

# Invercargill District Speed Review

and Roading and Traffic Bylaw  
Consultation





# INVERCARGILL DISTRICT Speed Review

## Consultation closes 7 March 2022

This consultation document summarises the decisions that Invercargill City Council is considering regarding potential changes to speed limits in the Invercargill District.

### What are we consulting on?

Council has responsibility for setting speed limits on local roads within the District. These limits are set within the Roding and Traffic Bylaw and then enforced by the Police.

We are consulting on whether speed limits should change in different locations within Invercargill city, Bluff and the wider Invercargill District.

We are also consulting on some other issues in relation to the Bylaw. Further details are on page 11.

## Where can you get more information?

More information can be found online at [www.icc.govt.nz/Speedreview](http://www.icc.govt.nz/Speedreview)

You can also view copies by request at the Civic Administration Building Help Desk, the Bluff Service Centre or the Invercargill Public Library. Alternatively contact us on [policy@icc.govt.nz](mailto:policy@icc.govt.nz) or by phone **03 211 1777**.

Consultation hui will take place at a number of locations and online. For a full list of events visit [www.icc.govt.nz/Speedreview](http://www.icc.govt.nz/Speedreview)

### How can you submit?

Submit online at [www.icc.govt.nz/Speedreview](http://www.icc.govt.nz/Speedreview)  
Alternatively drop your submission into us at one of the locations above or post to:

**Invercargill City Council**  
**Submission - The Speed Review**  
**Private Bag 90104**  
**Invercargill 9840.**

**Submissions are due by 5pm 7 March 2022.**



# Why is speed an issue?

## Safety

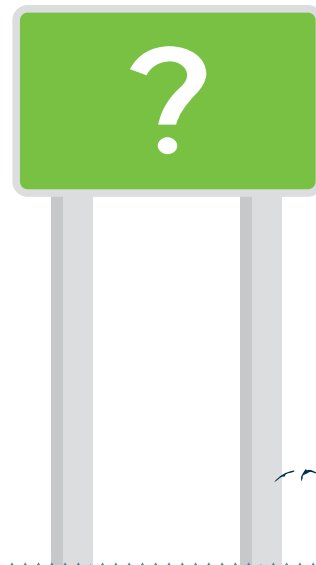
Speed is an issue that is being addressed at a national level as part of the NZTA “Road to Zero” Road Safety Strategy. This strategy identifies areas for improved infrastructure investment and speed management – A Regional Speed Management Plan will be required by 2024. Our consultation is aligned with, but is separate to the national NZTA consultation you may have seen adverts about.

Here in Invercargill, Council receives frequent service requests about speed limits and traffic calming.

Reducing speed can help to make the roads safer. In urban areas reducing speeds can help reduce accidents involving people walking and cycling. On rural roads, reducing speed limits creates a safer environment, reducing motor vehicle deaths and serious injuries. It also has a secondary benefit of reducing dust suppression requirements.

Speed is a factor in many serious and fatal road traffic accidents. Over the past 10 years there have been 116 serious urban crashes and 6 fatalities. There have been 40 serious rural crashes and 8 fatalities. Speed has been a direct factor in 12% of fatal/ serious crashes. It is important to note, however, that there will always be human error. Even if road users followed all the road rules, fatalities would only reduce by around 50% and injuries by 30%.

For a map showing where these crashes have occurred visit [icc.govt.nz/speedreview](https://www.icc.govt.nz/speedreview)



## Creating spaces for people

Reducing speed limits also helps to create a different urban environment, where people can more effectively share the space with cars. Walking and cycling becomes safer and more attractive. Children have more options to play safely.

Creating shared spaces for people, bicycles and cars has been a high priority in the City Centre Streets Upgrade work Council has been leading for Esk St, Kelvin St and Don St.

## Ways to improve road safety

Council has a number of options to help improve safety outcomes on roads. The three main ways Council can influence outcomes include:

- Driver education, such as through the Road Safety Southland programme, which is supported by Council and run by Southland District Council
- Review and setting of appropriate speed limits
- Investment in road infrastructure to ensure that roads are designed for the way we are using them now and well maintained.



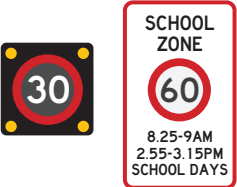




This consultation relates to setting appropriate speed limits within our city.

The introduction of speed limit changes will be scheduled to balance community feedback on priority areas with resourcing requirements to implement changes.

# Issue 1: Proposed Speed Limit Principles

Council uses speed limit principles to guide its decisions about road management. The table below outlines the principle in full.

