

# Let's talk about safer speeds



Go to [letstalk.qldc.govt.nz](https://letstalk.qldc.govt.nz) to make a submission by 5 November 2023.



**People's  
safety is our  
number one  
priority.**



## Everyone should get where they're going safely. Whether you're driving, walking, cycling or even scooting, speed limits are one important tool for keeping people safe.

The way speed limits are set throughout Aotearoa New Zealand is changing.

Previously speed limits on local roads have been set through bylaws but this became redundant following the introduction of the Land Transport Rule: Setting of Speed Limits 2022.<sup>1</sup> We revoked the Speed Limit Bylaw 2019 in December 2022.

The rule requires an integrated speed management planning process by providing for a whole-of-network approach where speed limits are considered alongside investment in safety infrastructure.

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

Like other Territorial Authorities across the country, we've been working on a Speed Management Plan for the district, following the new guidance.

As part of this we're required to focus on establishing a vision and principles for speed management in our district, rather than looking at speed limit changes on a street-by-street basis.

Our proposed vision is: *People can choose to move around our district in a safe and healthy way.*

The vision is supported by three proposed principles to guide the setting of safe and appropriate speeds in our district, along with priorities for implementation to ensure the changes have the greatest benefit within available budget and resourcing.

Our work is also closely aligned with the Waka Kotahi Road to Zero programme, which sets a roadmap to achieve 'Vision Zero', a New Zealand where no one is killed or seriously injured on our roads.

Read on to find out more then let us know what you think by making a submission.

### HERE'S HOW TO GET INVOLVED:

Safer speeds is an important topic for everyone in our community.

Before you make a submission, take some time to read up on the proposals. There's lots more information at [letstalk.qldc.govt.nz](https://letstalk.qldc.govt.nz), including speed limit maps, and FAQs. The maps illustrate how we'll bring the principles for speed management to life to improve safety in our communities.

An online form will be available at [letstalk.qldc.govt.nz](https://letstalk.qldc.govt.nz). It will ask you to share your views on whether you think we are prioritising the right things to keep everyone safe on and around our roads.

**Submissions close on 5 November 2023.**

Read more and  
have your say at  
[letstalk.qldc.govt.nz](https://letstalk.qldc.govt.nz)

<sup>1</sup> <https://www.nzta.govt.nz/resources/rules/setting-of-speed-limits-2022/>



