

14. **STATE HIGHWAY 1 MAIN SOUTH ROAD FROM PARKER/SEYMOUR STREET INTERSECTION TO MARSHS/BARTER ROAD INTERSECTION – PROPOSED SPEED ZONE OF 70 KM/H**



General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Malcolm Taylor, DDI 941-8604

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's support for Transit NZ's proposal to change the speed limit on State Highway 1, Main South Road in the area between Parker/Seymour Street intersection and Marshs/Barter Road intersection from 80 to 70 km/h (see plan attached). This report was also presented to the Riccarton/Wigram Community Board's meeting on 13 December 2005, for information. Any comments from that meeting will be presented at this meeting.

EXECUTIVE SUMMARY

2. Transit NZ has requested that the Christchurch City Council support its proposal to change the speed limit on State Highway 1, from 80 to 70 km/h. This proposed change will have an effect on the existing speed limit on one adjoining city road. The south-western end of Foremans Road has an existing speed limit of 80 km/h. The speed limit on Foremans Road has recently been reviewed and a report will be presented to the Riccarton/Wigram Community Board and the Council to consider a speed limit change using the Land Transport Rule Setting Speed Limits 2003 and the Christchurch City Speed Limit Bylaw 2005, in the next round of speed limit changes. This is likely to be early in 2006.

FINANCIAL AND LEGAL CONSIDERATIONS

Costs

3. Financial costs will be met by Transit NZ for the proposed Speed Zone installation work.

Legal Considerations

4. The Land Transport NZ draft document, "The New Zealand Speed Zoning policy, version 0.4.0 February 2005" and the Land Transport Rule Setting of Speed Limits 2003.

STAFF RECOMMENDATION

That the Council support Transit NZ's proposal to change the speed limit from 80 to 70 km/h on State Highway 1, Main South Road in the area between Parker/Seymour Street intersection and Marshs/Barter Road intersection.

BACKGROUND ON STATE HIGHWAY 1 MAIN SOUTH ROAD FROM PARKER/SEYMOUR STREET INTERSECTION TO MARSHS/BARTER ROAD INTERSECTION – PROPOSED SPEED ZONE OF 70 KM/H

5. The following is the request received from Transit NZ.

“Transit NZ propose to consider the installation of a 70 kph speed zone on State Highway 1 Main South Road from Parker/Seymour Street intersection to Marshs/Barter Road intersection as part of Network Safety Coordination project. A safe and appropriate operating speed limit based on road environment is to reduce the number of road fatalities. In addition, speed zoning will improve the economic efficiency by reducing costs associated with accidents and fuel.

The section of SH1 from Parker/Seymour Street intersection to Marshs/Barter Road intersection (RS 1S RP 347/0.887 – RP 347/2.760) has been assessed based on Land Transport NZ’s draft document “The New Zealand Speed Zoning Policy, Version 0.4.0, February 2005”.

This is an 1873 metre flat 2-lane road with a posted speed limit of 80 kph. The adjoining speed limits are 50 kph to the North (Hornby) and 70 kph to the South (Templeton).

There were 52 crashes including 1 fatal 5 serious and 15 minor injury crashes in the last 5 years. The crash rate from CAS did not show the speed related problem in this section directly. However the highway patrol police, RTA and the safety coordinators from CCC and ECan indicated there was a number of speed-related problems on this area and strongly recommended the reduction of a speed limit during the Network Safety Coordination workshop held on 12 July 2005.

The speed survey showed that the upper and lower 85th percentile speeds were 78 Kph and 68 Kph respectively and the average speed was 72.3 kph. This supports a speed limit of 70 Kph based on Figure 3 of the New Zealand Speed Zoning Policy and Table SLNZ3 of Setting of Speed Limits 2003.

From the rating survey using the Land Transport NZ analysis method, the average speed zone rating (SZR) is calculated to 31, which indicates a speed limit of 80 kph. There are several reasons for the low rating score on this length. This section is designated limited Access Road (LAR) highway, so there is minimal frontage development giving lower rating score. A change in speed is relatively small over a short section of the road considering the lower possibility of the driver losing control. However, the traffic volume including the vulnerable users is significantly high (over 24,000 of adjusted AADT) on this section implying the high potential crash, but the maximum volume rating is limited to 3 when the AADT is higher than 10,000.

As it mentioned earlier, it has identified perceptive speed-related safety problems on this section. The 42% of crashes were caused by vehicles following too close to vehicles resulting a number of rear end crashes when approaching to the Parker St/Seymour St intersection from Templeton. Once Halswell Junction Rd intersection is upgraded with traffic signals, it would have a high potential rear end crash with the current operation speed. Therefore, changing the speed limit from 80 Kph to 70 Kph will reduce the stopping distance for drivers thereby reducing the potential rear crash through this section.

Repeater sign would be placed throughout the length of the speed zoning according to the Speed Zoning Policy to remind motorists of the prevailing speed limit”.