**Council's longer term vision is to move most urban roads to 40km/h, 60km/h for unsealed rural roads and 80km/h for sealed rural roads.**

SPEED LIMIT	TYPICAL SITUATION
	City centre or other community areas with high concentrations of pedestrians, cyclists, and "place" functions.
	Urban residential streets; may include rural town residential streets if the alignment and road stereotype is suitable, and some streets near to schools.
	School variable speed limits – often a static sign for cost reasons. If it is a high priority school location, a lower limit may be adopted. <ul style="list-style-type: none"> <li>+ Urban residential: 30 km/h where the normal speed limit is 50 km/h</li> <li>+ Rural road: 60 km/h where the normal limit is 80 – 100 km/h</li> </ul>
	Urban/town collector and arterial streets, where the movement function and/or road stereotype (alignment, land use, intersection density etc) are not aligned with a 40 km/h speed limit. <ul style="list-style-type: none"> <li>+ May require appropriate pedestrian and cyclist facilities (crossings, cycle lanes).</li> </ul>
	Rural local roads (depending on their function, safety and infrastructure risk profiles). Typically have a winding alignment and includes most unsealed roads. May have high community safety concerns.
	Rural local roads Typically straight/curved undivided roads with few hazards but limited protection such as barriers
	100 km/h for roads with good alignments and accompanied by suitable engineering such as shoulders, clear zones, horizontal separation (barriers).

# Issue 2: School zones



School age children are at greater risk of accidents and reducing speed can improve safety outcomes.

Council proposes to introduce variable speed limits on local roads outside the following schools to 30km/h during school drop off and pick up times:

SCHOOL	ADDRESS
Otatara School	146 Dunns Road, Otatara, Invercargill
Southland Girls' High School	328 Tweed Street, Georgetown, Invercargill
James Hargest College	282 Layard Street, Invercargill
Waverley Park School	55 Eden Crescent, Waverley, Invercargill
Verdon College	Rockdale Road, Invercargill
Waihopai School	121 Herbert Street, Gladstone, Invercargill
Southland Boys' High School	181 Herbert Street, Invercargill
New River Primary	117 Elizabeth Street, Kew, Invercargill
Fernworth Primary School	288 Pomona Street, Strathern, Invercargill
Southland Adventist Christian School	28 Bainfield Road, Waikiwi, Invercargill
Ascot Community School	580 Tay Street, Hawthorndale, Invercargill
Newfield Park School	82 Wilfrid Street, Newfield, Invercargill



SCHOOL	ADDRESS
Aurora College	234 Regent Street, Invercargill
Windsor North School	91 Chelmsford Street, Windsor, Invercargill
St Joseph's School (Invercargill)	70 Eye Street, Invercargill
Te Wharekura o Arowhenua	734 Tweed Street, Invercargill
St Theresa's School (Invercargill)	161 King Street, Invercargill
Donovan Primary School	200 Drury Lane, Waikiwi, Invercargill
St Patrick's School (Invercargill)	161 Metzger Street, Georgetown, Invercargill
Invercargill Middle School	31 Jed Street, Invercargill
Ruru Special School	Ruru Street, Invercargill
Salford School	110 Lamond Street, Hargest, Invercargill
St Teresa's School (Bluff)	181 Foyle Street, Bluff
Bluff School	Bradshaw Street, Bluff

Some schools have multiple entrances. Council is working with schools to agree on the best option for each location. Variable speed signs will be placed 160m-320m from school boundaries depending on school specific considerations.



## Issue 2: School zones continued

Council proposes to introduce variable speed limits on rural roads outside the following schools to 60km/h during school drop off and pick up times:



SCHOOL	ADDRESS
Myross Bush School	288 Mill Road North, Myross Bush
Tisbury School	3 Boundary Road, Invercargill
Makarewa School	56 Flora Road, Makarewa, Invercargill

### When would the speed review change be implemented?

The speed would change outside schools in sequence over the next three years, between 2022 and 2025.

### Why are some schools not included?

Some schools are located on state highways (e.g. St John's Girls School). NZTA is responsible for setting speed limits on highways and this is an issue they will consider in the future.

See the map on the next page, showing the various school zones.

Do you support Council's proposal to reduce speeds outside schools?

