

Survey of Coast Road overtaking between Barrytown Flats and Greymouth

Summary

A survey was undertaken in a vehicle between approx. 6.5 kms south of the proposed mine site] and Greymouth to determine in how much of the journey a vehicle may overtake. Distances of solid double yellow and solid single yellow lines were recorded using the vehicle odometer, resulting in accuracy to the nearest 0.1 km.

On a southbound trip, a vehicle may not overtake on a total of 10.6 km of the road (38 % of the total). On the return trip northbound, a vehicle may not overtake on 7.1 km of road (26 % of the total). This means that on a round trip, a vehicle may not overtake on 18 km of the 56 km journey, which is approximately one third of the distance travelled.

Objective

The objective of the survey was to determine how much overtaking is allowed on a southbound and northbound trip in relation to the total journey distance. No overtaking was defined as stretches of road where there was a double yellow line, or a single yellow (on the side of the direction of travel).

Method

The distances of single yellow and double yellow lines were measured from a vehicle from Barrytown Flats (5 kms south of mine site) to Greymouth (Cobden Bridge) return. The odometer was reset at the start of the journey. The passenger recorded the data, stating when an odometer reading was needed from the driver. Other notes were made on number of bridges and slow vehicle overtaking bays. Distance accuracy was to the nearest 0.1 km. On Friday 17/11/23, the southbound journey was started at approximately 09:30 and northbound journey at approximately 16:00. The survey date and journey start times are unimportant and do not influence the results.

Results

On a southbound trip from Barrytown Flats to Greymouth, a vehicle may not overtake on 10.6 km of the road, which is 38% of the total southbound distance (

Table 1). On the return trip northbound, a vehicle may not overtake on 7.1 km of the road (26 % of the northbound distance).

Overtaking is not allowed on 32 % of the return journey from Barrytown Flats to Greymouth. On a southbound trip, a vehicle encounters 3.2 km of double yellow lines and 7.4 km of single yellow lines. On a northbound trip a vehicle encounters the same 3.2 km of double yellow lines, and 3.9 km of single yellow lines. Nine bridges and one slow vehicle bay were recorded each way.

Table 1. Distances of double yellow and single yellow lines on a return trip from Barrytown Flats to Greymouth.

		Distance (km)	% of total
Double yellow (no overtaking)	Southbound	3.2	12
	Northbound	3.2	12
Single yellow (no overtaking)	Southbound	7.4	26
	Northbound	3.9	14
Southbound	No overtaking	10.6	38
	Overtaking	17.3	62
Northbound	No overtaking	7.1	26
	Overtaking	20.7	74
Round trip	No overtaking	17.7	32
	Overtaking	38.0	68
		55.6	

**Surveys of Coast Road overtaking
between proposed mine site and 2706 SH6, and
proposed mine site and Westport**

Summary

To be completed

Objectives

1. To complete the data for the potential southern route by calculating the solid yellow lines between the proposed mine site and 2706 SH6 from where the initial survey was done.
2. To complete the data for the potential northern trucking route from the proposed mine site to the Buller River bridge.

Method

The method used was very similar to that used for 2706 to Greymouth, except that

- the driver called the start and end of each yellow line, and
- double yellow lines were not recorded, and
- the odometer was not set to zero at the start, but odometer readings were taken at the beginning and end of the route