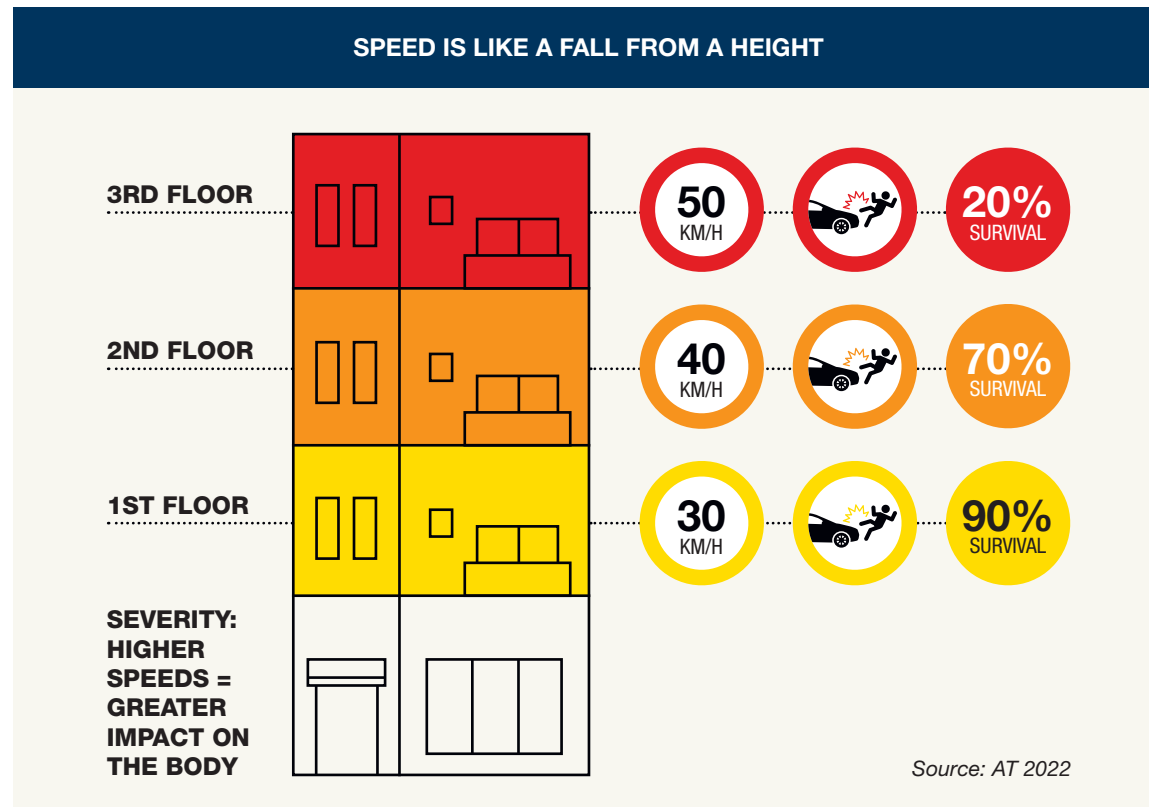
**Why is managing  
speed important?**





## SAFETY

Speed affects the severity of all crashes, even when it's not the cause<sup>2</sup>. A small change in speed makes a big difference, especially when people on bikes or pedestrians are involved. We are focused on ensuring that everyone who uses our roads can do so safely.



Speed is an issue which is being recognised at a national level as part of Waka Kotahi's 'Road to Zero' Road Safety Strategy<sup>3</sup>. We're doing our part by aligning our plans with national and regional direction and strengthening collective efforts to reduce the impact of fatalities and serious injury crashes.

<sup>2</sup> <https://www.nzta.govt.nz/safety/driving-safely/speed/>

<sup>3</sup> <https://www.nzta.govt.nz/safety/what-waka-kotahi-is-doing/nz-road-safety-strategy/>

## CREATING SPACE FOR EVERYONE

We want to ensure that our town centres, local neighbourhoods, recreation spaces, urupā | cemeteries and kura | schools are places everyone can safely share and use. Safer speeds, along with key infrastructure improvements such as safety barriers and cycle lanes will encourage more people to walk or cycle, enjoy our community spaces and for our tamariki to feel safe travelling to and from school. You'll find detail about some of the infrastructure upgrades underway on page 13.



## REDUCING EMISSIONS

While safer speeds isn't known to have a significant impact on emissions, it does create a safer environment for walking and cycling, or other alternative ways of getting around. Providing more transport choices makes it more attractive for people to reduce their reliance on cars, which is a key part of supporting progress towards our goal of zero carbon emissions (Queenstown Lakes Climate and Biodiversity Plan 2022 - 2025).



**How can  
we improve  
road safety in  
Queenstown  
Lakes District?**





There are a number of important tools to reduce the risk on our roads, including safer roads, safer speeds, safer cars and safer drivers. We can influence this through:

## Reviewing and setting safe and appropriate speed limits

---

## Investment in infrastructure to ensure our roads are designed and maintained for safe use

---

## Supporting behaviour change through education programmes and promotional activities aimed at all road users and travel types.

---

### PARTNERING FOR SAFER SPEEDS

Our local road network can't be considered in isolation. Our roads connect to state highways administered by Waka Kotahi NZ Transport Agency, other local roads on our district's boundary, and roads administered by Te Papa Atawhai | Department of Conservation.

Where our roads connect, we will work with our partners to align speeds to support network consistency and a common road user experience. As part of this:

- > Waka Kotahi State Highway is developing its own Speed Management Plan, which will be consulted on separately in early 2024.
- > We are aligning to changes introduced by Southland District Council on our district boundary.



An aerial photograph of a coastal town, Queenstown Lakes, showing a mix of residential buildings, green spaces, and a large body of water. The water is a deep blue-green color. The town features a mix of modern and older buildings, some with flat roofs and others with more traditional architecture. There are many trees, including tall evergreens and deciduous trees with yellowing leaves, suggesting an autumn setting. A road with several cars and a bus is visible, along with a parking lot. The overall scene is a peaceful coastal town with a focus on the waterfront.

