

Speed Management Implementation



Insightful solutions.
Empowering advice.

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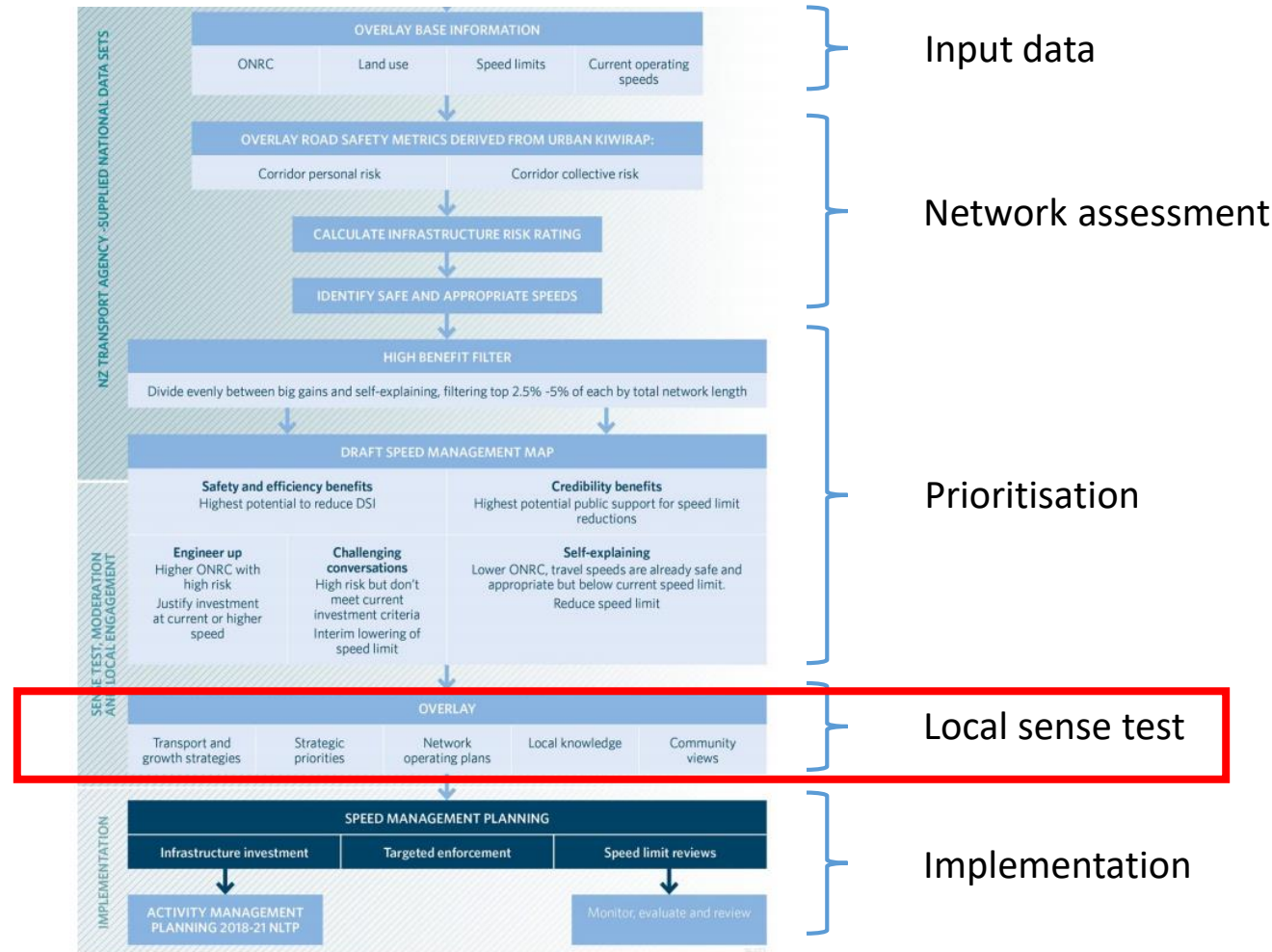
1. Speed Management Framework
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4. Rural 100km/h road case study
5. 70km/h road case study
6. Urban 60km/h road case study
7. Questions

