set by a road controlling authority does not comply with this Rule, the Agency may direct the road controlling authority to do the following:
 - (a) set the speed limit in accordance with the Agency's directions:
 - (b) review or change the procedures used by the road controlling authority to set speed limits or to propose to change speed limits to comply with this Rule:
 - (c) carry out the instructions in paragraph (a) and (b) within a stated period.
- (5) A road controlling authority must comply with directions given by the Agency under subclause (3) or (4), or clause 8.4, or with the requirements of the Agency or the Commissioner under clause 7.3.
- (6) If a road controlling authority does not comply with directions given under subclause (3) or (4), or clause 8.4, or the requirements of the Agency or the Commissioner under clause 7.3, the Agency may exercise the power of the road controlling authority to:
 - (a) set the speed limit under this Rule:
 - (b) remove a temporary speed limit (and remove the accompanying signs and equipment):
 - (c) install, modify, or remove a speed limit sign.

9.2 Ability to change speed limit where Agency has previously directed change to speed limit

If the Agency has given a direction under clause 9.1(4) to set a speed limit or exercised the powers of a road controlling

authority to set a speed limit under clause 9.1(6), a road controlling authority may not change the speed limit from the speed limit directed or set by the Agency in the 3 years following the direction or setting, unless it has the Agency's approval.

Section 10 Revocation, transitional provisions, and consequential amendments

10.1 2022 Rule revoked

Land Transport Rule: Setting of Speed Limits 2022 is revoked.

10.2 Speed limits in the register in force on commencement continue to have effect

For clarity, a speed limit in the register that is in force on the commencement of this Rule continues to have effect.

10.3 Existing temporary speed limits not in the register continue to have effect

(1) This clause applies if, immediately before the commencement of this Rule—

(a) a temporary speed limit (other than an emergency speed limit) was the applicable speed limit for a road under clause 2.1(5) of the Land Transport Rule: Setting of Speed Limits 2022; and

(b) the temporary speed limit was not in the register.

(2) A temporary speed limit to which subclause (1) applies remains the applicable speed limit for the road until either—

(a) the temporary speed limit is removed in accordance with this Rule; or

(b) a land transport record in respect of the temporary speed limit for that road has effect under [section 200H](#) of the Act (in which case the applicable speed limit becomes, in accordance with clause 2.1(1), the speed limit for the road in the register).

10.4 Speed management committee disestablished

For clarity, the speed management committee that the Agency established in accordance with clause 3.18 of Land Transport Rule: Setting of Speed Limits 2022 is disestablished.

10.5 Certain speed limit increases may proceed under the 2022 Rule

- (1) This clause applies if, on the commencement of this Rule—
- (a) the Agency (as RCA) or a territorial authority has sought the Director’s approval to set a speed limit for a road under clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022; and
 - (b) the Agency (as RCA) or the territorial authority has completed the consultation required under clause 2.6(5)(a) of that Rule; and
 - (c) the speed limit for which the Agency (as RCA) or the territorial authority has sought approval:
 - (i) is not in the register; and
 - (ii) is higher than the speed limit that is in the register.
- (2) Despite clause 10.1, the Agency (as RCA) or the territorial authority may set the speed limit for the road in accordance with clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022, as if—
- (a) clause 2.6 of that Rule were in force; and
 - (b) the Director had already given their approval under clause 2.6(4) of that Rule.

10.6 Status of speed management plans prepared in accordance with 2022 Rule

- (1) The Director is not required to certify a draft speed management plan that has been submitted to the Director for certification under the Land Transport Rule: Setting of Speed Limits 2022 after the date on which this Rule comes into force.
- (2) To avoid any doubt, any step taken in the development of any existing draft State highway, regional or territorial authority speed management plan (including certification) after the date this Rule comes into force does not have legal effect.

10.7 Certain speed limits in the register not in force on commencement must be reversed

- (1) This clause applies to any speed limit (not being a temporary speed limit or an emergency speed limit) for a road that—

- (a) was set by a road controlling authority, before the commencement of this Rule, under clause 2.5 or 2.6 of the Land Transport Rule: Setting of Speed Limits 2022; and
 - (b) is in the register on the commencement of this Rule; and
 - (c) is not in force on the commencement of this Rule; and
 - (d) is not a specified road as defined in clause 11.1(1).
- (2) As soon as practicable after the commencement of this Rule, a road controlling authority that has set a speed limit to which subclause (1) applies must reverse that speed limit by—
 - (a) setting a speed limit for that road that is the same as the permanent, seasonal or variable speed limit (as the case may be) that was in force for that road on the commencement of this Rule; and
 - (b) submitting to the Registrar the information required under [section 200L](#) of the Act.

