
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.

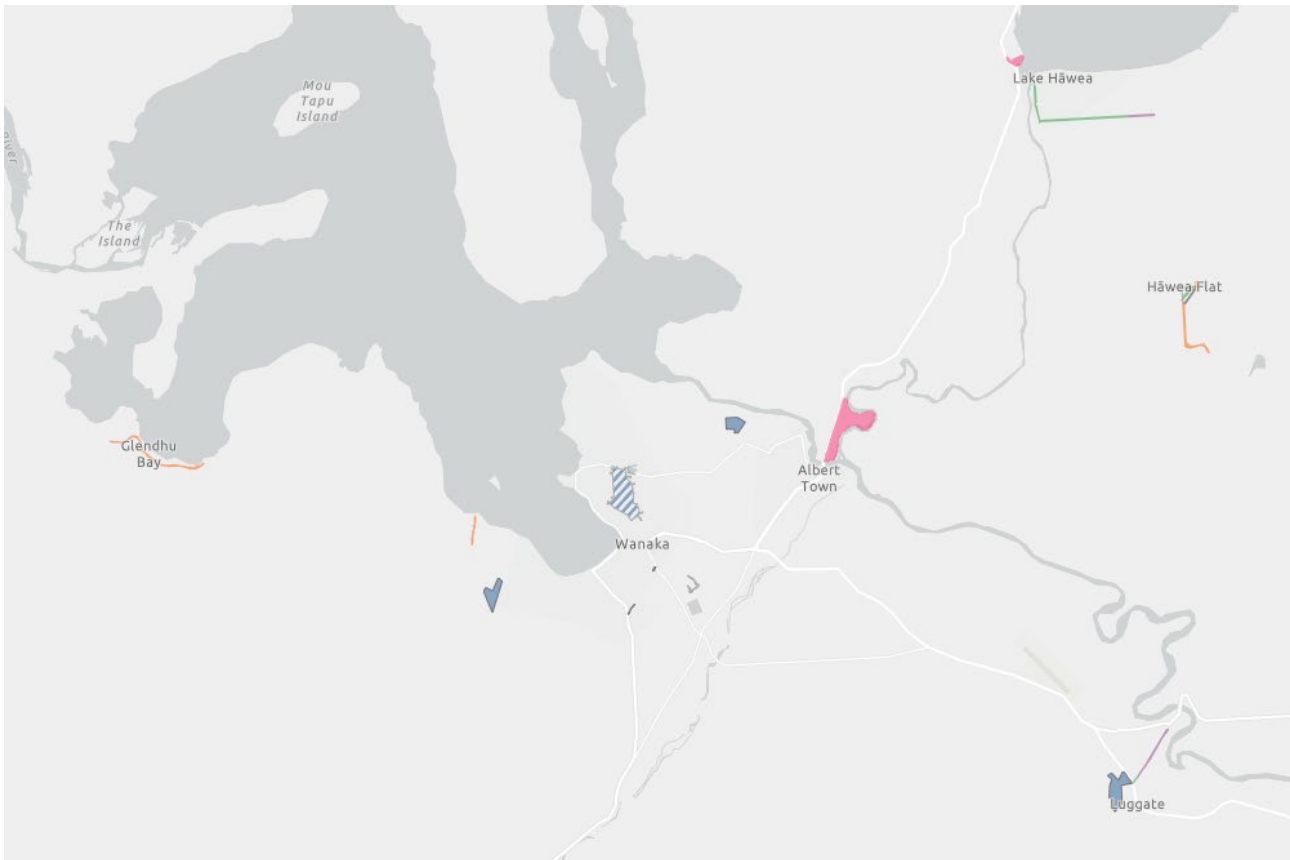
The maps outline each of the **76 proposed speed areas or roads**:

- 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 four 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 west 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