Speed Management Guide

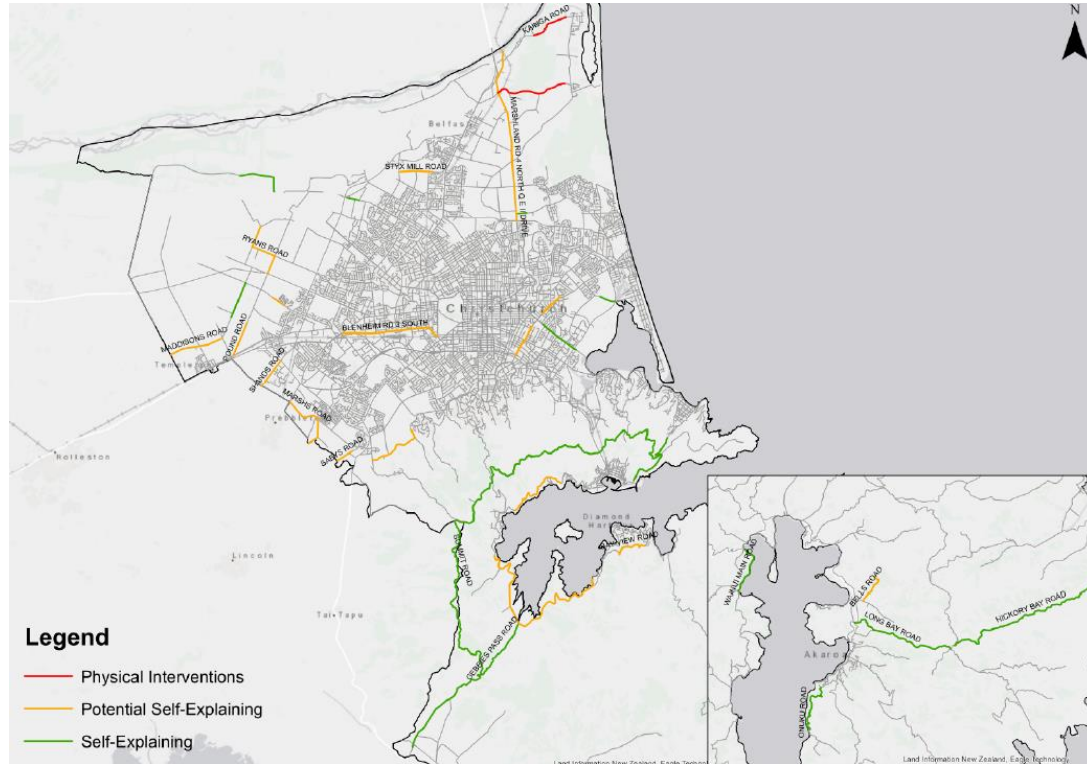
- A nationally consistent approach to speed management
- Deliver both Safe Speeds and network efficiency
- **Assist local councils to prioritise 'high benefit' speed management opportunities**
- Support a new conversation on road risk and speed



Speed Management Framework



Christchurch City Council Strategy



Targeted programme of works aimed to reduce death and serious injuries on high speed roads.

Methodology

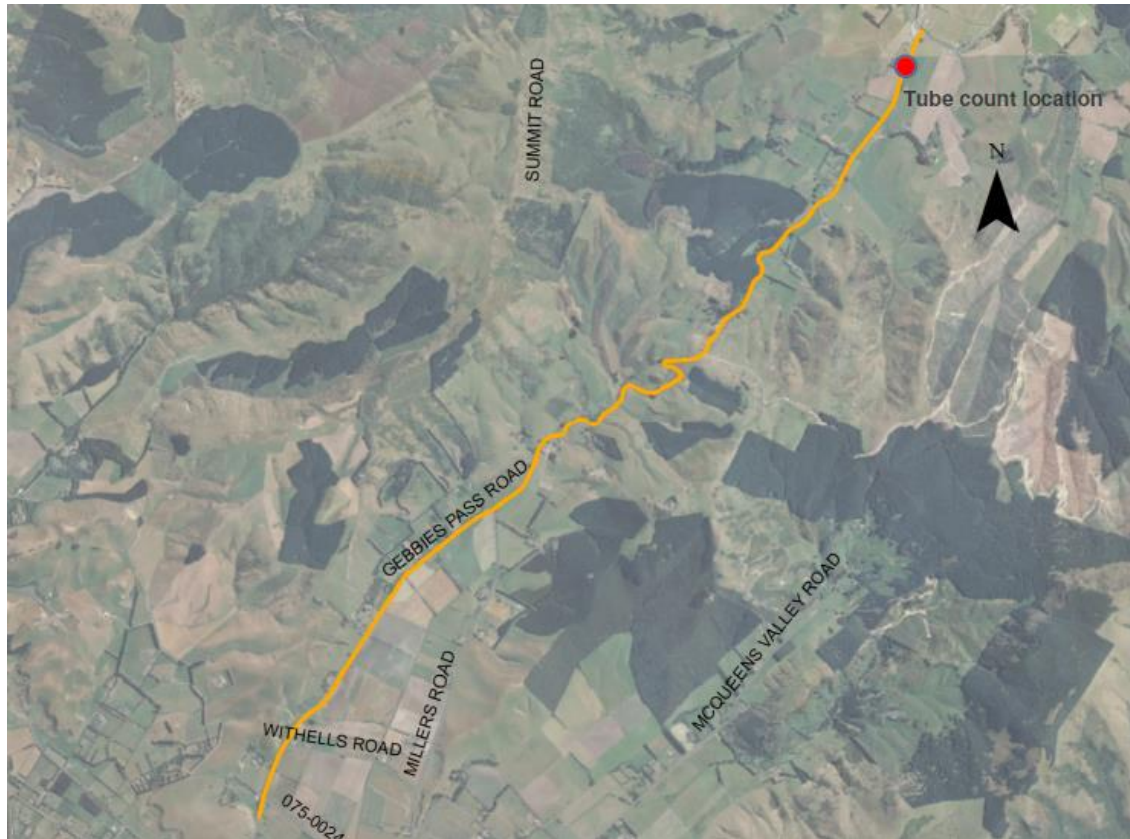
- Phase 1
- Developing first and second priority interventions specific to the Christchurch network (excluding State Highways and small road sections)