10.8 Retention of information developed under the 2022 Rule

- (1) Despite clause 10.1, the details of a speed limit that is in force immediately before the commencement of this Rule (including any applicable speed management plan) that has been superseded by a new speed limit set in accordance with this Rule must be retained by the Agency (as RCA), a regional transport committee or a territorial authority (as the case may be) for a period of at least 7 years from the date on which the new speed limit came into force.
- (2) Despite clause 10.1, any conditions specified by the Agency by *Gazette* notice under clause 4.6 of the Land Transport Rule: Setting of Speed Limits 2017, or under clause 4.4(2)(a) of the Land Transport Rule: Setting of Speed Limits 2022, in relation to a speed limit of 110 km/h continue to apply to the speed limit.

10.9 Transitional provisions

Despite anything else in this Rule, the provisions of Schedule 2 apply according to their terms.

10.10 Amendments to Land Transport Rule: Street Layouts 2023

- (1) In clause 3.1(3)(h), replace “2022, clauses 2.7A and 2.7B” with “2024, clauses 2.8 and 2.9”.
- (2) Revoke Section 6 and the Schedule.

10.11 Amendments to Land Transport Rule: Traffic Control Devices 2004

- (1) In clause 4.2(1), replace “*Section 9 of Land Transport Rule: Setting of Speed Limits 2022*” with “*Section 8 of Land Transport Rule: Setting of Speed Limits 2024*”.
- (2) In Schedule 1, replace item R1-6.1 with the item R1-6.1 in Schedule 4 of this Rule.

Schedule 1
Road lengths for speed limits

Ref: clause 4.6

Speed limit (km/h)	Minimum length (m)
40	300
50	500
60	500
70	700
80	800
90	2000
100	2000
110	3000
120	3000

Schedule 2

Transitional provisions

Ref: clause 10.9

Section 11 Transitional provisions

11.1 Interpretation

(1) In this Schedule 2, unless the context otherwise requires,—

amended speed limit, in relation to a specified road, means the most recent permanent speed limit that has been set for that road before the commencement of this Rule:

previous speed limit, in relation to a specified road, means—

- (a) the permanent speed limit that was in force for that road on 31 December 2019; or
- (b) if the speed limit in force for that road on 31 December 2019 was not a permanent speed limit, the most recent permanent speed limit in force for that road before 31 December 2019:

public acceptance, in relation to an amended speed limit, means public support for the amended speed limit as ascertained through a public consultation process that meets the requirements in clause 3.8, with any necessary modifications and undertaken following the commencement of this rule:

specified road means—

- (a) a road—
 - (i) that is a local street (residential or neighbourhood street); and
 - (ii) for which the Agency (as RCA) or the territorial authority set a permanent speed limit of 30 km/h on or after 1 January 2020; and
 - (iii) the reason or one of the reasons for setting that speed limit was because there is a school in the area; or
- (b) a road—
 - (i) that is an urban connector, a transit corridor, an interregional connector, or a rural connector (as those classes of road are described in Schedule 3) and for which, in the case of a rural connector only,

the Agency (as RCA) is the road controlling authority; and

- (ii) for which the Agency (as RCA) or a territorial authority set a permanent speed limit on or after 1 January 2020; and
- (iii) for which the previous speed limit is higher than the amended speed limit:

reversal date means 1 July 2025.

*Clause 11.1(1)(b)(i) **specified road**: substituted, on 15 January 2025, by clause 2.1 of the Land Transport Rule: Setting of Speed Limits Amendment 2024.*

11.2 General rule: amended speed limits for specified roads must be reversed

- (1) Before 1 May 2025, the Agency (as RCA) and each territorial authority must reverse the amended speed limit for each specified road within its control by—
 - (a) setting a permanent speed limit for that road that is the same as the previous speed limit; and
 - (b) submitting to the Registrar the information required under [section 200L](#) of the Act.
- (2) The permanent speed limit set under subclause (1)(a) must come into force no later than the reversal date.
- (3) However, this clause does not apply—
 - (a) if clause 11.3 or 11.4 applies; or
 - (b) in respect of any specified road to the extent that the amended speed limit for that road is a speed limit that was set using the process under clause 12.6 of the Land Transport Rule: Setting of Speed Limits 2022 (which relates to correcting speed limits during the pre-interim period under that Rule).