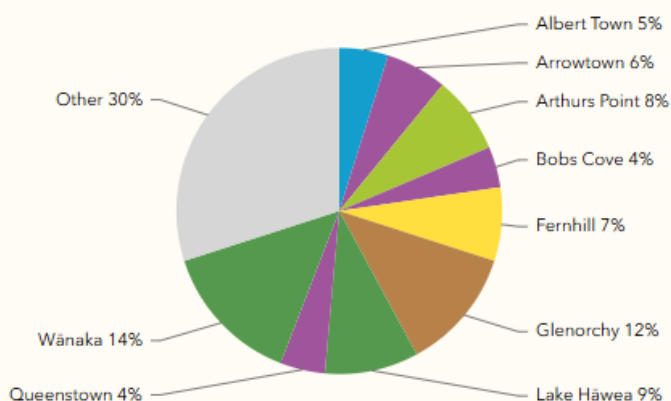
Both Alpine Deer NZ LP and Upper Clutha Transport Ltd support the proposed speed limit reduction from 100 km/h to 70 km/h along Church Road. They note that the vertical alignment of the road reduces visibility along its length and that, given the volume of vehicles entering and exiting the site and other 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 14% who live in Wānaka followed by 12% who live in Glenorchy, and 9% in Lake Hāwea, reflecting the roads of highest public concern.

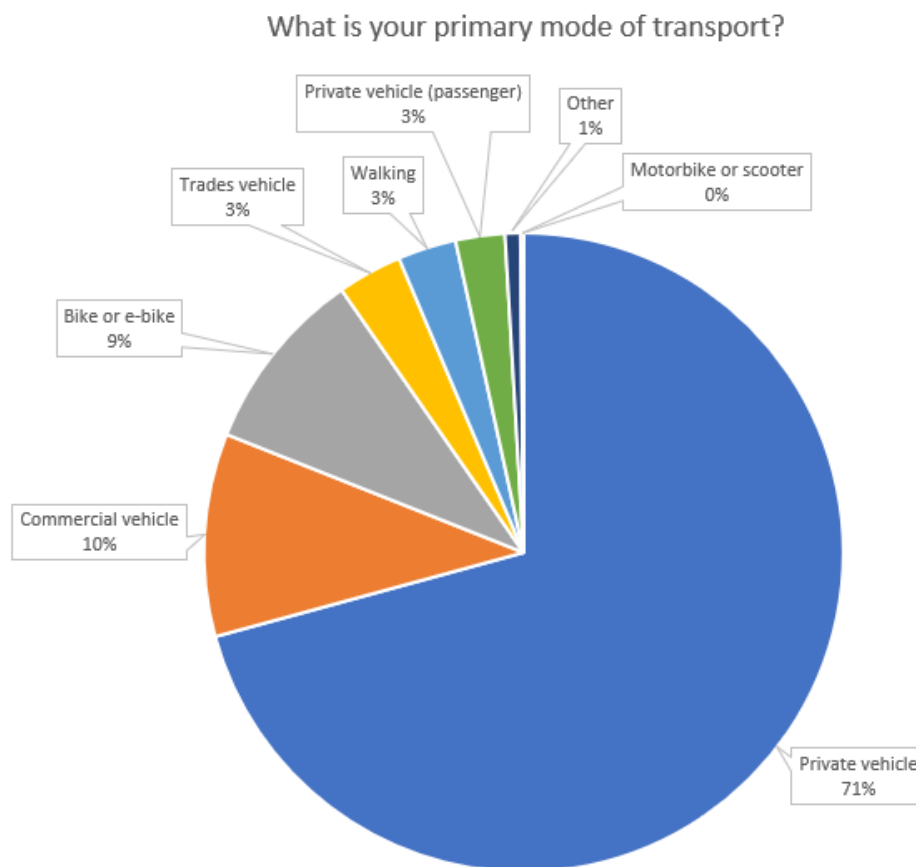
To note these statistics only relate to submissions received via the online survey, rather than via email. Submissions received by email did not always include what part of the district the submitter lived in, however most of them were from people living within the district.



Where do you live?

