TERNZ
TRANSPORT RESEARCH

A successful self-explaining roads project in New Zealand; *but what is next?*

Hamish Mackie

This presentation...

1. Quick re-cap: What are Self Explaining Roads? What arn't they?
2. Pt England project results (including new stuff)
3. What's next?

What are self explaining roads?

The look and feel of a road matches its intended function

Are '**user friendly**'

Involve a well planned set of road categories

Are planned from "the big picture" downwards

Have significant community ***involvment***

Self explaining roads are NOT

Localised speed calming in response to complaints

Pt England, Auckland City.
Construction courtesy of
Auckland City Council

Pre-treatment

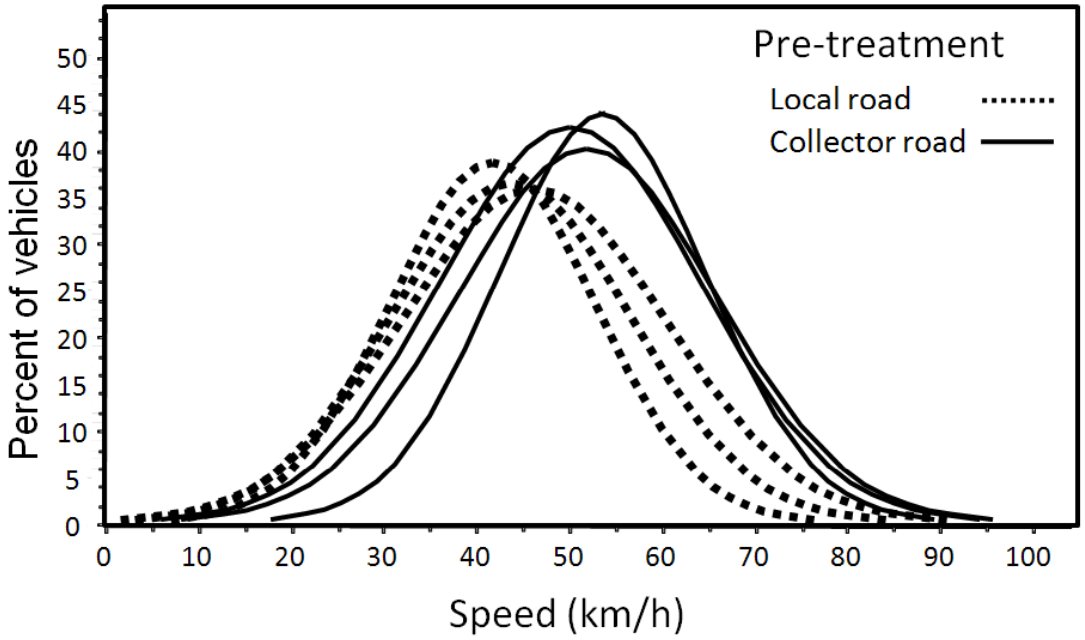
Local roads

Collector roads

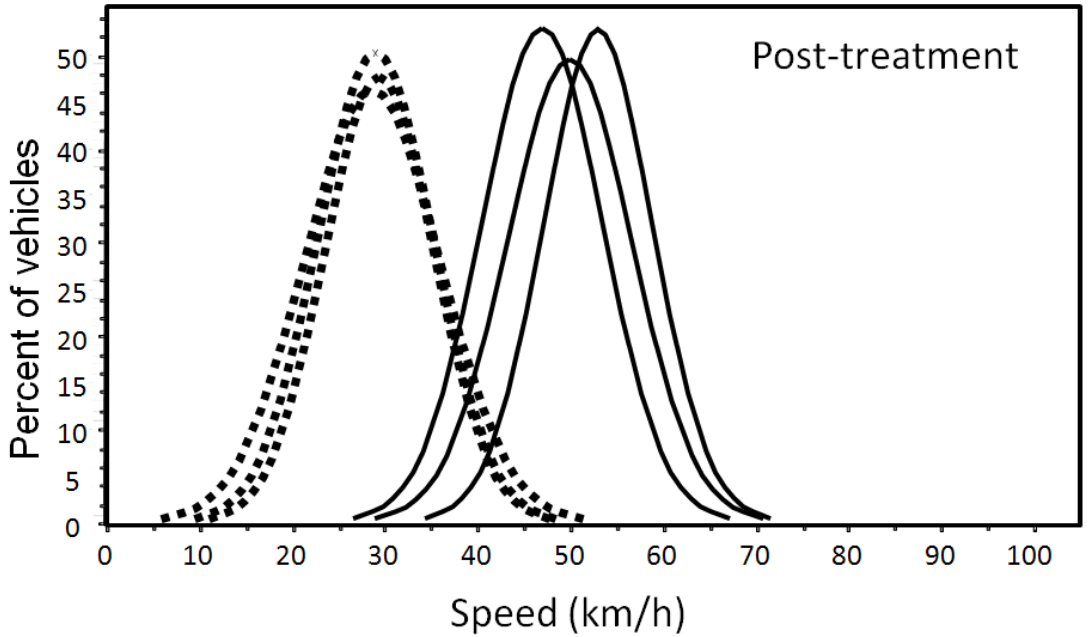
Post-treatment

Local roads

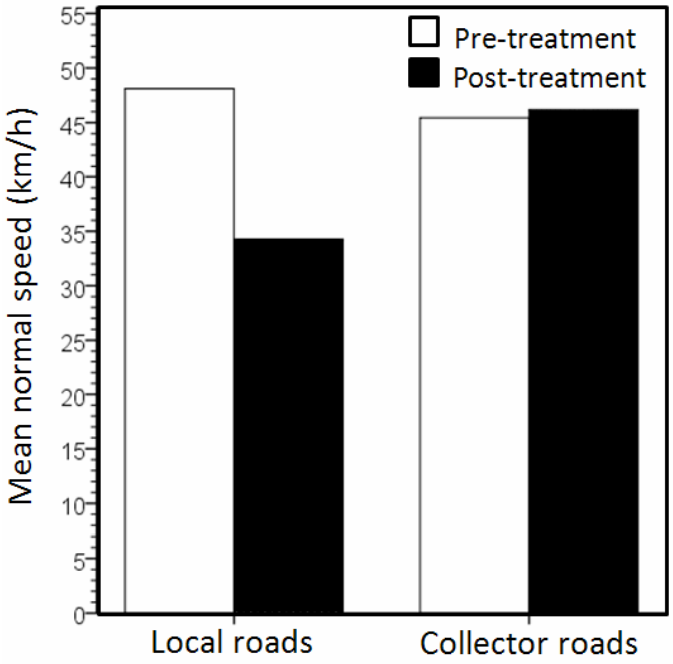
Collector roads

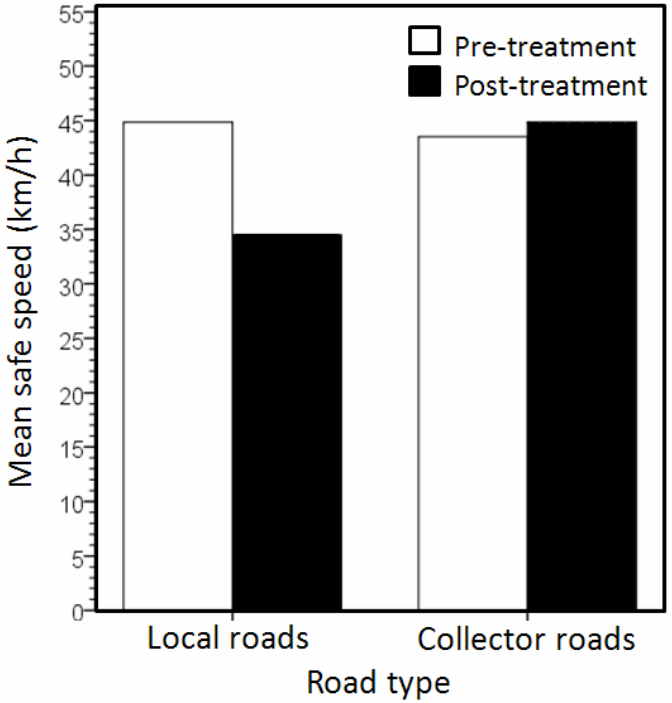


Homogenous speeds with large variation



Distinctly different speeds with much less variation





Resident perceptions of normal and safe speeds: Different expectations for different types of road following construction

G Model
AAP 2173 1–10

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Using endemic road features to create self-explaining roads and reduce vehicle speeds