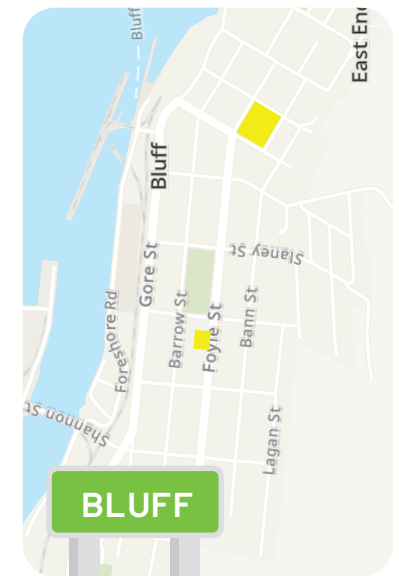
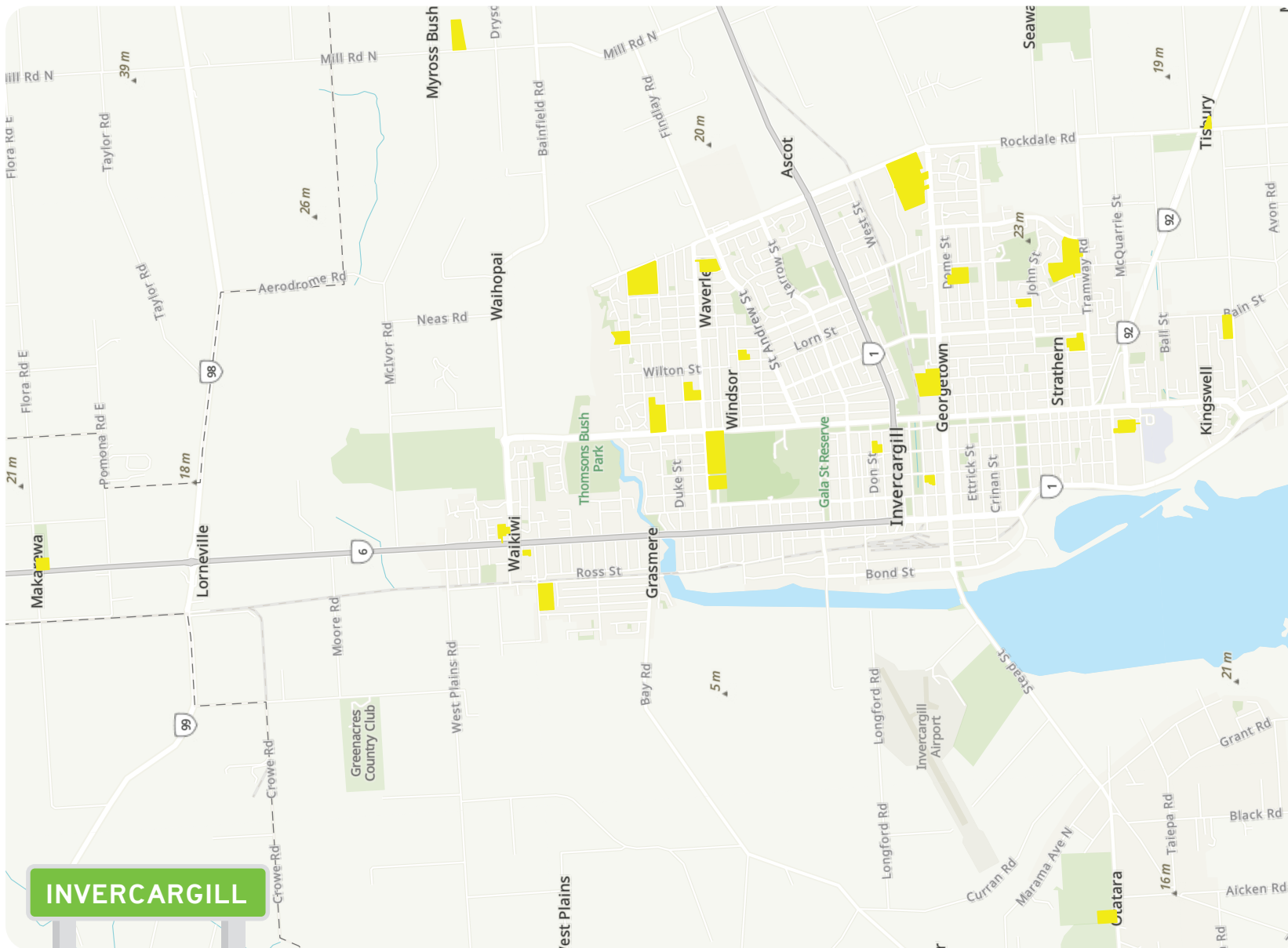
Share your thoughts with us on page 16.



(Example time only)



## Issue 2: School zones continued



### Map Legend

- School Zones



## Issue 3: City Centre and suburban shopping streets

Streets are shared spaces between people, bicycles and cars. In the central city and suburban shopping areas there are greater numbers of pedestrians. Reducing speeds will improve safety and create a more attractive area for people to visit.