- Phase 2
- Sense test of high benefit opportunities – checking underlying assumptions
- Developing a list of high benefit opportunities comprising corridors that are self-explaining and corridors that require physical works

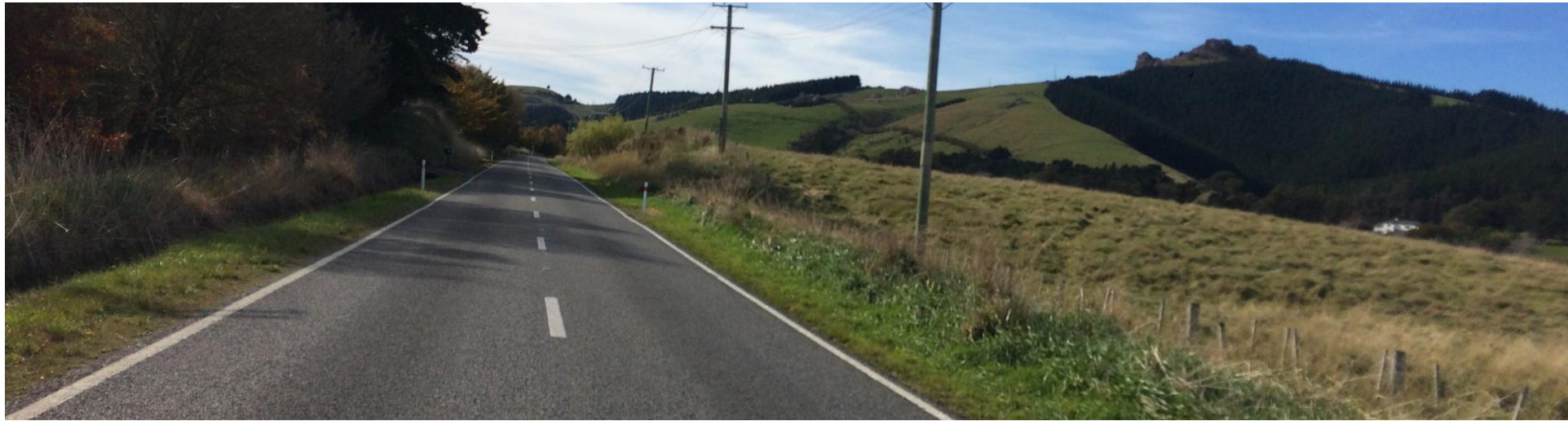
- Phase 3
- Developing a Speed Management Implementation Plan for each high benefit opportunity corridor