11.3 Exception: roads outside school gate

- (1) Despite clause 11.2, the Agency (as RCA) and each territorial authority must, before 1 May 2025, set a variable speed limit where 30 km/h is the speed limit in force during school travel periods (and submit to the Registrar the information required under [section 200L](#) of the Act) for any specified road within its control that is—

- (a) a local street (residential or neighbourhood street); and
 - (b) a road outside the school gate.
- (2) The new speed limit under subclause (1) must come into force no later than the reversal date.

11.4 Further exception: amended speed limits may be retained for certain specified roads

- (1) Despite clause 11.2, the Agency (as RCA) and a territorial authority may retain the amended speed limit in respect of any specified road within its control only if it would be inappropriate to revert to the previous speed limit due to a significant change in the land use adjacent to the road (for example, where a new residential development has been built) since 31 December 2019.
- (2) Despite clause 11.2, the Agency (as RCA) may also retain the amended speed limit in respect of any specified road within its control if—
 - (a) the road is a rural connector or interregional connector (as those classes of road are described in Schedule 3); and
 - (b) the Agency (as RCA) is satisfied that there is public acceptance for the amended speed limit for that road.

Clause 11.4(2)(a): substituted on 15 January 2025, by clause 2.2 of the Land Transport Rule: Setting of Speed Limits Amendment 2024.

11.5 Speed limits for specified roads may not otherwise be set before reversal date

- (1) The Agency (as RCA) and each territorial authority may not set a speed limit for a specified road before the close of the reversal date except under clause 11.2 or 11.3.
- (2) Despite subclause (1), the Agency (as RCA) and each territorial authority may set a temporary speed limit (including an emergency speed limit) for a specified road before the close of the reversal date.

11.6 Agency (as RCA) and territorial authorities to provide certain information on specified roads to the Agency

- (1) Before 1 May 2025, the Agency (as RCA) and each territorial authority must provide to the Agency a list of all specified roads within its control.

- (2) The list provided under subclause (1) must include, in respect of each specified road—
- (a) its previous speed limit;
 - (b) its amended speed limit;
 - (c) whether the specified road is a local street (residential or neighbourhood street) that is also a road outside the school gate; and
 - (d) whether it has retained the amended speed limit under clause 11.4.

Schedule 3

Permanent speed limits for different classes of road

Ref: clause 4.5

Section 12 Permanent speed limits for different classes of road

12.1 Definitions for speed limit classifications

In this Schedule 3, **high risk crash types** means crash types that are most likely to result, or have resulted, in death and serious injury.

12.2 Permanent speed limits for different classes of road

For the purposes of clause 4.5—

- (a) each class of road is set out in column 2 of Tables 1 to 3; and
- (b) the permitted permanent speed limit, or permitted range of permanent speed limits, for each class of road in Table 1 is set out in column 4 of that table; and
- (c) the permitted permanent speed limit, or permitted range of permanent speed limits, for each class of road in Table 2 is set out in column 4 of that table; and
- (d) if a road is of a class set out in Table 3, a road controlling authority may (but is not required to) set, for that road, the alternative permanent speed limit specified in (or a permanent speed limit within the range of alternative permanent speed limits specified in) Table 3 instead of any permanent speed limit permitted in Table 1 or 2 (as the case may be).

Table 1
Urban street classifications

Number	Class of road	Description	Speed Limit
1	Urban streets	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services	50 km/h
2	Civic spaces	Streets mainly intended for localised on-street activity with little or no through movement	10 – 20 km/h

3	Urban connectors	Streets that provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between the adjacent land use and the street	50 – 80 km/h
4	Transit corridors	Urban motorways and corridors that provide for movement of people and goods within an urban environment	80 – 100 km/h

Clause 12.2 Table 1, Number 4: amended on 15 January 2025, by clause 2.3 of the Land Transport Rule: Setting of Speed Limits Amendment 2024.