### What locations would be included?

- + **City Centre:** Speed limits on Kelvin St, Esk St and Don St would change to 30km. Speed will reduce on the existing 20km/h section of Esk St to 10km/h.
- + **Suburban Shopping Streets:** to be reduced to 30km/h
  - + **South City:** Elles Road between Martin Street and Dalrymple Street including the side streets
  - + **Windsor:** Windsor Street between King Street and Herbert Streets including the side streets

See the map showing the various locations below.



### When would the speed limit change be implemented?

The City Centre changes would be implemented on completion of works in 2022 and 2023

The suburban changes would be implemented in 2023.

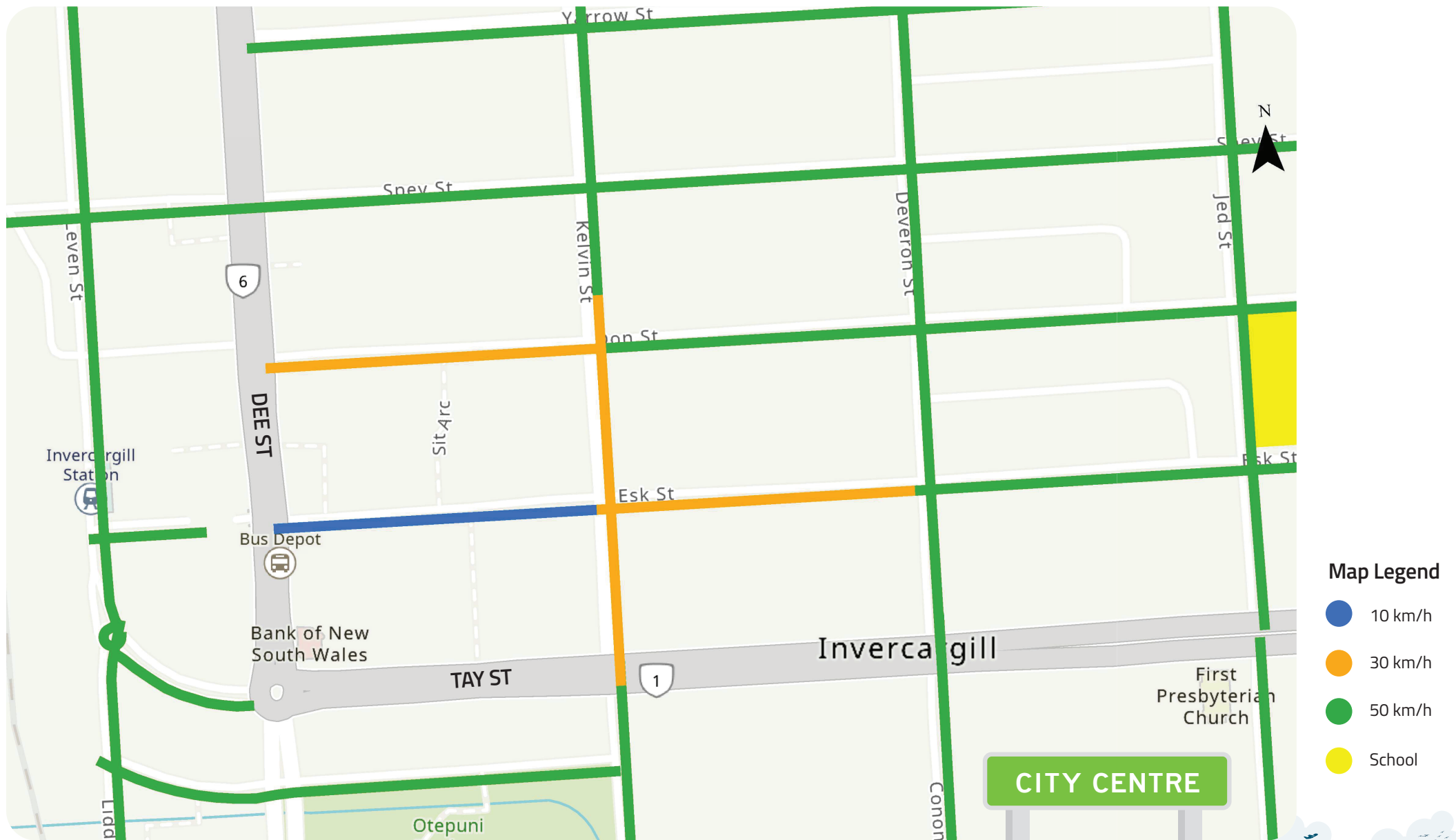
### Do you support Council's proposal to reduce speeds in the City Centre and suburban shopping areas?

Share your thoughts with us on page 14.