Rank	Location	Current Speed Limit (km/h)	Safe and Appropriate Speed (km/h)	Recommended Speed Limit (km/h)	Collective Risk	Personal Risk	One Network Road Classification	IRR	Estimated DSI Savings / 5 year	Intervention Strategy
1	Marshland Rd/Main North Rd (north Marshland Rd)	70	60	60	High	Medium	Arterial	Medium High	2.02	Potential Self-Explaining
2	Blenheim Rd	60	50	50	Medium High	Medium	Regional Strategic	Medium	0.87	Potential Self-Explaining
3	Pound Rd	70	60	60	Medium High	High	Arterial	Medium	0.45	Potential Self-Explaining
4	Styx Mill Rd	80	60	60	Medium High	High	Arterial	Medium	0.44	Potential Self-Explaining
5	Evans Pass Rd	70	60	60	Medium	High	Arterial	Medium	0.34	Self-Explaining
6	Inner Harbour Route (Governors Bay/ Teddington Road/ Charteris Bay /Marine Dr/ Bay View Rd)	100/ 70	60	80/ 60	Medium	High	Primary Collector	High	1.8	Potential Self-Explaining
7	Gebbles Pass Rd	100	60	80	Medium	High	Secondary Collector	Medium High	2.08	Self-Explaining
8	Linwood Ave	60	50	50	Medium	Medium	Arterial	Medium	0.2	Self-Explaining
9	Wainui Main Rd	70	60	60	Low Medium	Medium	Primary Collector	High	0.37	Self-Explaining
10	Bells Rd	70	60	60	Medium	Medium	Access	High	0.51	Potential Self-Explaining
11	Summit Rd	70	60	60	Low Medium	High	Access	High	1.75	Self-Explaining
12	Ensors/ Aldwins/ Buckley/ Pages	60	50	50	Low Medium	Low Medium	Regional Strategic	Medium	0.18	Potential Self-Explaining
13	McLeans Island Rd	100	80	80	Medium	Medium	Arterial	Medium	0.05	Self-Explaining
14	Mairehau Rd	70	60	60	Low Medium	Low Medium	Arterial	Low Medium	0.04	Self-Explaining
15	Shands Rd	70	60	60	Low Medium	Medium	Arterial	Low Medium	0.02	Potential Self-Explaining
16	Breezes Rd	70	60	60	Low Medium	Medium	Arterial	Low	0	Self-Explaining
17	Kainga Rd	80	60	60	Low Medium	Medium High	Primary Collector	Medium High	0.15	Physical Interventions
18	Marshs Rd	80	60	60	Medium High	High	Secondary Collector	Medium High	0.07	Potential Self-Explaining
19	Spencerville Rd	80	60	60	Low Medium	High	Secondary Collector	Medium	0.27	Physical Interventions
20	Harewood Rd	70	60	60	Low	Low	Arterial	Low Medium	0.03	Self-Explaining
21	Cashmere Rd	70	50	60	Low Medium	Medium High	Primary Collector	Medium	0.1	Potential Self-Explaining
22	Sabys Rd	80	60	60	Low	Low	Primary Collector	Medium High	0.07	Potential Self-Explaining
23	Whincops Rd	80	60	60	Low Medium	Medium	Secondary Collector	Medium High	0.07	Potential Self-Explaining
24	Ryans Rd	100	60	80	Low Medium	High	Secondary Collector	Medium	0.14	Potential Self-Explaining
25	Sumner Rd	70	60	60	Low	Low	Arterial	High	0	Self-Explaining

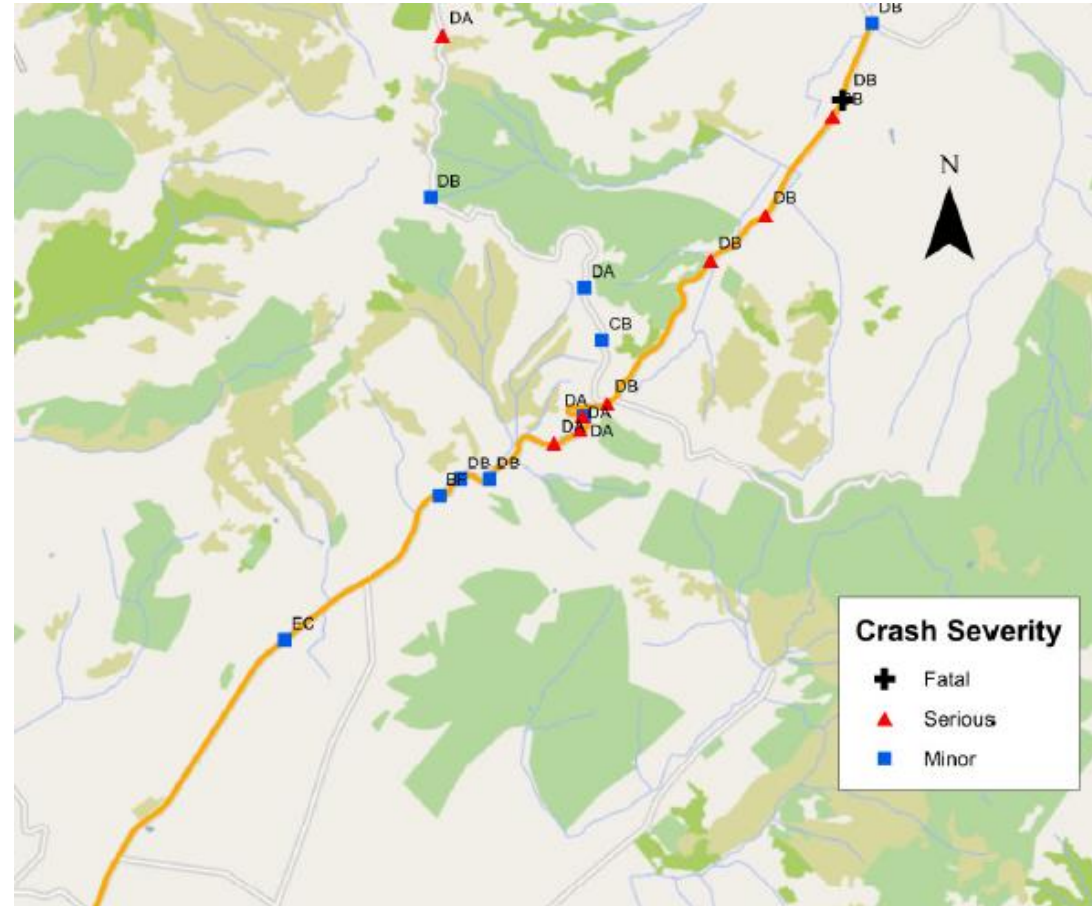
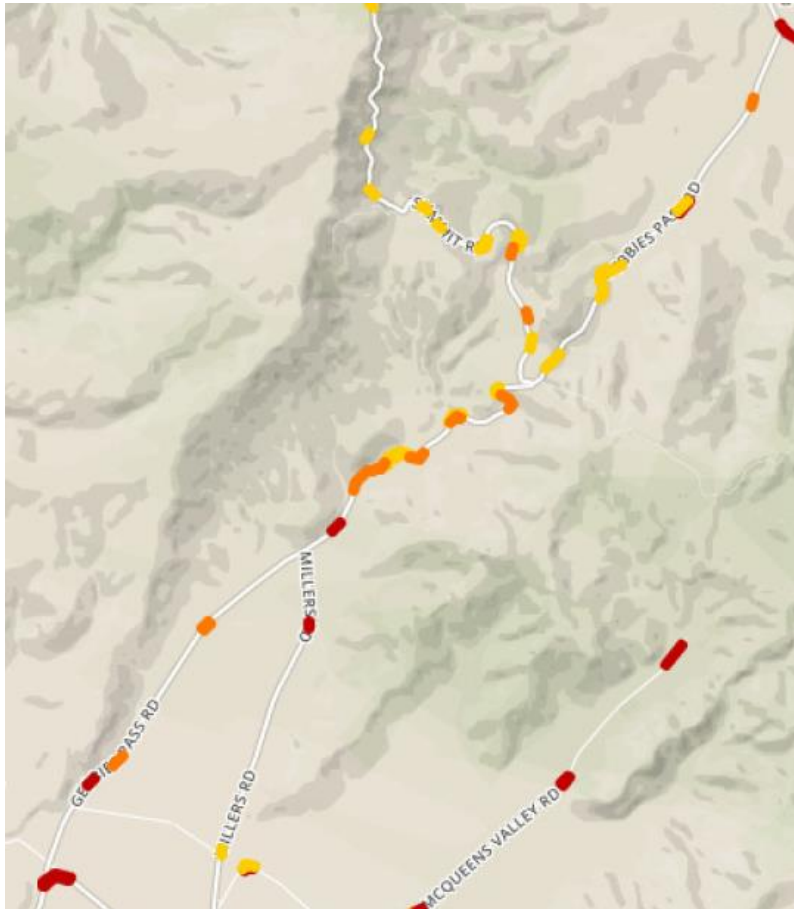
Gebbies Pass Road



