

Subject: PROPOSAL TO AMEND SPEED LIMIT OLD TE KUITI ROAD

To: Mayor and Councillors Otorohanga District Council

From: Group Manager Engineering

Date: 17 September 2019

Relevant Community Outcomes

- The Otorohanga District is a safe place to live
 - Ensure services and facilities meet the needs of the Community
 - Foster an involved and engaged Community
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Executive Summary

The purpose of this report is to propose an amendment of Council's Traffic Bylaw to improve the safety of residents exiting and entering driveways on a section of Old Te Kuiti Road that has very limited sight distance.

Staff Recommendation

It is recommended that:

1. The proposed bylaw amendment of the Otorohanga District Traffic Bylaw 2005 to extend the 70km per hour speed limit by another 815m south along old Te Kuiti Road is supported.
2. The Special Consultative Procedure as per Section 83 of the Local Government Act 2002 be commenced in respect of the proposed amendment of the Otorohanga District Traffic Bylaw 2005 in accordance with the content of this report.

Background

An ongoing safety concern has recently been raised with respect to the sight distance for driveways for the properties 107, 115, 110 and 114 Old Te Kuiti Road. The driveways are situated in the brow of a hill and the road is also on a curve, and in some cases sight distances are as little as 40m. The current minimum sight distance of 170m in a 100km per hour speed zone is defined in the District Plan, furthermore a spacing between entrances of 200m is also required.

The images below shows the location of the driveways in question and the blue line on the plan photograph is approximately 75m in length.

These driveways were created a long time ago and would clearly not be allowed under the current District Plan.



Indication of the sight distance looking south from 107 Old Te Kuiti Road.



Indication of the sight distance looking north from 115 Old Te Kuiti Road.



Proposed change of speed limit

It is proposed to extend the 70km per hour speed limit by another 815m to the new position shown below.



By extending the speed limit to the new location it means that traffic travelling past the driveways is moving 30km more slowly and hence the potential for a serious accident is reduced.

District Plan sight distances are defined as 86m, a reduction of 84m and the distance between driveways reduced to 100m from 200m. The most telling statistics are that the reaction time to applying brakes and stopping distance once they are applied on a dry road means a vehicle doing 100km/hr travels approximately 98m before stopping where as one travelling at 70km per hour takes only 56m. On a wet road these increase to 122 and 69m respectively. At impact speeds below 30km per hour the risk of driver fatality is very low, in the region of 2% whereas at 60km per hour this increases to around 20% and then to 60% at 80km per hour.

These statistics clearly support a reduction in the speed limit on this stretch of road.

Proposed Approach – Bylaw Amendment

It is proposed that an amendment is made to the Traffic Bylaw that extends the length of Old Te Kuiti Road with a speed limit of 70km by 815m further south.

Assuming agreement to the amendment is given, the next stage would be preparation of a draft amended Traffic Bylaw and undertaking community consultation on the amendment through the Special Consultative Procedure of the Local Government Act.

A possible schedule for process towards the bylaw amendment following the Council meeting of 17 September 2019 is as follows:

- Advertising of Summary of Information – 19 September
- Otorohanga Community Board meetings on 2 October 2019 - Proposed amended Bylaw discussed with OCB, who could then make submissions.
- 25 October 2019 – Submissions close
- November 2019 Council meeting (date to be confirmed) – Council hears submissions and, subject to submissions received, confirms the amendment to the Traffic Bylaw.

Staff acknowledge the local body elections are on 12 October and this may delay the timing of the final decision.

Financial Considerations

The cost of moving the two existing 70km / 100km and the two 70km ahead signs is estimated at \$200.

Options Analysis

1. Support the proposed amendment to the speed limit and Traffic Bylaw

Advantages

- Safety of residents and visitors entering and exiting the driveway along this stretch of road is improved.
- The chances of a serious accident occurring are significantly reduced.
- The cost of moving existing signs is minimal.

Disadvantages

- A very small increase in travelling time for vehicles using the road.

2. Do not support the proposed amendment to the speed limit and Traffic Bylaw

Advantages

- No decrease in travel time for the road users.

Disadvantages

- The risk of a serious accident is not reduced
- The concerns of local residents are ignored.

Preferred Option

The preferred option is Option 1 which will reduce the risk of a serious accident occurring and acknowledge the concerns of local residents.

R H Brady
GROUP MANAGER ENGINEERING