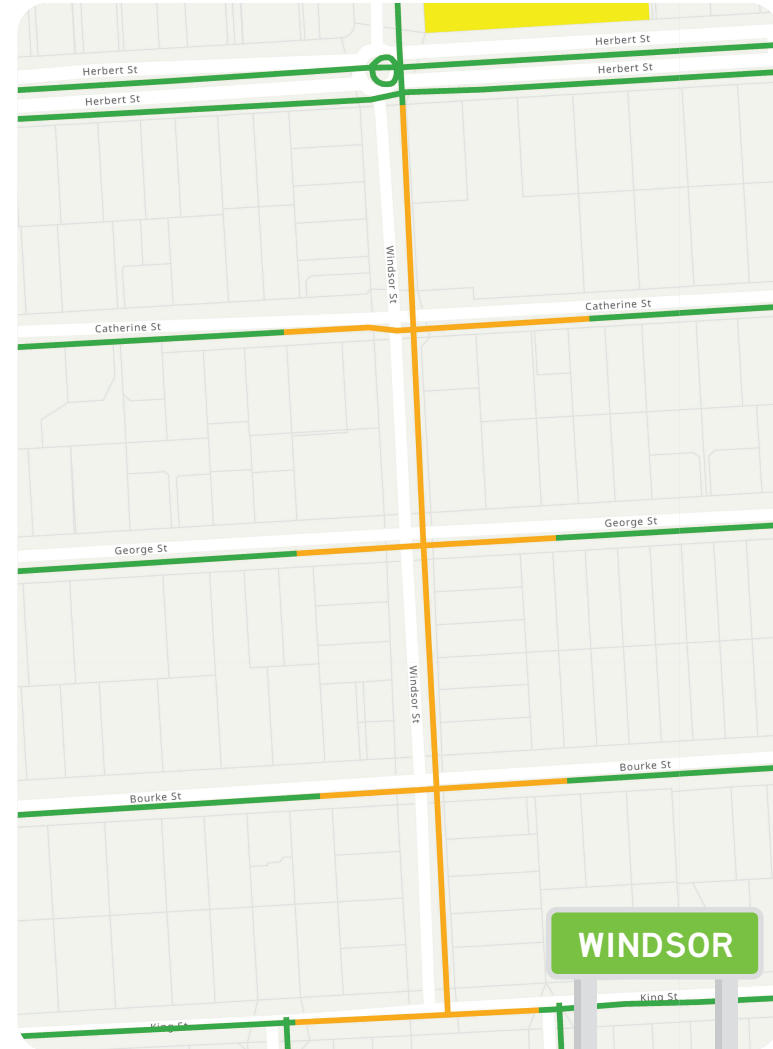
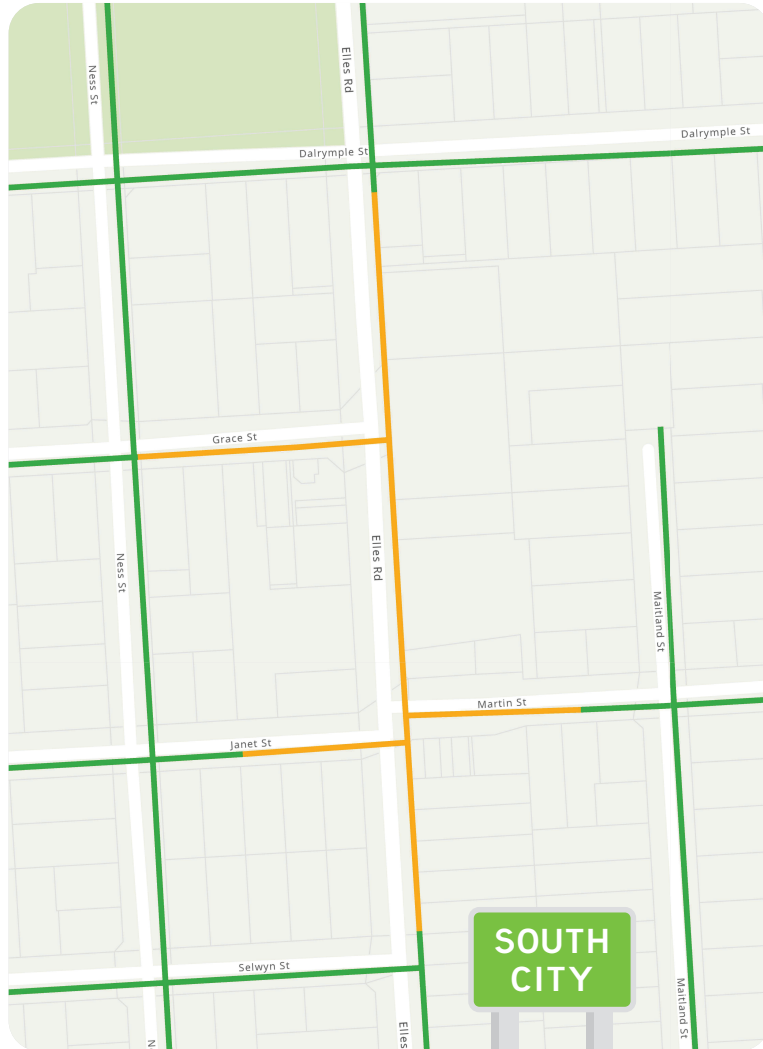