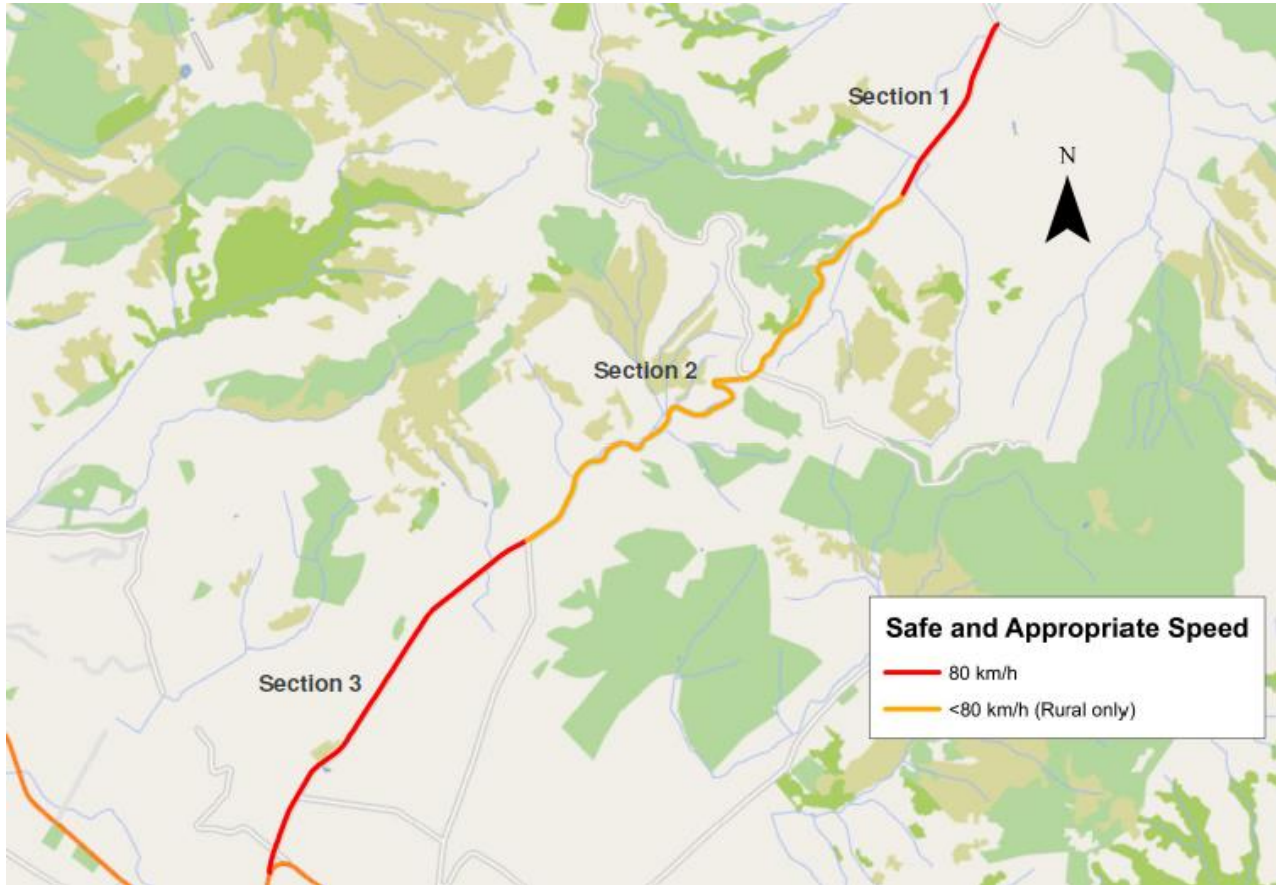
- Rural Road with a default speed limit of 100km/h
- Middle section narrow winding road with a steep gradient
- End sections flat and narrow



