

## **Moutere Hills Residents Association Submission to the Tasman District Council**

### **Review of Consolidated Bylaw Chapter 4 - Speed Limits Bylaw 2004 Old Coach Road - Speed Limit Reduction**

#### **About the MHRA**

The Moutere Hills Residents Association (MHRA) is an incorporated society that represents members from throughout the wider Moutere Hills area.

The MHRA aims to promote interest in the social, environmental, economic and cultural life in the Moutere Hills area; to determine the consensual opinion of residents and ratepayers on the development of the Moutere Hills area; and to act as a channel of communication between the Tasman District Council and any other statutory bodies and the residents of the Moutere Hills area on matters relevant to the community.

#### **Objectives of this Submission**

We are requesting a general speed limit reduction on Old Coach Road from 100 kph to 70 kph, with a 50 kph School Zone.

#### **Physical Characteristics**

The road in question is bounded at its southern end by the Moutere Highway and at its northern end by Gardner Valley Road.

This 5 km length of road contains 10 sharp bends and numerous curves of greater than 20 degrees.

The area is hilly and there are numerous peaks and troughs along the entire 5 km length. As a result of these lateral and vertical displacements of the carriageway, clear visibility in excess of 150 metres is rare with visibility of less than 100 metres common.

#### **Access**

Access to Old Coach Road from Carlyon Road is from below, from School Road is from below and from both George Harvey Road and Dominion Road is from below, giving restricted visibility to those drivers wishing to access.

There are fourteen private residential property access points to the road most with restricted visibility due to the road characteristics and topography noted above or trees or other vegetation. The road is generally narrow, having a carriageway width of less than 6 metres with no footpath or cycle lane.

### **School Use**

Mahana School is located on School Road approximately 150 metres to the west of Old Coach Road.

Thus in the morning and afternoon during school time there is significant traffic. Furthermore, a proportion of the children attending the school arrive on foot having walked along or having had to cross Old Coach Road, which has little or no pedestrian traffic space.

Another proportion of school children (currently about 10% of enrolled children) arrives by bicycle. These can be considered the most vulnerable on Old Coach Road, as it is a narrow road with blind corners and often no verge - nowhere to go when a car comes.

Mahana school principal Justin Neal notes there are areas of side camber encouraging the rider to "slip down the slope" to the centre. Additionally, he expects that with upcoming changes to the school bus system there are likely be more children walking and riding to school.

### **Other Use**

Woollaston Winery opposite the School generates traffic both in School Road and exiting into Old Coach Road. The Woollaston Winery has recently been permitted an increase in the number of events it is allowed to hold.

In recent years Old Coach Road has become a recreational location in its own right with numerous athletic and cycling events taking place many of them centred on or near the Woollaston Winery. These events involve significant traffic movement and in number of cases a high level of on road parking for which there is very little carriageway space.

Winery and other Tourist Buses make regular use Old Coach Road often stopping to admire the view.

Old Coach Road has also of recent years become the route of choice of Veteran Car, cycle and motorcycle rallies, to say nothing of walking groups and individual athletes all contributing to the likelihood of injury or worse.

### **Previous Study**

In further support of the above submission we would like to refer the Council to a report on Old Coach Road prepared for the Council by MWH dated 15 December 2004 in connection with the then proposed Bronte Road Subdivision, Attachment 5 Roading Assessment.

In particular we would like to quote the following sections:

#### **ROAD CHARACTERISTICS**

8.2 This 3 km section (Moutere Highway to Dominion Road) is two-laned and has a total seal width from 5.8 m to 6.0 m. Shoulder widths vary considerably from no shoulder at all to wide sections of grass shoulder into wide berm areas. The poorer alignment sections tend to match the lack of shoulder and lower the safe operating speed. There is no additional widening on the curves.

#### **OLD COACH ROAD OPERATING SPEEDS**

This section of road has been driven a number of times and it is considered the safe operating speed, or speed environment for the 3 km section of road is generally 55-60 kph. There are elements considerably less than 45 kph and a short section of 65-70 kph.

9.1 The safe operating speed for heavy vehicles would however not be higher than 50kph with speeds as low as 25-30 kph (in some sections).

#### SAFETY ASPECTS

11.2 For Old Coach Road the Collector status and like traffic volumes will require a 70 kph operating speed to be adopted. A full survey of the road will be required but inspections and assessments to date indicate.

- Poor visibility at horizontal and vertical curves and at intersections
- Narrow seal at intersections
- No shoulders and steep cut and fill batters
- No widening of the seal at curves to allow for deviation of the vehicles from the centreline

#### 12.3 Intersections - Carlyon Road, School Road

These roads are minor but the gradient on the School Road approach has likely contributed to the turning crashes that have occurred.

#### Conclusion

We hope that the above serves to demonstrate that the current allowable speed of 100 kph on the narrow, winding, and vertically varying Old Coach Road can be considered unsafe.

There have already been several accidents and a number of near misses, and not addressing the problem now can be seen as inviting disaster.

With regards to School Road and the adjacent area of Old Coach Road, it would seem obvious that a maximum speed limit of 50 kph should apply in the vicinity of any school, if not indeed 30 kph.

We clearly hope that the suggested speed limit reductions will result in increased safety for all road users – motorised, cyclists, and pedestrians - on the road in question.

In addition to local residents concerned, Mahana School has expressly stated their support for this submission.