### Issue 3: City centre and suburban shopping streets continued



# Issue 3: City centre and suburban shopping streets continued



### Map Legend

- 30 km/h
- 50 km/h
- Schools

# Issue 4: Sealed and unsealed rural roads


Accidents on rural roads often take place at higher speeds and are more likely to result in fatal accidents. Risk is higher on narrow sealed and unsealed roads.



There are some roads that Council proposes to improve engineering on to make them safer. For others, Council believes the best option is to reduce the speed.

Nationally, data shows the average speed on unsealed roads is around 60km/h.

Note, some roads have different speeds on different sections - please see the map on page 13 for more details.

**Council proposes changing the speed limit on the following roads:**

RURAL SEALED ROADS	PROPOSED SPEED LIMIT
80km/h 	km/h
BAINFIELD RD	80
BAY RD	80
BOUNDARY RD	80
DRYSDALE RD EAST	80
DRYSDALE RD WEST	80
FAIRWEATHER RD	80
FERRY RD	80
FLORA RD EAST	80
GORGE RD-INVERCARGILL RD (EX 92)	80
KENNINGTON WAIMATUA RD	80
MASON RD	80
MCIVOR RD	80
MILL RD NORTH	80
MILL RD SOUTH	80
MILLTON PARK RD	80
MOORE RD	80
MOTU RIMU RD	80
MYROSS RD	80
ORION RD EAST	80
OTATARA RD	80
OTERAMIKA RD	80
ROCKDALE RD	80
SCOTT ST (EX 92)	80
STEAD ST	80
STEEL RD	80
STIRRAT ST	80

RURAL SEALED ROADS	PROPOSED SPEED LIMIT
80km/h 	km/h
TIWAI RD	80
WEST PLAINS RD	80
WEST PLAINS SCHOOL RD	80
60km/h 	km/h
AIRPORT AVE	60
AYRESDALE RD	60
BAIN ST	60
BAINFIELD RD	60
BAYVIEW RD	60
BEACONSFIELD RD	60
BEACONSFIELD RD EXTENSION	60
BLYTH ST	60
BOXALL ST	60
CHESNEY ST	60
CROWE RD	60
CURRAN RD	60
DUNNS RD	60
FERRY RD	60
FLORA RD WEST	60
KEKENO PL	60
LANGSHAW RD	60
LEONARD RD	60
MCIVOR RD	60



## Issue 4: Sealed and unsealed rural roads

RURAL SEALED ROADS	PROPOSED SPEED LIMIT
60km/h <b>60</b>	km/h
MILLWOOD GLEN	60
MOIR ST	60
MOORE RD	60
ORETI RD WEST	60
OTATARA RD	60
REDMAYNE RD	60
RETREAT RD	60
ROCKDALE RD	60
SANDY POINT DOMAIN RD	60
SANDY POINT RD	60
SCOTT ST (EX 92)	60
STEAD ST	60
TRAMWAY RD	60
50km/h <b>50</b>	km/h
CLAPHAM RD (KEN)	50
DISTRICT RD	50
FINDLAY RD	50
FIRST ST	50
FOURTH ST	50
KENNINGTON RD	50
LOCHEND CLOSE	50
MATUA RD	50
MCLEW RD	50

RURAL SEALED ROADS	PROPOSED SPEED LIMIT
50km/h <b>50</b>	km/h
ORETI RD WEST	50
OTERAMIKA RD	50
POMONA RD WEST	50
RIMU RD	50
ROCKDALE RD	50
SECOND ST	50
STEAD ST	50
THIRD ST	50
20-40km/h <b>20 40</b>	km/h
AIRPORT AVE	40
DUNNS RD	20
RURAL UNSEALED ROADS	PROPOSED SPEED LIMIT
80km/h <b>80</b>	km/h
WEST PLAINS RD	80
60km/h <b>60</b>	km/h
ALL GRAVEL ROADS NOT NAMED	60
20-40km/h <b>20 40</b>	km/h
ORETI RD WEST	40
OKI ST	40
PACIFIC AVE	40
RUSSELL RD	40
PIT RD	40
WHALERS CRES	40
MOKOMOKO ROAD WEST	40
DUNE CRES	20
FOVEAUX ST	20

When will the proposed changes to speed limits within residential areas be made?