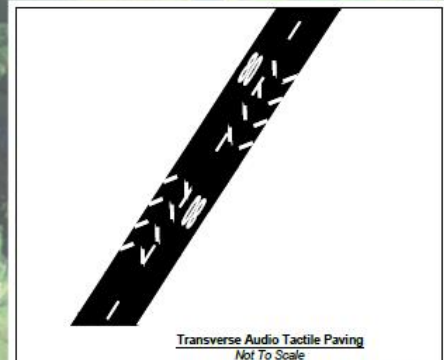
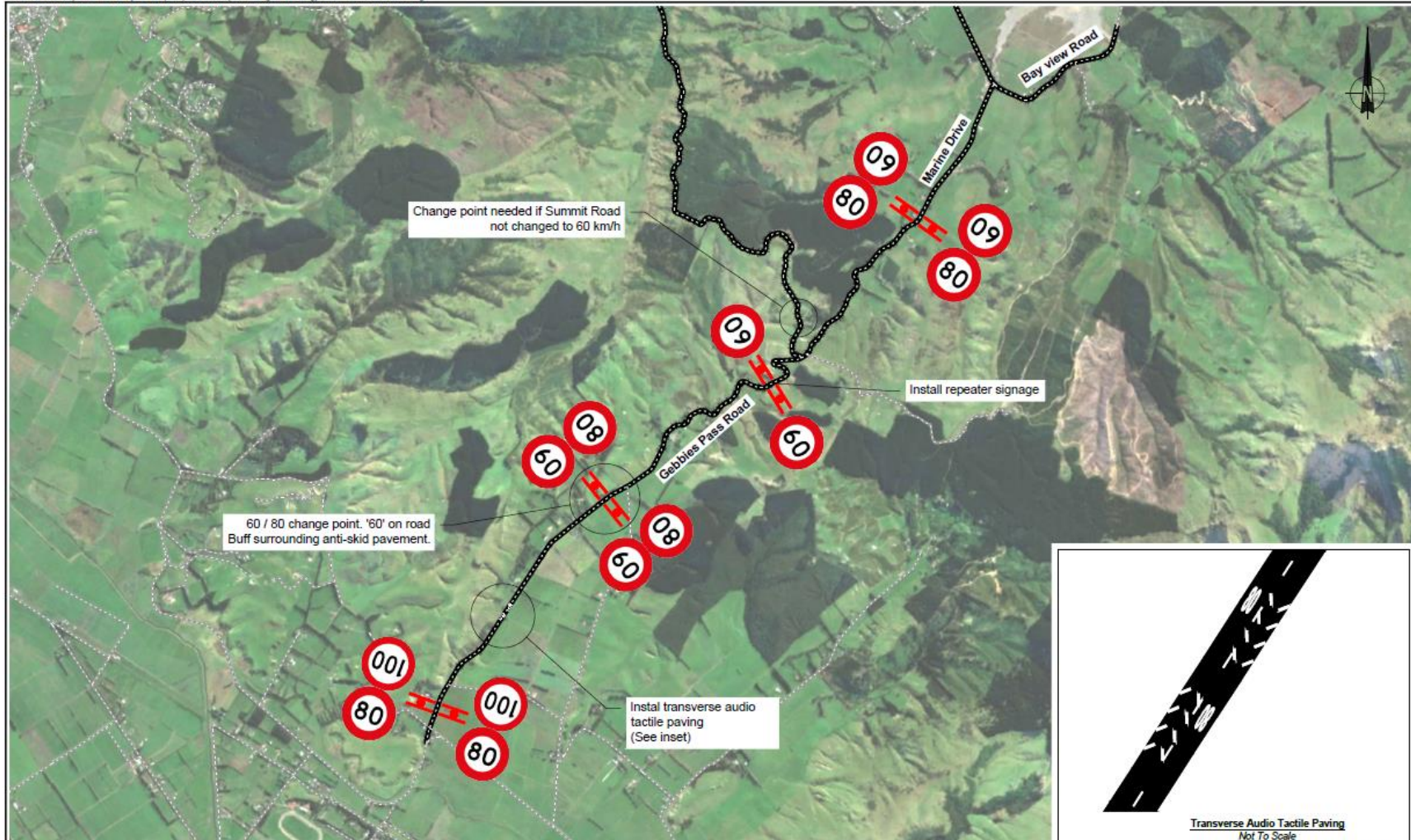
Additional Data