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ABSTRACT

This paper describes a project undertaken to establish a self-explaining roads (SER) design programme on existing streets in an urban area. The methodology focussed on developing a process to identify functional road categories and designs based on endemic road characteristics taken from functional exemplars in the study area. The study area was divided into two sections, one to receive SER treatments designed to maximise visual differences between road categories, and a matched control area to remain untreated for purposes of comparison. The SER design for local roads included increased landscaping and community islands to limit forward visibility, and removal of road markings to create a visually distinct road environment. In comparison, roads categorised as collectors received increased delineation, addition of cycle lanes, and improved amenity for pedestrians. Speed data collected 3 months after implementation showed a significant reduction in vehicle speeds on local roads and increased homogeneity of speeds on both local and collector roads. The objective speed data, combined with residents' speed choice ratings, indicated that the project was successful in creating two discriminably different road categories.

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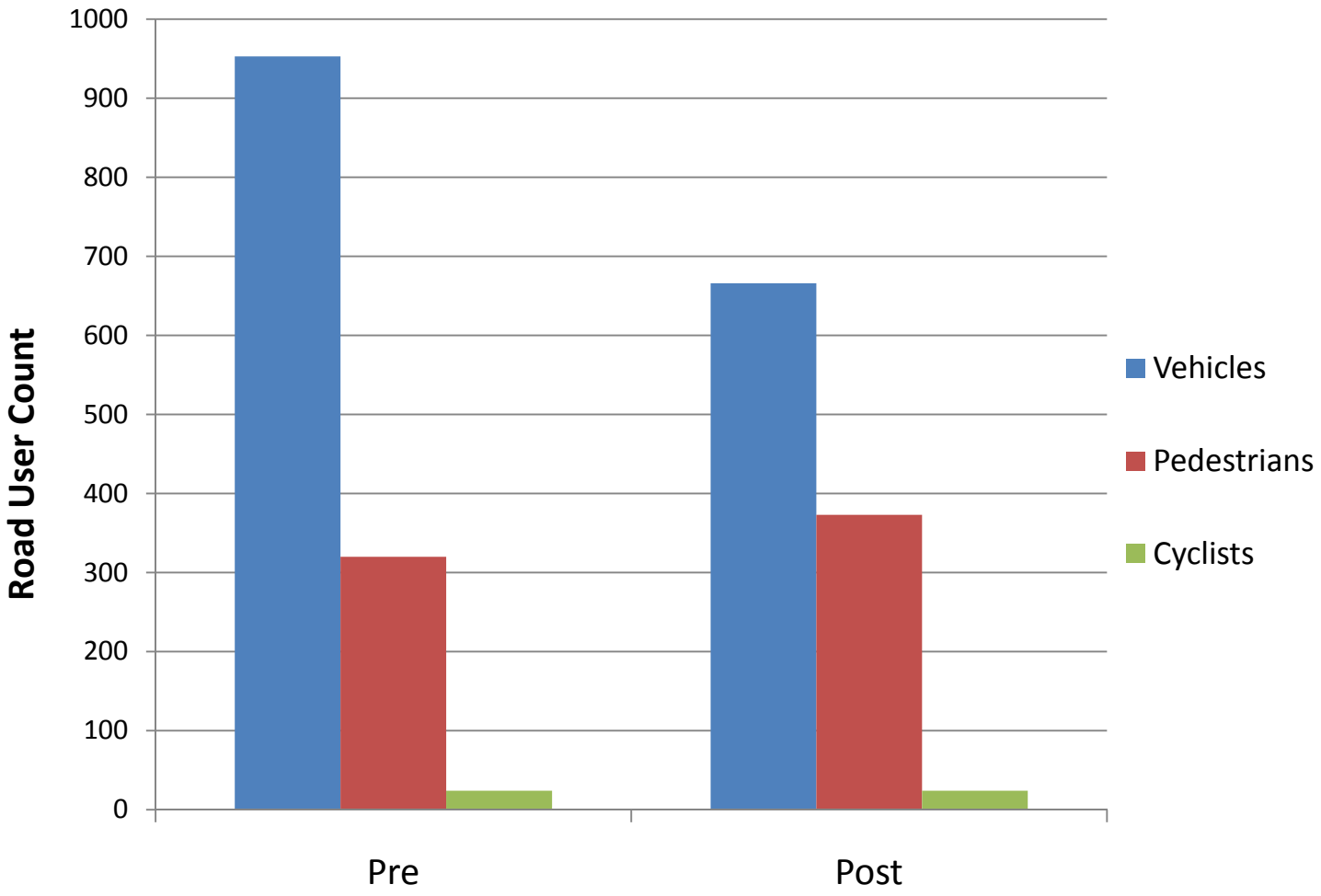
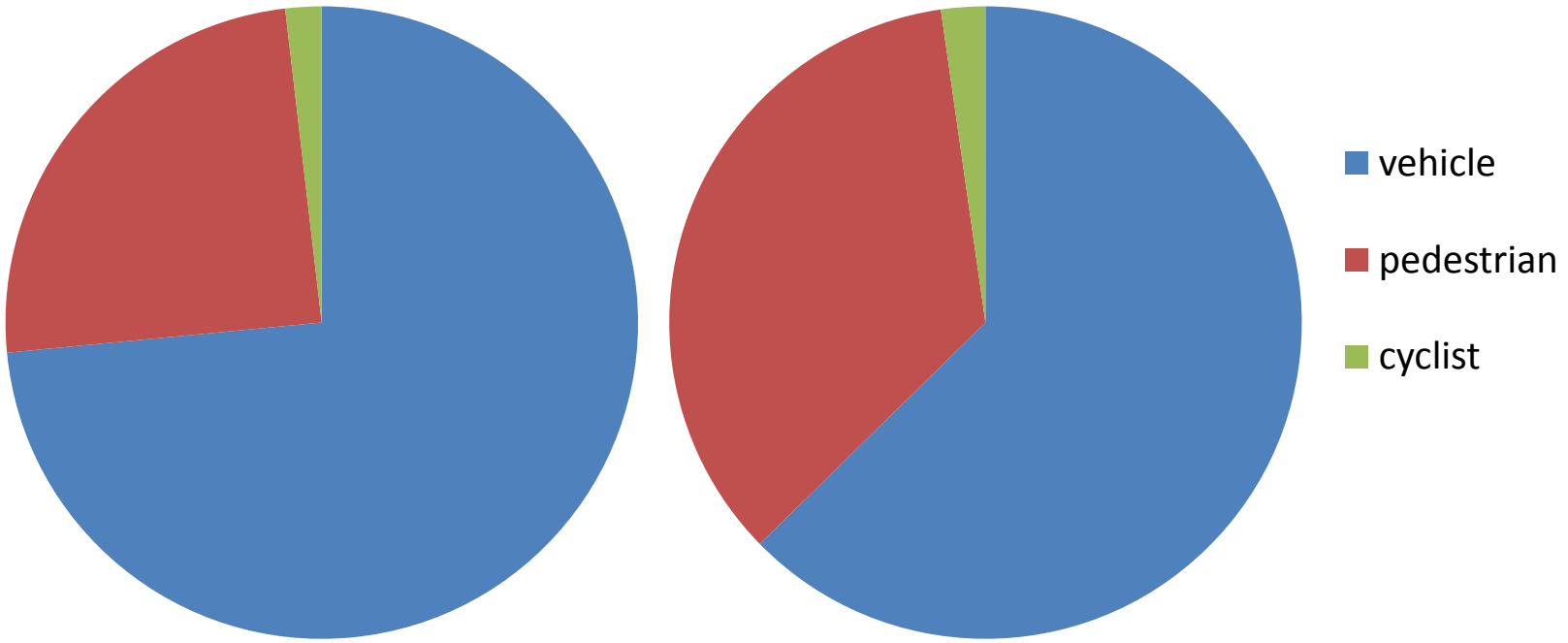
PROOF

What’s next for the Point England project?



Road user counts at four local street locations over four non-consecutive days.



Pre-construction

Post-construction

09 September 2009
03:25:14 PM

09 September 2009
03:25:14 PM

Timeline: Anderson-Waddell (3 of 3)-New

0:11:58.33 / 1:30:24.94

Timeline: Anderson-Waddell (2 of 3)-New

1:15:07.07 / 1:31:03.30

Future Self Explaining Roads areas of focus?