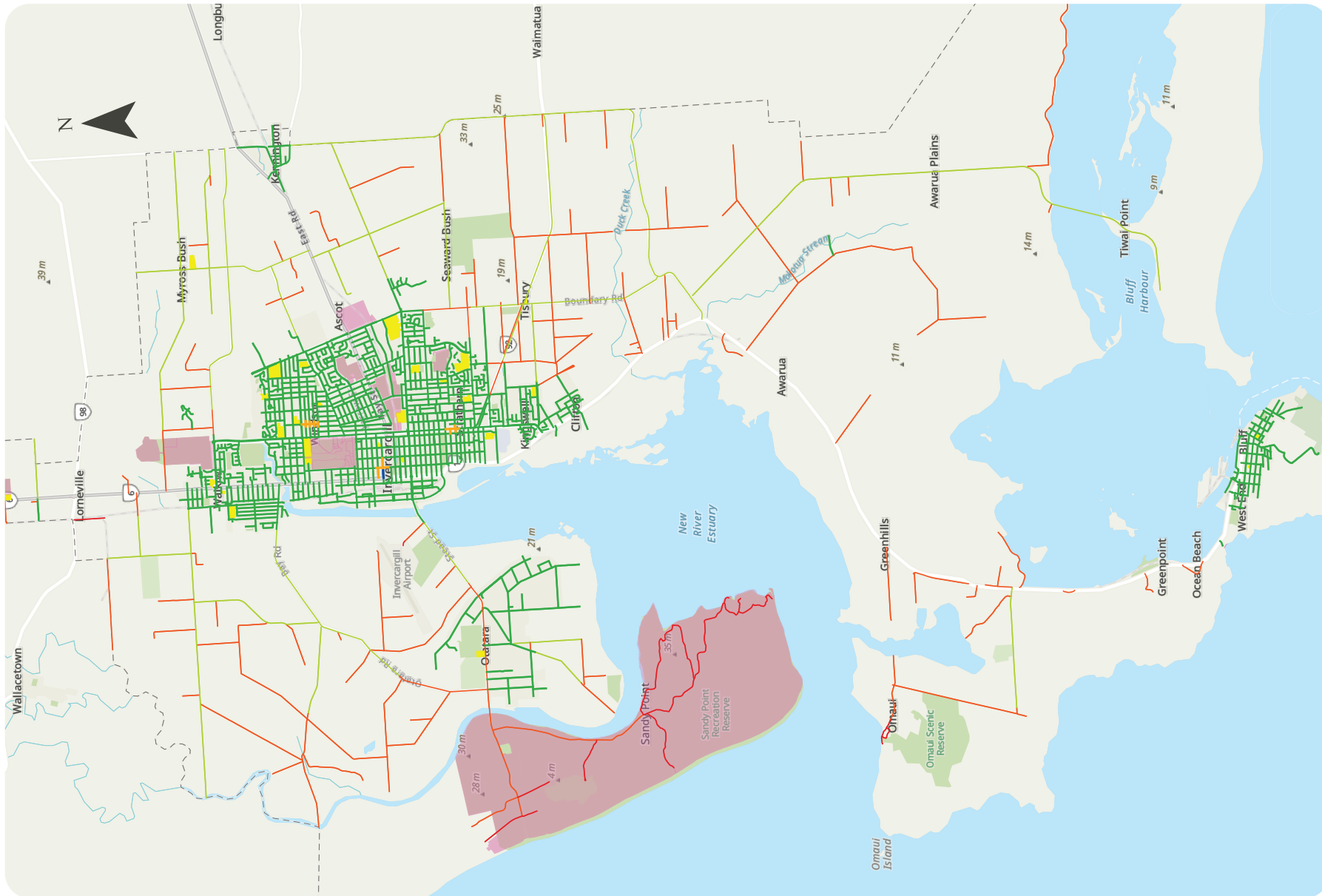
The speed limit changes would be implemented in the latter part of 2023.

Do you support Council's proposal to make changes to speed limits in the specified residential areas?

Share your thoughts with us on page 18.



# Issue 4: Sealed and unsealed rural roads



### Map Legend

- 10 km/h
- 50 km/h
- 20 km/h Speed Limit Zone
- 30 km/h
- 60 km/h
- 80 km/h
- 40 km/h
- Schools

Visit [www.icc.govt.nz/speedreview](http://www.icc.govt.nz/speedreview) to view the map in more detail.

# Roading and Traffic Bylaw

The results of the speed review will be used to make changes to Section 16 and Schedule 3 of the Roothing and Traffic Bylaw which governs Speed.

There are some other parts of the Bylaw that we are also proposing updating.

**+ Section 26 – Vehicle crossing and access to private property.**

In response to requests from the public, more detail is given about average distances between crossings in a supplementary document.