Gebbies Pass Road Speed Strategy



- Corridors with distinctively different profiles can be treated differently
- Education and Enforcement are also important
- Monitoring usually required to validate changes



Rev	Date	By	Chk	Description
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	Design	PG / HZ	CCC Speed Management Gebbies Pass Road Speed Management Measures	Project No.	CCC-J076
	Drawn	AW		Dwg #	ATC10144
	Checked	PG		Sheet	1
	Issued	1/06/2018		Revision	---
	Scale	N.T.S.			

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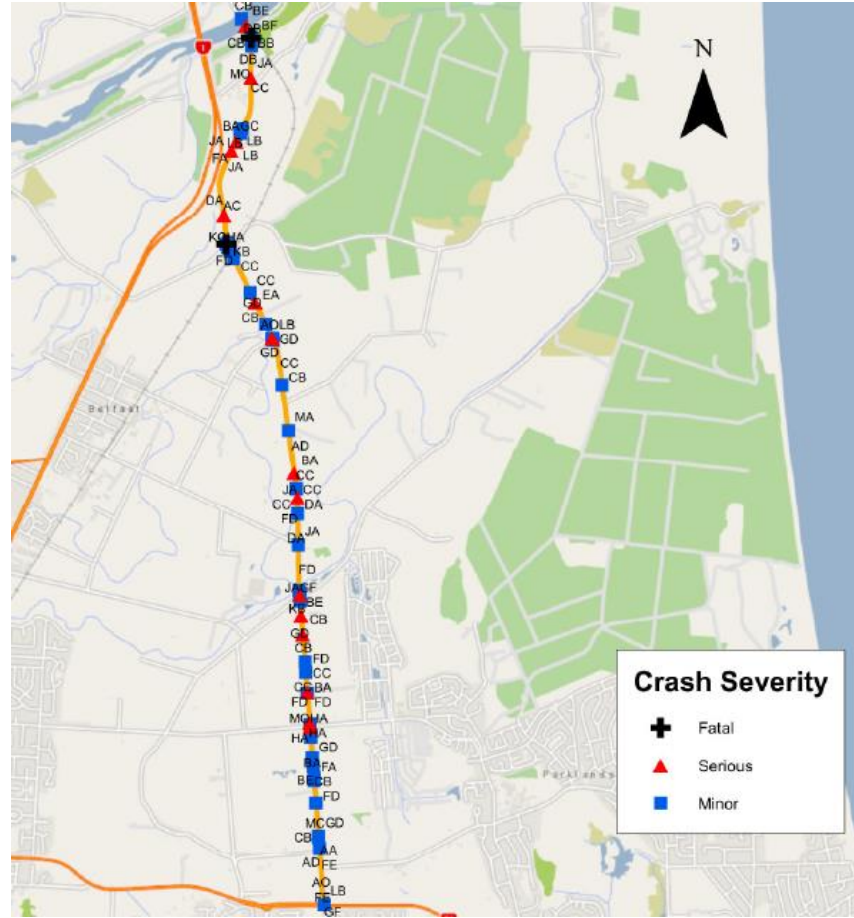
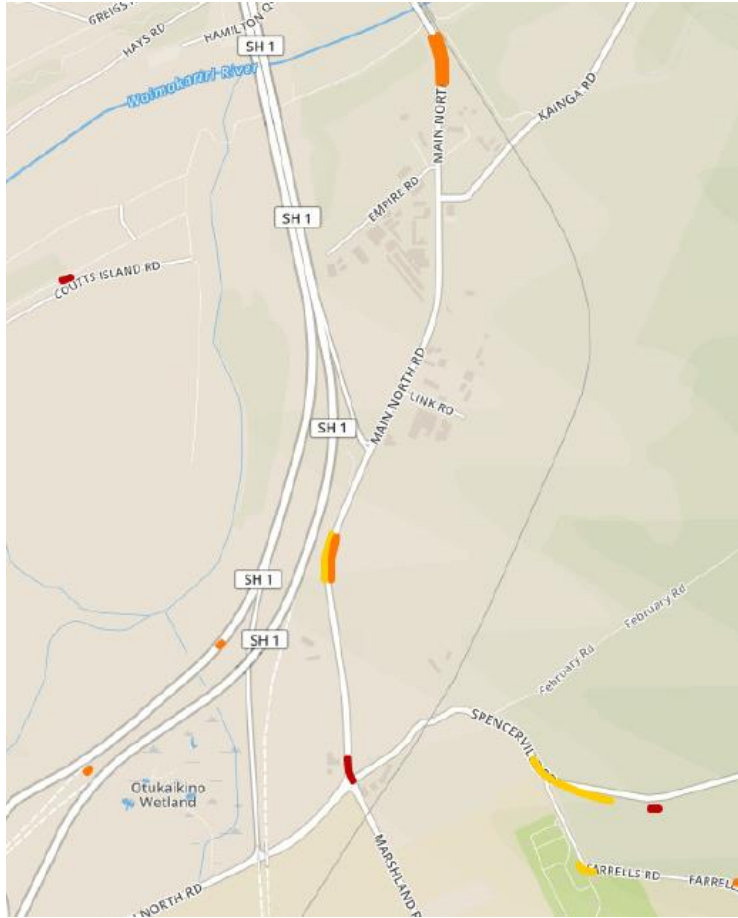
Marshland Road