8. How people travel

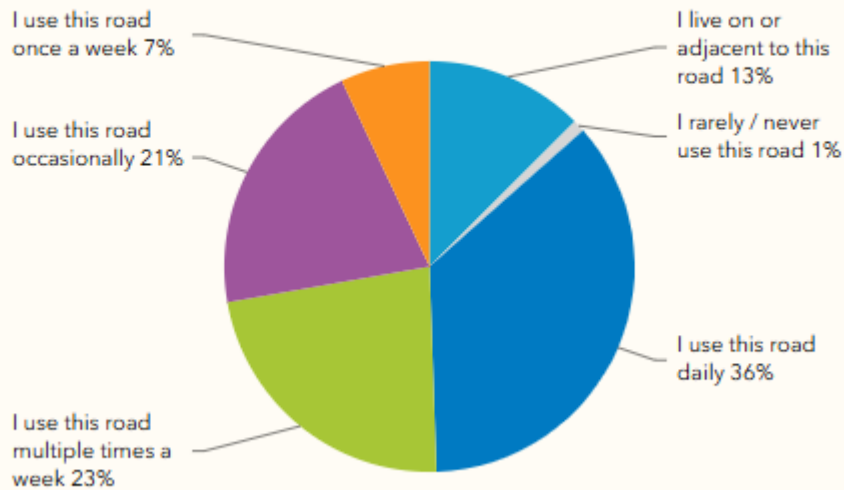
- 71% of submissions came from people who predominately drove a private vehicle on the selected roads, the highest proportion of any mode.
- The next highest proportions were commercial vehicles (10%) and bike or e-bike (9%).
- Less than 1% of respondents reported travelling by motorbike or scooter, 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 36% using the roads daily and a further 23% 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

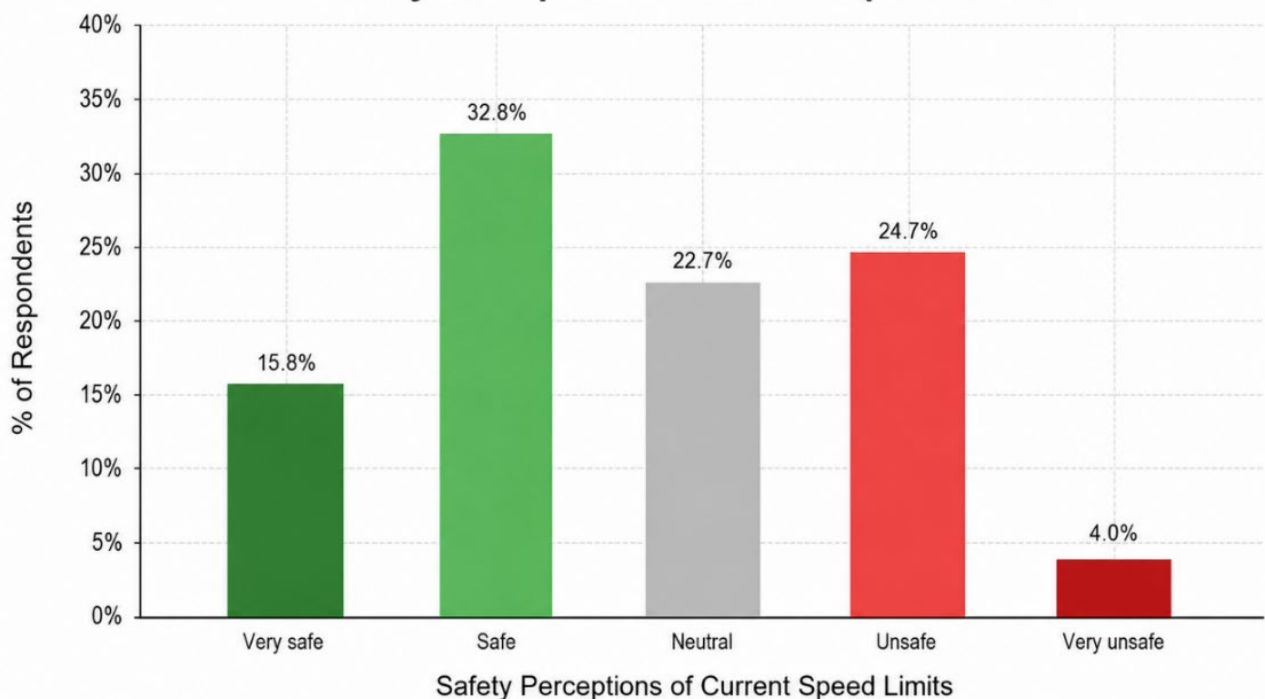


10. Community sentiment on getting around safely

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 127 responses were received suggesting roads for future consideration.
- 95 of these responses (75%) related to current speeds in Wānaka and the Upper Clutha.
- 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
- 100% of submissions were for a speed decrease on the sections of state highway.
- 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.