ALS
ROASTS
OPEN

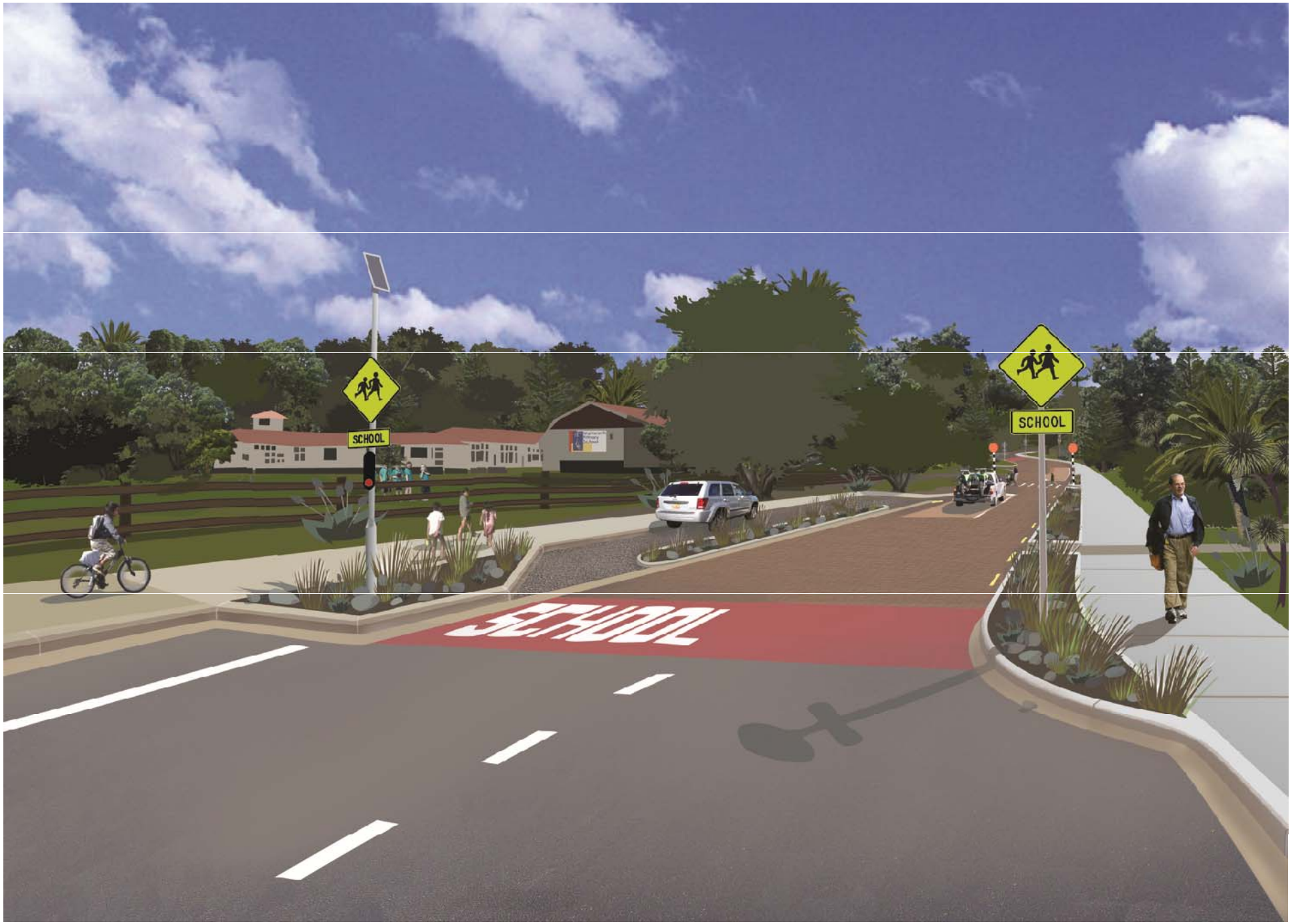