Table 2
Rural street classifications

Number	Class of road	Description	Speed Limit
5	Peri-urban roads	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	50 – 80 km/h
6	Stopping places	Rural destinations that increase activity on the roadside and directly uses the road for access	50 – 80 km/h
7	Rural roads	Roads that primarily provide access to rural land for people who live there and support the land-use activity being undertaken	80 – 100 km/h
8	Rural connectors	Roads that provide a link between rural roads and interregional connectors	80 – 100 km/h
9	Interregional connectors	Roads that provide for movement of people and goods between regions and strategic centres in a rural context	100 km/h
10	Expressway	State highways that are median divided, with two or more traffic lanes in each direction, grade separated intersections, access controlled, with a straight or curved alignment	100 – 120km/h

Table 3**Alternative permanent speed limits for certain roads in Tables 1 and 2**

Number	Class of road	Description	Speed Limit
11	Beaches	Beaches to which the public have access	10 – 60 km/h
12	Unconventional, low-volume or low speed road types	Parking areas, beach access points, riverbeds, cultural and recreational reserve or similar	10 – 30 km/h
13	Unsealed rural roads	Rural roads that are unsealed	60 – 80 km/h
14	Urban streets with significant levels of pedestrian and/or cycling activity	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services that have significant levels of pedestrian and/or cycling activity	40 km/h
15	Urban streets with no footpaths	Residential and neighbourhood streets with pedestrian activity and no footpaths	40 km/h
16	Urban intersection speed zone	Intersections that have a history of high risk crash types	30 – 70 km/h
17	Rural intersection speed zone	Intersections that have a history of high risk crash types	60 – 70 km/h
18	Mountainous or hill corridors	Roads where the alignment is tortuous	60 – 80 km/h

Schedule 4
Amendment to Schedule 1 of the Land Transport Rule: Traffic
Control Devices 2004

Ref: clause 10.11(2)

R1-6.1 School static variable speed sign

Highest speed limit is the number of km/h shown on the sign that applies to a road outside a school gate during the time specified.

May be used on the road outside the school and on No exit or Give-way or Stop sign controlled side roads adjacent to the road outside the school where the road outside the school is signed with either R1-6 or R1-6.1 signs.

Two options.

Option A

Note: Option A must be used where the applicable speed limit on the road approaching the section of road outside the school gate (or approaching the adjacent road, as the case may be) is less than 60 km/h.

Shape and size	900 x 1350 mm		
Background	white (R)		
Border	red (R) 30 mm		
Legend	Description	Colour	Size
	R1-1,	black, red (R) and white	R1-1 750 mm diameter
	Above		
	‘[time of day that static variable speed limit applies]’	black	‘[hours]’ and ‘[minutes]’ 80/12.4 ‘AM’ or ‘PM’ 60/9.6
	for example, ‘8:30-9:00 AM’	black	‘[hours]’ and ‘[minutes]’ 80/12.4, ‘AM’ 60/9.6
	‘2:30-3:00 PM’,	black	‘[hours]’ and ‘[minutes]’ 80/12.4, ‘AM’ 60/9.6
	‘SCHOOL DAYS’,	black	80/12.4

Note: May be supplemented by W16-5.1

W16-5.1

as for W16-5.1

750 x 500 mm

Option B

Note: Option B must be used where the applicable permanent, variable or seasonal speed limit on the road approaching the section of road outside the school gate (or approaching the adjacent road, as the case may be) is or may be 60 km/h or higher.

Shape and size 1200 x 1600 mm

Background white (R)

Border red (R) 40 mm

Legend	Description	Colour	Size
	R1-1,	black, red (R) and white	R1-1 900 mm diameter
	Above		
	‘[time of day that static variable speed limit applies]’	black	‘[hours]’ and ‘[minutes]’ 105/16.4 ‘AM’ or ‘PM’ 75/11.7
	for example, ‘8:30-9:00 AM’	black	‘[hours]’ and ‘[minutes]’ 105/16.4, ‘AM’ 75/11.7
	‘2:30-3:00 PM’,	black	‘[hours]’ and ‘[minutes]’ 105/16.4, ‘PM’ 75/11.7
	‘SCHOOL DAYS’,	black	105/16.4

Note: May be supplemented by W16-5.1

W16-5.1

as for W16-5.1

900 x 600 mm