



**QUEENSTOWN
LAKES DISTRICT
COUNCIL**

**PROPOSED QUEENSTOWN LAKES DISTRICT
COUNCIL SPEED LIMITS BYLAW 2019 AND
PROPOSED NEW PERMANENT SPEED LIMITS**

STATEMENT OF PROPOSAL

INTRODUCTION

- 1 Queenstown Lakes District Council (**Council**) has reviewed its Speed Limits Bylaw 2009. The bylaw regulates the setting of speeds on roads within Council's jurisdictions. The bylaw does not include State Highways controlled by the New Zealand Transport Agency.
- 2 Council is seeking your views on a proposed new Speed Limits Bylaw 2019, and proposed new speeds for some roads across the district. A draft of the proposed bylaw and recommended speed maps are attached along with a submission form, so you can provide feedback, or you can do this online <https://letstalk.qldc.govt.nz>.
- 3 The bylaw enables Council to review and set speed limits across the district that are enforceable under the Land Transport Act 1998 by the New Zealand Police.

PROPOSAL

- 4 The Council proposes to revoke the Speed Limits Bylaw 2009 and replace it with the Speed Limits Bylaw 2019.
- 5 The Council also proposes to adopt new speed limits for urban traffic areas and some roads in the district. This follows completion of a speed management review to determine the safe and appropriate speeds across the roading network.
- 6 The proposed Speed Limits Bylaw 2009 and proposed new permanent speed limits are being released for public consultation by way of the special consultative procedure pursuant to section 22AD of the Land Transport Act 1998 and section 156 of the Local Government Act 2002.

REASONS FOR THE PROPOSAL

Speed Limits Bylaw

- 7 Under section 22AB of the Land Transport Act 1998, Council can establish bylaws for the setting of speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2017 (the Rule).
- 8 The bylaw was last reviewed in 2009 as per the requirements of the Local Government Act 2002 and came in to force on 1 June 2009. Since then there have been three amendments in 2010, 2012, 2015 to implement speed limit changes in accordance with the previous Land Transport Rule: Setting of Speed Limits 2003.
- 9 In 2015, the Land Transport (Speed Limits Validation & Other Matters) Act 2015 was passed to create a clear power for councils to make Speed Limits Bylaws under the Land Transport Act 1998.
- 10 In 2016, the New Zealand Transport Agency introduced the New Zealand Speed Management Guide (the Guide) to assist councils in considering how best to achieve safe operating speeds on the roads under their control.
- 11 The Guide was developed in consultation with the transport sector and Automobile Association and is underpinned by the following principles:
 - a. Evidence-based

- b. A nationally consistent approach
 - c. Prioritise high benefit areas that improve both safety and economic productivity, and areas that will contribute to the credibility of speed management
 - d. Achieve good value for money
 - e. Build better understanding between road controlling authorities and the public for speed management.
- 12 The Guide supports the New Zealand Transport Agency's aim of Safer Journeys, with speed limits being just one tool in the suite available to improve road safety. Other options include physical changes to road layouts and community education, but all decisions by councils are expected to be made with community input.
- 13 To formalise the Guide's new approach to speed management, the Land Transport Rule: Setting of Speed Limits was updated in 2017 to change and clarify roles and responsibilities for the New Zealand Transport Agency and councils in reviewing and establishing speed limits. The rule:
- a. requires New Zealand Transport Agency to provide guidance on and information about speed management to councils
 - b. requires councils to set speed limits that are, in their view, safe and appropriate; and
 - c. encourages a consistent approach to speed management throughout New Zealand.
- 14 As part of this bylaw and speed limits review, Council has engaged with community, business, education, social service, automobile and central government representatives.
- 15 The informal engagement, together with research into community requests to Council since the bylaw was last amended, has informed the work Council has undertaken with the New Zealand Transport Agency on reviewing the safe and appropriate speeds for roads across the district.
- 16 The Council considered whether it should have a new bylaw or retain the existing bylaw. In the Council's view, it is essential, in the interests of a safe and efficient road transport system, to have a bylaw which regulates speed, however it believes that the form and content of the bylaw should be changed to address the issues and opportunities identified.
- 17 The key changes proposed in the new bylaw (as compared to the current bylaw) are:
- a. The current bylaw contains details of the speed limits that apply to each road under Council's jurisdiction and therefore changing or adding to these requires a full bylaw amendment. Under the proposed bylaw, this detailed information will not be included in the bylaw itself, but instead in publicly accessible schedules, which is permitted under the Land Transport Act 1998. This will enable Council to make changes by resolution, meaning a faster response time to issues identified in the district, address growth and enable changes necessary for the transport network operation. The Council will still have to carry out appropriate consultation (as required by the Rule) before permanent speed limits are changed or introduced.