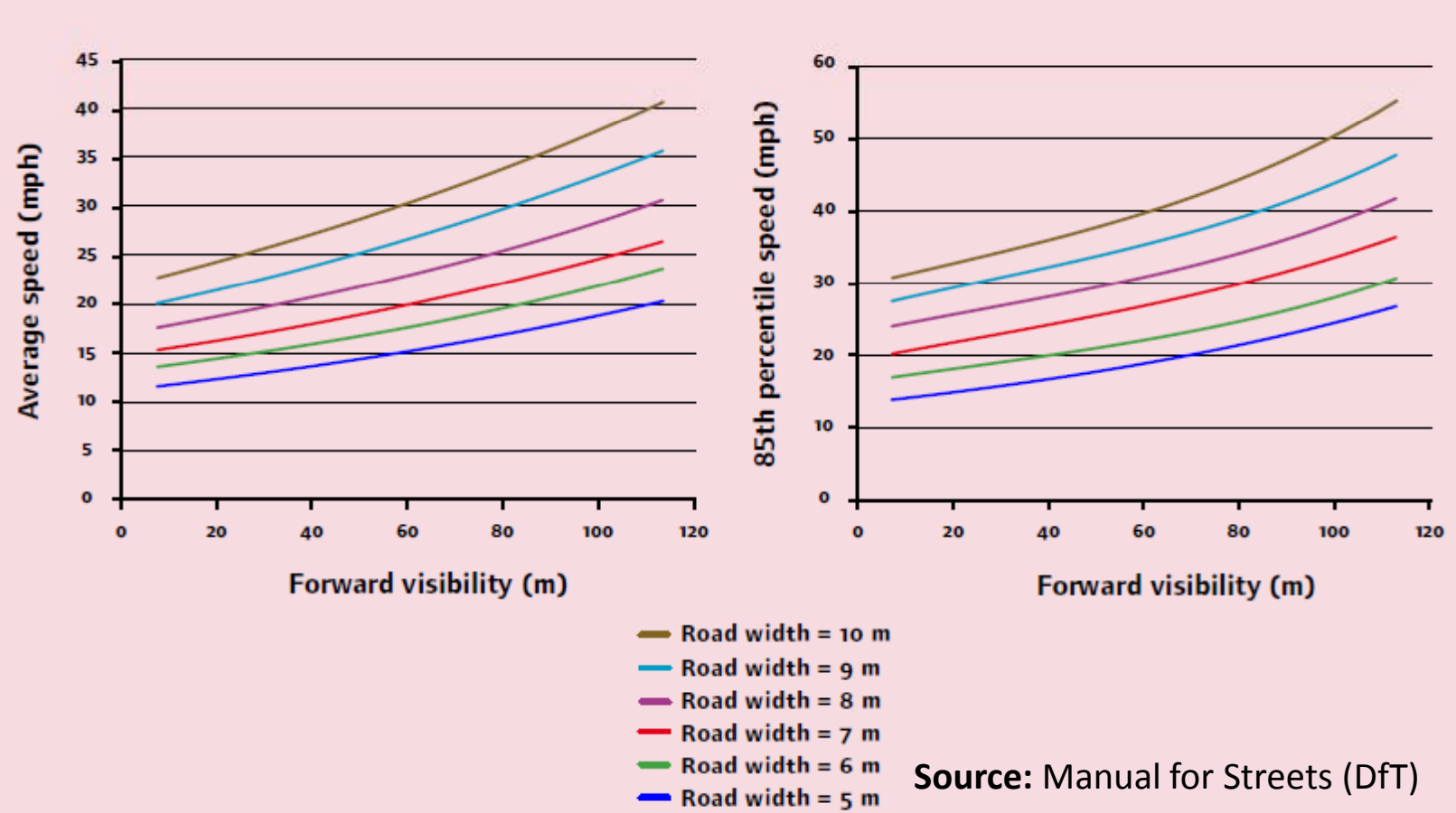