At this time these are: 100m for 100km zone and 80m for an 80km zone.

**+ Section 27 – Vehicles on the beach.**

An amendment has been made to note that in situations where the entrance to Oreti Beach is made unsafe (e.g. by build up of sand) the Council has the right to close the entrance until it can be removed.

**+ Schedule 1 –** A change has been made to include the change to Don St direction of travel, removing its one-way status.

The full document of the Draft Bylaw is available online at [www.icc.govt.nz/speedreview](http://www.icc.govt.nz/speedreview) and on request at the Civic Administration Building, Bluff Service Centre and the Invercargill Public Library.

## What is your submission on the Roothing and Traffic Bylaw?

Share your thoughts with us on page 19.



# Share your thoughts with us on The Speed Review and Roothing and Traffic Bylaw

Submissions are due by 5pm, 7 March 2022

Full name: \_\_\_\_\_

Organisation: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Email: \_\_\_\_\_

I would like to speak on my submission

Please note your submission, including your name and location will be made available in public Council agendas. All other contact details are kept confidential.

Phone: \_\_\_\_\_

I would like to receive email notifications of future Council consultations.



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Scan this QR code to learn more about The Speed Review and Roothing and Traffic Bylaw



# Issue 1: Proposed Speed Limit Principles

Do you support Council’s proposed principle of reducing speeds on urban roads over time to 40km/h?

- Yes - Speeds should be reduced to 40km/h on urban roads
- No - Maintain speed limits for urban roads of 50km/h

Do you support Council’s principle to reduce speed on many rural roads over time to 60km/h?

- Yes - Speeds should be set at 60km/h for most rural roads
- No - Speeds should be set at 80km/h for most rural roads
- No - Speeds should be set at 100km/h for most rural roads

How quickly do you think Council should introduce the new speed limits?

- As soon as possible
- 1-3 years
- 4-5 years
- Longer



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# Issue 2: School zones

Do you support Council’s proposal to reduce speeds outside schools?

- Yes - Implement 30km/h variable speeds and 60km/h variable speeds for school zones as listed
- No - Retain the existing speed limits



What is your submission on speed limits outside school zones?

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### Issue 3: City Centre and suburban shopping streets

Do you support Council's proposals to reduce speed to 30km/h in the City Centre? (10km/h for a section of Esk Street)

- Yes
- No - the speed limit should be reduced to 40km/h
- No - the speed limit should be retained at 50km/h



Do you support Council's proposals to reduce speed to 30km/h in suburban Shopping Streets (Windsor and South City)?

- Yes
- No - the speed limit should be reduced to 40km/h
- No - the speed limit should be retained at 50km/h

What is your submission on speed limits in the CBD and suburban shopping areas?

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# Issue 4: Unsealed and sealed rural roads

Do you support Council's proposal to make changes to speed limits on the listed narrow and gravel unsealed and sealed rural roads?

- Yes
- No - Retain the speed limits as they are.

What is your submission on speed limits for unsealed and sealed rural roads?

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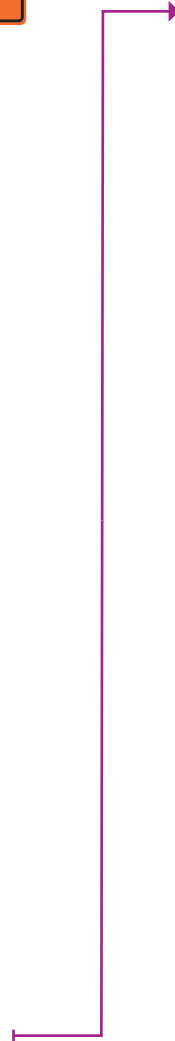
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# Roading and Traffic Bylaw

What is your submission on the Roothing and Traffic Bylaw?

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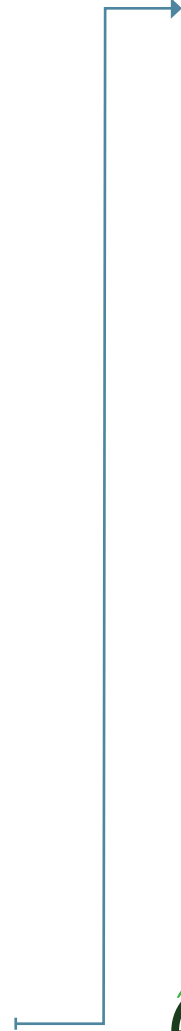
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# Share your thoughts with us on The Speed Review.

It's important you have your say  
through your submission.



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**FREEPOST - ICC**  
**The Speed Review**  
**Submission**

Invercargill City Council  
Private Bag 90104  
INVERCARGILL 9810