- b. The proposed new bylaw includes technical revisions and new definitions to address inadequacies and gaps identified in the current bylaw and to reflect legislative change since the last bylaw was adopted.

New Speed Limits

- 18 The Council has also reviewed speed limits in the district, in accordance with the Rule and the Guide, and it proposes making some changes.
- 19 The Guide provides a classification method which combines the Infrastructure Risk Rating (IRR) and Collective and Personal Risk metrics to determine a speed appropriate for the road function, design, safety and use for both urban and rural areas.
- 20 Safe and appropriate operating speeds are those deemed appropriate for the road function, design, safety and use (i.e. both safety and efficiency are considered).
- 21 The IRR considers the following eight key features that impact on road safety:
1. **Road Stereotype:** records whether a road is divided or undivided, two lane, multi-lane, sealed or unsealed
 2. **Alignment:** horizontal alignment measured in turns per km and divided into four categories, straight, curved, winding, tortuous
 3. **Carriageway width:** uses a matrix which has lane and shoulder width as inputs
 4. **Roadside Hazards:** uses offset and severity of hazards. Left and right side assessed separately and averaged
 5. **Land use:** An assessment of surrounding land use, how it is accessed, and the resultant level of activity on the road
 6. **Intersection density:** use and volume of intersection- considers vehicles, pedestrians, active transport
 7. **Access density:** use and volume of roads- considers vehicles, pedestrians, active transport
 8. **Traffic volume:** number of vehicles
- 22 The eight influencing features combine to classify a road as **low, low-medium, medium, medium-high, high**. Examples against each classification are provided below.
- **Low:** Earl Street, Queenstown; Ardmore Street, Wanaka
 - **Low-Medium:** Lake Hayes Road, Queenstown; Golf Course Road, Wanaka
 - **Medium:** Glenorchy - Queenstown Road, Queenstown; Mt Aspiring Road, Wanaka
 - **Medium-High:** Crown Range Road, Queenstown; Mount Baker Road, Wanaka
 - **High:** Hogans Gully Road, Queenstown; Morris Road, Wanaka
- 23 Collective and Personal risk is another input to speed management recommendations. The crash risk measure for roads is a combination Collective Risk (being likelihood for a given location) or Personal Risk (being driver likelihood given distance travelled).
- 24 All identified speed limits changes have been subject to on-site technical review before progressing to becoming a proposed permanent change.
- 25 The key changes proposed to speed limits in the district post the review are shown in the following tables:

Urban Traffic Areas

| Urban traffic area | Current permanent speed limit (km/h) | Proposed permanent speed limit (km/h) |
|------------------------------|--------------------------------------|---------------------------------------|
| Arrowtown | 50 | 40 |
| Queenstown | 50 | 40 |
| Fernhill, Sunshine Bay | 50 | 40 |
| Quail Rise | 50 | 40 |
| Shotover Country | 50 | 40 |
| Lake Hayes Estate | 50 | 40 |
| Arthurs Point (residential) | 50 | 40 |
| Kelvin Heights (residential) | 50 | 40 |
| Wanaka | 50 | 40 |
| Albert Town | 50 | 40 |
| Hawea | 50 | 40 |
| Kingston | 50 | 40 |
| Glenorchy | 50 | 40 |
| Luggate | 50 | 40 |
| Cardrona | 50 | 40 |

High Benefit Opportunities to reduce Deaths and Serious Injuries

| Road | Current permanent speed limit (km/h) | Proposed permanent speed limit (km/h) |
|---|--------------------------------------|---------------------------------------|
| Queenstown - Glenorchy Road Sunshine Bay to Glenorchy township | 100 | 80 |
| Queenstown - Glenorchy Road From One Mile roundabout to Sunshine Bay | 100 | 60 |
| Crown Range Road As per map, small section of 80km after first zigzag from Arrowtown side then Cardrona side of summit | 100 | 80 |
| Crown Range Road From SH6 Junction to Cardrona side of summit (small 80km section as above) | 100 | 60 |
| Malaghans Road From Lake Hayes Road junction through to speed change East of Coronet peak turn off | 100 | 80 |
| Arthurs Point Road From Coronet Peak junction to Watties Track junction | 80 | 60 |
| Gorge Road From Arthurs Point Road through to Queenstown township | 80 | 60 |
| Cardrona Valley Road From distillery and ski field turn off to Wanaka township | 100 | 80 |
| Wanaka-Mount Aspiring Road (sealed and unsealed) | 100 | 80 |