# Our vision, principles and priorities for safer speeds in Queenstown Lakes



**VISION AND PRINCIPLES**

Below we describe the proposed vision and principles for safer speeds and how we'll implement it through speed limits and other interventions. To drill into more detail on the proposed safer speeds, you can check out [Appendix 1](#) or the online speed maps at [letstalk.qldc.govt.nz](http://letstalk.qldc.govt.nz)

<b>VISION</b>	<p><b>People can choose to move around our district in a safe and healthy way</b></p>		
<b>PRINCIPLES</b>	<p><b>1. SAFETY FOR ALL</b></p> <p>Network inexperience should not be a barrier to safely accessing all the district has to offer. Speed limits are reduced where changes will produce the most safety benefits, including where the highest concentrations of active road users are expected.</p>	<p><b>2. SAFE SCHOOL ZONES</b></p> <p>Speed management around our kura / schools developed to make it safer for children to get to school and home again.</p>	<p><b>3. NETWORK CONSISTENCY</b></p> <p>Alignment with adjoining road networks, including state highways, to ensure consistency and a common road user experience. Considering mode shift, district demographics, population changes and variability in network patterns.</p>
<b>HOW</b>	<p>Speed limits reduced in key areas of multi-modal use to ensure that travel speeds are safe for all road users. This includes our town centres, recreation spaces, urupā / cemeteries, and shared roads within designated areas.</p>	<p>Speed limit changes focused on the journey to and from school, using a mix of permanent 30km/h and variable speed limits (before and after school start and finish times) to keep children travelling to and from school safe.</p>	<p>Speed management interventions developed to treat population, demand and surrounding land-use activities to support alignment of speed limits and consistent user experience. Speed limits in new developments will be assessed to ensure consistency of our network.</p>



**OUR PRIORITIES**

Here we describe identified priorities and how they fit in with the proposed principles. Please note that anything listed as proposed priorities in the 2027-2030 period will be subject to future consultation.

**PRINCIPLES**

**1. SAFETY FOR ALL**

**Shared spaces** – identified roads currently located in the Queenstown CBD, designed and engineered for **10km/h** speeds, allowing pedestrians, people on bikes, vulnerable road users, and vehicles to use the carriageway with equal priority

**Recreational areas; Urupā/Cemeteries** – urban and rural areas where vehicles and other road users share accessways, car park areas, and areas of carriageway within parks and reserves operating at a speed of **20km/h**

**Town Centres** – identified roads within areas of the Queenstown, Wānaka, and Arrowtown CBDs, where high levels of pedestrian and cyclist use support an appropriate speed of **30km/h**

**Active travel routes; High public concern; Key unsealed tourist routes** – urban and rural connector roads with designed features encouraging multi-mode use, or supporting a speed environment reduced from 100km/h to **80km/h or 60km/h**

**High benefit opportunity roads** – key rural connector roads, where implementing a Safe and Appropriate Speed reduced from 100km/h to **80km/h** is intended to reduce the risk of Death and Serious Injury (Dsi) crashes occurring. The 2024-2027 Speed Management Plan has prioritised the Crown Range Road

**2024-2027**

**2027-2030**

**2. SAFE SCHOOL ZONES**

Adjusting current **school speed zone** locations and extents to improve access for children and families walking and cycling to school, at pick-up and drop-off locations, and to ensure legal compliance

Permanent **30km/h** zones implemented around schools by 30 June 2027 - as per Setting of Speeds Rule 2022

Retaining Variable Speed Limits with extents supporting proposed school speed zones, using electronic signs to reduce speeds to **30km/h** during school drop-off and pick-up times on urban connectors

Establishing an enforceable **Variable Speed Limit of 50km/h** during school drop-off and pick-up times on the rural connectors at Hāwea Flat School (sections of Kane Road and Gladstone Road)

Safe routes to schools

**3. NETWORK CONSISTENCY**

**New roads, and new subdivisions and developments** assigned the appropriate speeds of **30km/h or 40km/h** to align with design and engineering classification

Speeds adjoining other networks – aligning speeds on roads at The Von at **80km/h**, to match those implemented by Southland District Council at Mavora Lakes