SCHOOL
SCHOOL
SCHOOL

Photo: RTA 2009

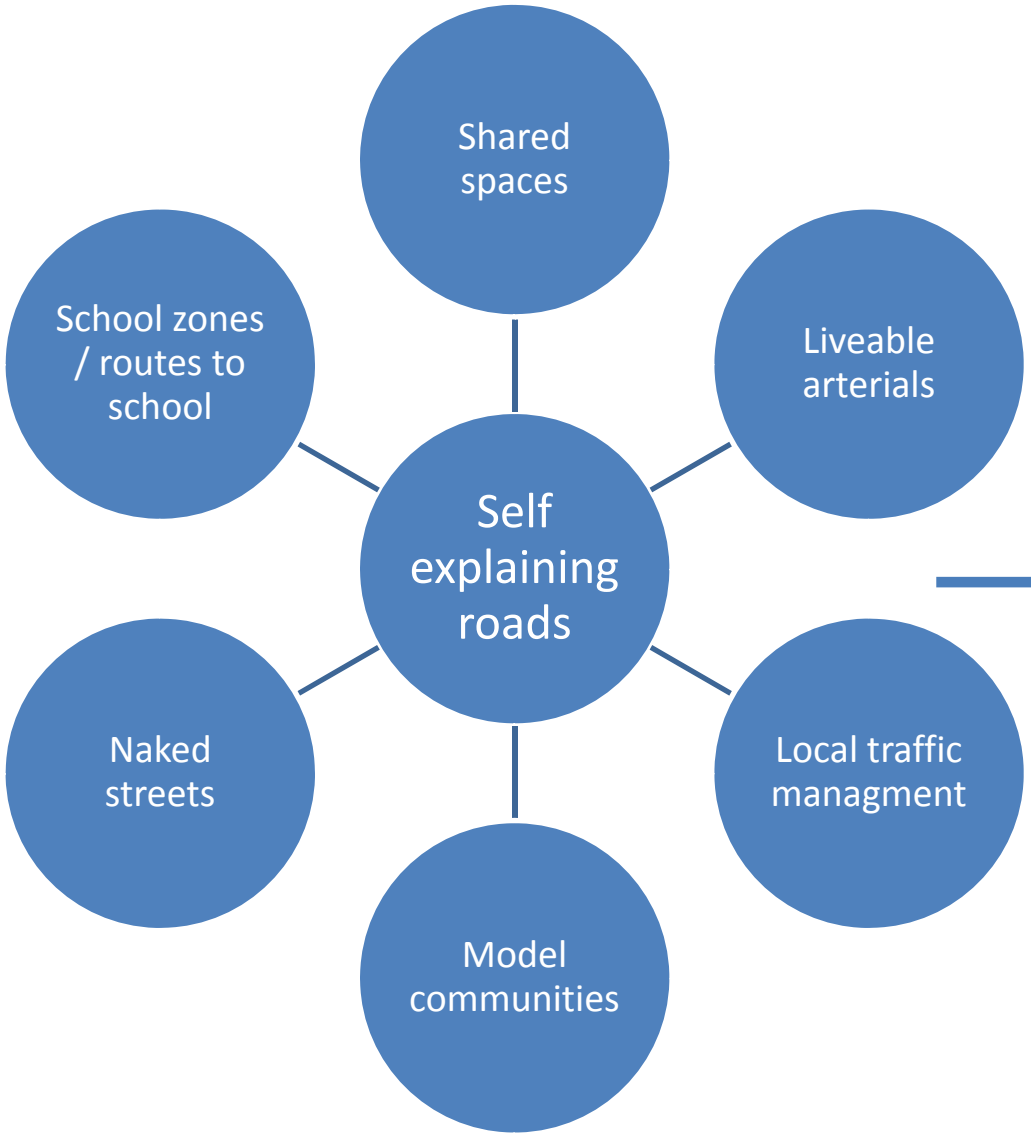
Dragons teeth – A cost effective way of reinforcing school zones

NZS 4404 Subdivision Std

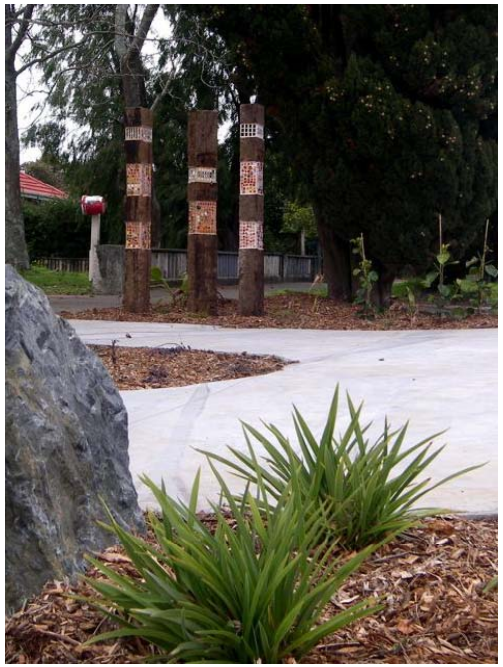


Source: Manual for Streets (DfT)

Wider benefits of user friendly environments for active transport



Ideal and consistent approach for NZ



Thank you