Reduced speed sign posted areas

| Area | Current permanent speed limit (km/h) | Current temporary speed limit (km/h) | Proposed permanent speed limit (km/h) |
|-------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|
| Arrowtown Urban boundaries | 50 | 40 | 40 |
| Aubrey Road | 70 | 50 | 60 |

| | | | |
|--|-----|----|----|
| From Anderson Road intersection to Albert Town roundabout | | | |
| Arthurs Point Road From Coronet Peak Junction to Watties Track junction | 70 | 50 | 60 |
| Cardrona Valley Road From township to distillery | 100 | 70 | 80 |

- 26 Roads which do not have a proposed speed limit change will continue to have the same speed limit as at present but may be subject to future review.

TIMETABLE FOR CONSULTATION

- 27 Council invites the community to give feedback on the proposed bylaw and proposed permanent speed limits.
- 28 The following dates represent the key times in the consultation programme:
- Council resolves to undertake public consultation regarding the proposed bylaw and speed limits – 7 March 2019.
 - Advertisement in Otago Daily Times, Southland Times, Mirror and Wanaka Sun – between 11 March – 12 April 2019.
 - Submissions close 5pm 12 April 2019.
 - Submissions heard by a subcommittee of Councillors - (26 April, 29 April and 30 April 2019).
 - Council considers outcome of consultation process – 30 May 2019.
 - Council provides outcome to Ministry of Transport – June 2019.
 - Public notice of final decision – June 2019.

PUBLIC DROP IN SESSIONS

- 29 Council is running several drop-in sessions throughout the district where the community can drop by and find out more about the proposed permanent speed limits. The locations and times are:

| Location | Date | Time |
|------------------------------------|-----------------------------|------------------|
| Wanaka Activation Trial Tent | 16 th March 2019 | 11.00am - 2.00pm |
| The Hayes Cafe - Lake Hayes Estate | 18 th March 2019 | 4.00pm - 5.30pm |
| Queenstown Events Centre | 18 th March 2019 | 5.45pm - 7.00pm |
| Glenorchy Community Hall | 19 th March 2019 | 4.00pm - 6.00pm |
| Arrowtown Hall | 1 st April 2019 | 5.00pm - 6.30pm |

INSPECTION OF DOCUMENTS AND OBTAINING COPIES

- 30 Copies of this Statement of Proposal, the proposed bylaw and the proposed new permanent speed limits (including the speed limit network maps) may be inspected, and a copy obtained, at no cost, from:
- a) either of the Council offices at 10 Gorge Road, Queenstown or the Wanaka Service Centre, 33-35 Reece Crescent, Wanaka;
 - b) any Council library within the Queenstown Lakes District; or
 - c) the Council website – www.qldc.govt.nz

RIGHT TO MAKE A SUBMISSION AND BE HEARD

- 31 Any person or organisation has a right to be heard regarding this proposal and the Council encourages everyone with an interest to do so.
- 32 The Council would prefer that all parties intending to make a submission:
- a) go to the Queenstown Lakes District Council Website: www.qldc.govt.nz or
 - b) post their submission to: Property & Infrastructure Department, Queenstown Lakes District Council, Private Bag 50072, Queenstown 9348.
- 33 Submissions must be received by **5pm 12 April 2019**. After this, the Council will convene hearings in both Wanaka and Queenstown, which it intends to hold the week beginning 22 April 2019 and any party who wishes to do so can present their submission in person. The Council will give equal consideration to written and oral submissions.
- 34 The Council will not permit parties to make oral submissions (without prior written material) or to make a late submission, except where it considers that special circumstances apply.
- 35 Every submission made to the Council will be acknowledged in accordance with the Local Government Act 2002, will be copied and made available to the public, and every submission will be heard in a meeting that is open to the public.
- 36 Section 82 of the Local Government Act 2002 sets out the obligations of the Council regarding consultation and the Council will take all steps necessary to meet the spirit and intent of the law.

MAKING AN EFFECTIVE SUBMISSION

- 37 Written submissions can take any form (e.g. Email, letter). An effective submission references the clause(s) of the draft Bylaw you wish to submit on or the recommended speed limit changes, states why the clause or change is supported or not supported and states what change to the clause or limit is sought.
- 38 Submissions on matters outside the scope of the Bylaw and the recommended speed limit changes cannot be considered by the Hearings Panel.

Mike Theelen

CHIEF EXECUTIVE

APPENDIX 1 – Proposed Queenstown Lakes District Council Speed Limits Bylaw 2019

APPENDIX 2 – Proposed changes to permanent speed limits for roads under the jurisdiction of Queenstown Lakes District Council