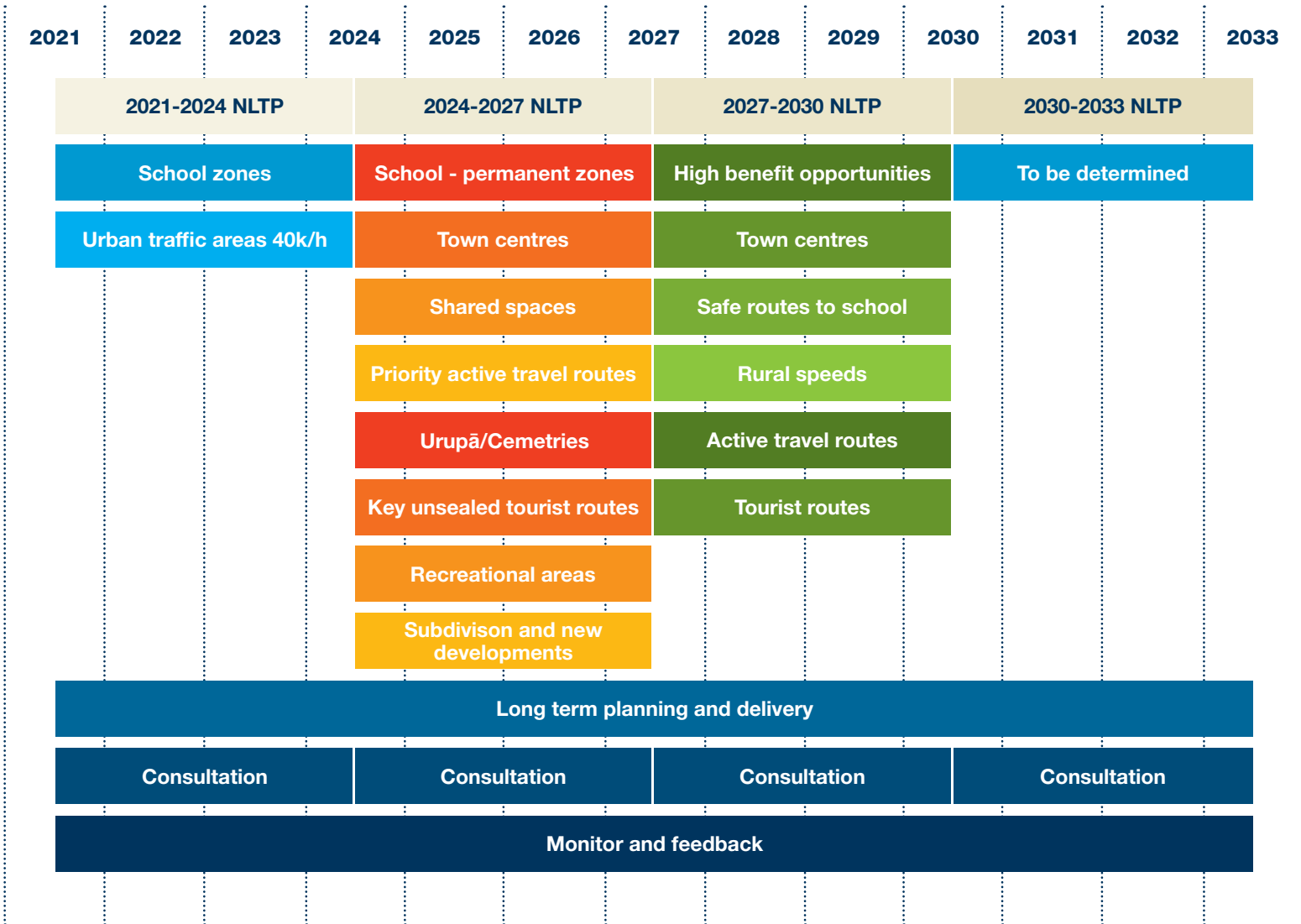
Aligning speed limit changes on lower classification roads, where changes on key routes are proposed. The proposals introduce **50km/h, 60km/h, or 80km/h** speed limits where appropriate reductions are identified

Reviewing and changing some 70km/h speed limits on local roads to **50km/h, 60km/h or 80km/h** speed limits - aligning with Setting of Speeds Rule 2022 – in the 2024-2027 Speed Management Plan



**IMPLEMENTATION  
TIMELINE**

Here we describe the proposed timeline for the planning and implementation of the speed management plan over the longer term.





**What changes  
are proposed for  
the physical road  
environment?**





**We've already mentioned that speed limits are just one tool available to improve safety on our roads. Another important tool is ensuring we have appropriate infrastructure in place and providing a range of choices for people to get around.**



Here's a snapshot of our recent infrastructure improvements and transport planning work:

#### **CONNECTING ROUTES TO ACTIVELY GET FROM A TO B**

Providing more options for getting from A to B was a strong theme in the 2021-2031 Ten Year Plan. Solid progress has been made to plan and design eight priority trails connecting key Whakatipu destinations such as Arrowtown, Arthurs Point, Kelvin Heights, Jacks Point, Lake Hayes Estate and Shotover Country, Fernhill, Frankton and Queenstown.

