

ROADING AND TRAFFIC BYLAW - 2025 SPEED REVIEW AND SHARED SPACES

To: Council

Meeting Date: Monday 30 June 2025

From: Rhiannon Suter, Manager – Strategy, Policy and Engagement
Doug Rodgers, Manager – Strategic Asset Planning

Approved: Erin Moogan - Group Manager - Infrastructure Services

Approved Date: Wednesday 25 June 2025

Open Agenda: Yes

Purpose and Summary

This report provides Council with the final items for consultation for the speed review which following deliberation will be effected through the Roading and Traffic Bylaw. In addition it provides the committee with the opportunity to resolve shared zones for portions of Esk Street, reflecting recent and soon to be completed development.

Recommendations

That the Council:

1. Receives the report "2025 Speed Review".
2. Agrees to consult on the proposal to amend the speed limits within Schedule 3 of the Roading and Traffic Bylaw for the following roads:
 - a. Curran Road (Dunns Road to Otatara Road) – From 60km/h to 80 km/h.
 - b. McQuarrie Street (Chesney Street to Rockdale Road)- From 80 km/h to 60 km/h.
 - c. Retreat Road (McIvor Road to Bainfield Road), and Bainfield Road (Queens Drive to new Inverurie Drive intersection)- From 60 km/h to 50 km/h.
3. Under Section 32 of the Roading and Traffic Bylaw 2022 **Agree/Disagree** the following Shared Zones and for clarification add these to the Bylaw as a new Schedule - Schedule 6:
 - a. Esk Street between Dee Street and Kelvin Street, with right of way for pedestrians over vehicles and noting that Council parking spaces identified through the mechanism of the Parking Control Bylaw are excluded.

- b. Esk Street West between Leven Street and Dee Street, with buses the only vehicles permitted to utilise Esk Street West, with right of way for pedestrians over buses and noting that Council parking spaces identified through the mechanism of the Parking Control Bylaw are excluded.
4. Agree to consult on inclusion for completeness of the Shared Zones as a new Schedule within the Roding and Traffic Bylaw 2022 – Schedule 6.

Background

Council has responsibility for setting speed limits for local roads through the Roding and Traffic Bylaw. The last update was done in 2022 when significant changes were made to speed limits within the region focusing on rural local roads, including sealed and unsealed roads, new speed limits within the city centre and shopping districts and temporary speed limits outside schools during drop-off and pick-up. Some minor changes are now required in response to community feedback.

In addition, the Roding and Traffic Bylaw allows for provision of shared spaces. The inclusion of areas of Esk Street following recent and soon to be completed development is now recommended.

Issues

Speed Review

Speed limits are set in line with the Council speed principles adopted at the time of the last speed review. These identify appropriate speed limits to achieve safety, efficiency and shared space outcomes based on roading criteria including residential status, engineering factors relating to road layout and the connector role played by roads.

The changes consulted on in 2022 have been largely successful however community feedback is suggesting a small number of changes need to be made to better reflect the status of the roads in alignment to the Council's speed principles.

The committee received information on the proposed changes to road speed limits during the May meeting. Since that time further engineering reports have been received and changes are no longer being recommended for Otatara Road.

There are three remaining roads where changes are proposed:

- Curran Road (Dunns Road to Otatara Road) – From 60km/h to 80 km/h

There has been feedback that we didn't get it right on this local rural road when the speeds were reduced from 100 km/h in 2022 and that an increase would bring these back into alignment with similar rural local roads in line with Council's speed limit principles

- McQuarrie Street (Chesney Street to Rockdale Road)- From 80 km/h to 60 km/h

There has been community concern around safety on this road. This proposed change would align with Council's speed limit principles which identifies 60 km/h as an appropriate speed for rural local roads where there are high community safety concerns.

- Retreat Road (McIvor Road to Bainfield Road), and Bainfield Road (Queens Drive to new Inverurie Drive intersection)- From 60 km/h to 50 km/h

The increasing number of properties and related traffic at the Inverurie subdivision mean that a change in speed limit is appropriate.

Shared Zones

Section 32 of the Roading and Traffic Bylaw 2022 allows for Council to resolve to introduce shared zones, which place restrictions on how vehicles may use a road space. Within these areas vehicles may not stop or be parked except in specifically excluded areas. The types of vehicles, the hours of access, ways vehicles and people will interact and other restrictions may be specified.

Esk St between Dee St and Kelvin St has been operating as a shared zone and it is recommended to codify this under the bylaw in order to improve enforcement mechanisms.

In addition, work is coming to completion on the Wachner Place redesign (Esk St West between Leven St and Dee St). Specification of a shared zone is necessary in order to control access for buses only and to support pedestrian safety in the area.

Under the Bylaw Council may form Shared Zone via resolution and no consultation on this is required.

For completeness to ensure people are aware of these shared zones it is recommended to include these as a new Schedule 6. Consultation on changes to the bylaw are required and this would be consulted on alongside the speed review. The consultation would note the inclusion and ask if people had any feedback.

Next Steps

Consultation will take place between 1 July and 11 August 2025. Hearings, if required, would take place on 19 August at an extraordinary Infrastructure and Projects meeting, with the changes adopted on 26 August, with the new bylaw coming into force the following month.

Attachments

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. • Urban residential: 30 km/h where the normal speed limit is 50 km/h • Rural road: 60 km/h where the normal limit is 80 – 100 km/h
	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. • May require appropriate pedestrian and cyclist facilities (crossings, cycle lanes).
	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).

Invercargill City Council Speed limit principles