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 aren’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 involvement.
Self explaining roads are NOT

Localised speed calming in response to complaints
Pt England, Auckland City.
Construction courtesy of Auckland City Council
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
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.
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

vehicle
pedestrian
cyclist

Pre-construction

Post-construction

vehicle
pedestrian
cyclist
Future Self Explaining Roads areas of focus?
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
Self explaining roads

- Shared spaces
- Liveable arterials
- School zones / routes to school
- Naked streets
- Local traffic management
- Model communities

Ideal and consistent approach for NZ
Thank you