



## Roading and Traffic Bylaw and Speed Review Frequently Asked Questions

**Q. What is Council consulting on as part of the Speed Review?**

**A.** Council is consulting on whether to make changes to the speed limits on roads within the District. The four main proposals are to set some long term principles which will guide Council's decision making to set variable speeds near schools, to change speed limits on central city and urban shopping streets and to change speeds on rural roads which have safety issues including unsealed and narrow roads. We are also consulting on some other minor changes to the Roading and Traffic Bylaw.

**Q. Why are most of the speed limits being reduced?**

**A.** Road to Zero 2020-2030, New Zealand's Road Safety Strategy sets New Zealand on path to a vision where no one is killed or seriously injured on our roads. Speed limits are one of the five key focus areas of Road to Zero. Speed is a direct factor to the outcome of most crashes and the main cause in 12% of fatal and serious crashes. The proposed limits are in line with best practice modelling. There are a small number of speed limits that are proposed to increase, however the vast majority are proposed to reduce.

**Q. Why is Council proposing to reduce the rural speeds now but not the urban speeds?**

**A.** Council is reducing some urban speed limits now and plans to reduce the speed on most urban roads to 40km/h in the future. Proposed changes to speed limits are being made sooner for rural roads as the risk is higher. The higher the speed, the bigger the crash. Currently Invercargill City Council is looking to reduce the higher speeds because this is where the higher rates of deaths and serious injury reductions are found.

**Q. What is the reasoning behind reducing the speed from 50km to 40km in urban roading areas?**

**A.** The human body is vulnerable and not built to withstand impact forces greater than 30km/h. To have a space where people feel safe to walk, cycle or even play within roading areas, we need to reduce the risk of serious injury / death. Reducing the speed also decreases the stopping distance required, meaning more chance of stopping for a child or a family pet. If the roading reserve is to become a safer place for our whanau, we need to reduce the risk of them being involved in a death or serious injury accident.

**Q. What is the intent behind the CBD, South City and Winsor shopping centres being reduced to 30km/h?**



**A.** These are areas where we have more people and have a high level of foot traffic. Council is looking to make these more pedestrian focused and friendly. The 30km/h limit makes it easier to share the same space and reduces the potential harm if there was to be an accident.

**Q. Why is Council proposing to reduce some sealed roads from 100km to 60km?**

**A.** The sealed roads which are being reduced from 100km/h to 60km/h are high crash roads, poorly aligned roads or ones that have seen a significant growth in the number of new subdivisions or number of properties and the way traffic use them have changed.

**Q. Why are we not engineering up all roads and keeping the speed limits the same?**

**A.** Road to Zero outlines that even if all road users followed the road rules, fatalities would only fall by approximately 50% and injuries by 30%. This is why reducing the severity of crashes (when they occur) by reducing speeds is important. Council has limited funds for road improvements and therefore invests these funds in high risk or high impact areas. To bring many of the roads up to a safer standard would be expensive and would need further funding from either central government or rates.

**Q. When would speed limits change?**

**A.** Council will make decisions about what speed limits to change following the consultation process. Council is proposing the speed limit changes to take place as per the following schedule;

- City Centre Streets 2022 – 2023 when construction is complete
- Suburban Shopping areas 2023
- School variable speeds 2022 – 2025 staggered roll out
- Sealed and Unsealed rural Roads 2023 (second half of the year)

**Q. Where is the evidence that the community supports these speed reduction proposals?**

**A.** These proposals have been made in alignment with Waka Kotahi NZTA's national strategy. Council often receives complaints, especially in areas of rural roads that speeds are too high. Many rural roads have become more densely populated since their current speed limits were set and many roads and vehicle crossings now have many more turning movements which increases the crash risk. Council will take into account the feedback from the community as part of this consultation in making its decision.

**Q. How often does Council expect to close access to Oreti Beach with the amendment it's proposing in the Bylaw?**

**A.** The beach will only be closed in extraordinary circumstances and is anticipated to be infrequent. Council always had the ability to close roads if there is a danger to the public. The amendment to the Bylaw provides clarity on the circumstances when this might happen. The intent is to maintain access to the beach as much as possible, however if storm surges or other inclement weather occurrences mean a build-up of sand that would cause vehicles to



get stuck or damaged, we need to think of everyone's safety and close access. Once the contractors have had time to clean up and the danger is sorted, access will be restored as a priority.

**Q. Could we look at trialling some temporary speed reductions, for example in urban shopping areas and see how this goes first?**

**A.** This is possible, however it would not be without its complications and it is not Council's preferred option going forward. This could be achieved either by setting a new speed limit and then reviewing it in the short to medium term to get feedback and see if it's working. Council could also use temporary speed reduction process, however there are some strict criteria surrounding this.

**Q. Will the police enforce the changes?**

**A.** Once Council's new speed limits are approved and implemented, the police will be able to enforce them.

## School Zones

**Q. What time of the day is the school speed limit imposed?**

**A.** Times will vary depending on individual school drop off and pick up times.

**Q. Do school zones include kindergartens / early childhood?**

**A.** No, currently Invercargill City Council is aligning with Waka Kotahi NZTA's Road to Zero Strategy which focuses on schools.

**Q. Will the school zones be permanent speed or variable speed?**

**A.** Invercargill City Council is proposing variable speed zones outside of the schools. This means the speed will be reduced only during drop off and pick up times. These will generally be in the form of digital signs that illuminate the required reduced speed during the applicable school times and then will remain blank outside of these.

**Q. Are speed limits on all roads that are adjacent to schools to be reduced?**

**A.** No, Invercargill City Council will be working with each school independently to determine which entry is the primary entry.

**Q. Will the variable speed signs create confusion around other road rules, such as you must drive past a school bus at no greater speed than 20km/h?**

**A.** The 20km/h while passing a school bus limit has been a concern for some time. The variable speed signs would not override the existing road rules around school buses therefore the 20km/h driving while passing a school bus limit will remain. Continued education and compliance will need to take place in this area.



**Q. Why are there different speeds for rural schools versus urban schools?**

**A.** The Invercargill City Council District Plan designates what is considered rural and what is urban. The national standard sets limits of a maximum of 60km/h for rural schools and 30km/h for new urban school speed limits. Council has applied standards across the district, however is happy to hear feedback if you would like to propose something different.

## Submissions

**Q. How do I make a submission?**

**A.** The easiest way is to use the survey link that can be found at <https://icc.govt.nz/public-documents/consultation/>. Alternatively, you can mail in a submission form or drop one off to the ICC Civic Administration Building in Esk Street, the Public Library or the Bluff Service Centre. You can also email the Strategy and Policy Team at [policy@icc.govt.nz](mailto:policy@icc.govt.nz)

Post: Submission – Roading and Traffic Bylaw and Speed Review  
Invercargill City Council  
Private Bag 90104  
Invercargill 9840

**Q. What if I agree in principle, however there is a particular road where I do not agree with the proposed limit, or I wish to propose a different limit from what is currently being consulted on?**

**A.** The consultation document provides an opportunity to share your views about each issue of the consultation, including roads you think we should consider changing the limit or where you disagree with the proposed limit.

**Q. Can I talk to the Mayor and Councillors about this proposal?**

**A.** Hearings are currently set for 22 March 2022. While the opportunity to speak to your submission as part of this process is not legally required, Councillors are interested in hearing from you if you would like to share your views verbally. Please understand though that our ability to facilitate this may depend upon circumstances.