Construction has recently started on improvements to the Arthurs Point to Queenstown route. The route is funded by the Waka Kotahi Climate Emergency Response Fund (CERF) programme. At this time the route doesn't include an alternative river crossing from the existing Edith Cavell bridge.

In Wānaka, work has started to construct the highly anticipated Schools to Pool route, part of which has also been funded by the CERF programme. Construction has also begun on a shared pathway along Anderson Road and improvements along the waterfront as part of the Wānaka Lakefront Development Plan have considerably improved access for those wishing to walk and cycle.

#### **TOWARDS A MORE PEDESTRIAN-FRIENDLY QUEENSTOWN TOWN CENTRE**

The Queenstown town centre street upgrades are largely complete. Lower Beach and Rees Street have reopened as high-quality shared spaces and are being enjoyed by locals and visitors. Park Street is also complete, featuring a wide shared path, new street furniture, lighting and signage. Work is continuing on Brecon Street. The Town Centre Arterial (stage 1) will also create more space for public transport and allow for further high quality shared spaces in downtown Queenstown.

#### **SAFETY UPGRADES IN WĀNAKA**

A range of safety upgrades are underway around Wānaka, including over 9,000m of new safety barriers, new road signage and line markings, minor earthworks and landscaping. These improvements are partially funded by Waka Kotahi's Road to Zero strategy.

#### **TRANSPORT PLANNING**

Council, Waka Kotahi and Otago Regional Council are committed to working together in partnership to provide an enduring, safe and affordable transport system, which also provides you with transport choice.

The partnership is known as Way to Go and recognises all three agencies have an important role to play in driving change.

Through the partnership there has been considerable planning completed and started. Current work includes a Queenstown Public Transport business case, Parking Management Strategy for the district, mode shift planning and much more. You can read more at [www.qldc.govt.nz/way-to-go](http://www.qldc.govt.nz/way-to-go)



# Implementing safer speeds





## We are proposing a number of speed changes across the district, aligning with the vision and strategic principles covered earlier in the document.

You can take a look at the proposed changes in Appendix 1. Or head to [letstalk.qldc.govt.nz](https://letstalk.qldc.govt.nz) to view an online map.

### WHEN WILL SPEEDS CHANGE?

The first step is to hear from the community. We will consider all feedback received and use it to finalise our Speed Management Plan for adoption by Council. After that, we need to progress through Waka Kotahi certification and entry into the National Speed Limit Register.

We will implement speed changes from our Speed Management Plan from 2024 - 2027. The first priority will be speeds around our local schools. Further changes will be prioritised after that, as resources allow.

Once signage has been installed, the speed limits will have legal effect and can be enforced by the NZ Police. There will always be education ahead of any changes taking place.

## Join the conversation

### LET US KNOW WHAT YOU THINK

Your view is important to us and we encourage you to make a submission.

Here's how:

- > online at [letstalk.qldc.govt.nz](https://letstalk.qldc.govt.nz)
- > email to [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz) - subject line **'Speed Review'**
- > Post to **'Speed Review'**, Queenstown Lakes District Council, Freepost 191078, Private Bag 50072, Queenstown, 9348 (no stamp required)

### ARE WE MISSING SOMETHING?

Our Speed Management Plan and proposed implementation highlights the roads we think have the greatest opportunity to improve safety and to reduce the number of fatalities and serious injury crashes.

If you think we have missed anything, please include it in your submission.

### WHERE TO FIND OUT MORE

We've provided lots more information, including maps and FAQs at [letstalk.qldc.govt.nz](https://letstalk.qldc.govt.nz)

### WHAT HAPPENS WITH MY FEEDBACK?

We'll consider and summarise the feedback and include details of how it has been used to finalise the plan.

### NEED HELP WITH YOUR SUBMISSION?

Please give us a call on **03 441 0499** (Queenstown) or **03 443 0024** (Wānaka). One of our team will help or take your submission over the phone. You can also email us at [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz) with **'Speed submission'** in the subject line.

Submissions  
close on  
5 November 2023.



# Let's talk about safer speeds

Go to [letstalk.qldc.govt.nz](https://letstalk.qldc.govt.nz) to make a submission by 5 November 2023.