

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee

FROM: Steve Elkington, Asset Engineer Roads

REFERENCE: B953

DATE: 30 May 2008

SUBJECT: **MCSHANE ROAD APPLEBY - SPEED LIMIT REVIEW**

1 PURPOSE

To recommend the proposed speed limit change on McShane Road to 80kph between Lower Queen Street and Appleby Highway SH60.

2 BACKGROUND

Back in October 2006, a report was presented to the committee recommending the speed limit on McShane Road be lowered to 70kph. This speed limit was reviewed as part of a district-wide speed limit review. The speed limit of 70kph was recommended based on a proposed 70kph speed limit on Lower Queen Street extending past the intersection with McShane Road. Also, it was recognised there are a number of tourist and commercial ventures on this road that generate reasonable amounts of turning traffic.

From the submissions received, a number of organisations supported the proposal while both the NZ Police and Land Transport NZ were opposed to the lowering of the speed limit. The opposition was based mainly on the warrant only meeting that for a speed limit of 80kph.

The recommendation to the Council at the time was:

Recommendation: To put on hold this proposal until Transit NZ confirms its programme for putting in place an 80kph speed limit on Appleby Highway SH60.

3 COMMENT

A recent Speed Limit Warrant was undertaken in line with *Speed Limits NZ*, which is a requirement of the Land Transport Rule – “Setting of Speed Limits 2003”. The average rating calculated for McShane Road was **4**. This rating is the same as that calculated for the last Warrant undertaken back in September 2006.

This rating is calculated by surveying the length of road under consideration and assessing the two main categories which are Development Rating and Roadway Rating. The Development Rating takes into account both the amount and type of development along the road as well as that on side roads up to 500metres. The Roadway Rating on the other hand, takes into account on-road activities such as pedestrians, cyclists, parking,

geometry, traffic control and land use. Whilst the Roadway Rating can often exceed the Development Rating, it is the latter that dominates the rating and which the former can not exceed in value.

The rating for a 70kph speed limit must be equal or greater than 6 and less than 11. For an 80kph speed limit the rating must be equal or greater than 3 or less than 6.

A speed survey undertaken for McShane Road in late February 2008 shows the 85th Percentile to be 94kph. This is slightly higher than that of 90kph in the October 2006 survey. The Annual Average Daily Traffic in March 2008 was approximately 970 vehicles per day and similar to that of October 2006.

Crash History – There is only one reported crash (attended by the Police) on this road in 2004, caused when a vehicle leaving an access failed to give way.

Local Comment received from consultation over Richmond West Development

The following comment was received from Lars Jensen of 108 McShane Road:

Hi Peter

I'm writing regarding the speed limit review of McShane Road that you mentioned was going to be reviewed again. As its unlikely I will be able to attend the meeting I would like to take up your offer of sending in this letter.

I would like a lower the speed limit of McShane Road to 70-80kph for the following reasons:

1. To logically link with the slower speed zone between Queen St and SH60.
2. The higher speed limit at McShane road has made this a drag strip for drivers seeking a fast short cut.
3. Intersections at both ends of McShane road are dangerous and need to be approached at low speed. This change would make this transition easier.
4. McShane road design would never be approved today. It is narrow and quite dangerous particularly where there are ditches. Trucks struggle to pass and there is no margin for error. There is certainly no margin for error when pulling out and a logging truck roars past. I've watched a milk tanker fish tail for 2/3rds of the distance along the road.
5. It is a short stretch of road which barely warrants reaching 100kph. However boy racers and others seeking a short cut regularly exceed this.
6. Changing the speed to 70-80kph will reinforce the speed many drivers currently drive this road at. Some will continue to speed but this applies to any road.
7. Traffic is rapidly increasing on this road. The number of businesses on this road means there is a lot of traffic pulling in and out creating hazards. There are a lot of tourists and sightseers who travel this piece of road.

8. Farm, orchard, market garden and vineyard machinery including tractors and forklifts regularly travel this road.

Reducing the speed will make it safer for all concerned. I urge this change to be made as soon as possible

I look forward to your reply.

Regards
Lars Jensen

4 RECOMMENDATION

THAT the Engineering Services Committee support the lowering of the McShane Road Speed Limit to 80kph, subject to these changes going to public consultation prior to Council's Speed Limit Bylaw being amended.

Steve Elkington
Asset Engineer Roads