- Rural Arterial Road with a speed limit of 70km/h
- Mixture of intersection controls along corridor
- New developments and Northern Arterial nearby



Additional Data



Marshland Road Speed Strategy



- Speed Management strategy can include an increase in speed
- DSI savings can be quantified



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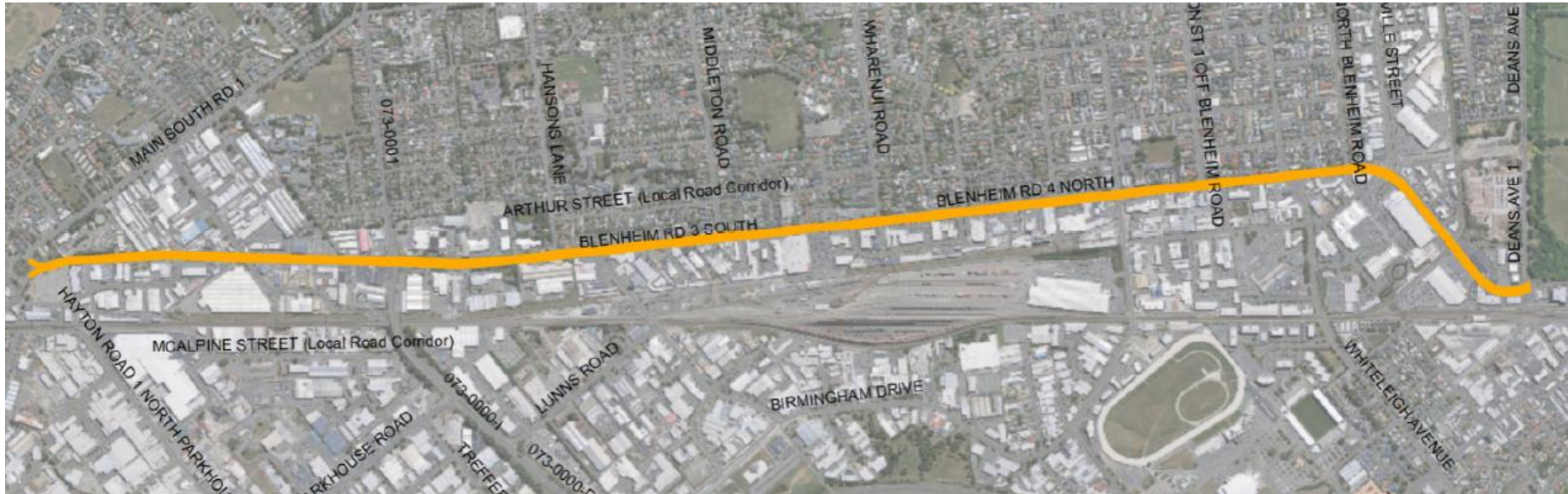
Design	HZ / PG
Drawn	AW
Checked	HZ
Revised	---
Scale	NTS

CCC Speed Management
Marshland Road/Main North Road
Speed Management Measures

Project No	CCC-J076
Draw #	ATC10183
Sheet	2
Revision	---

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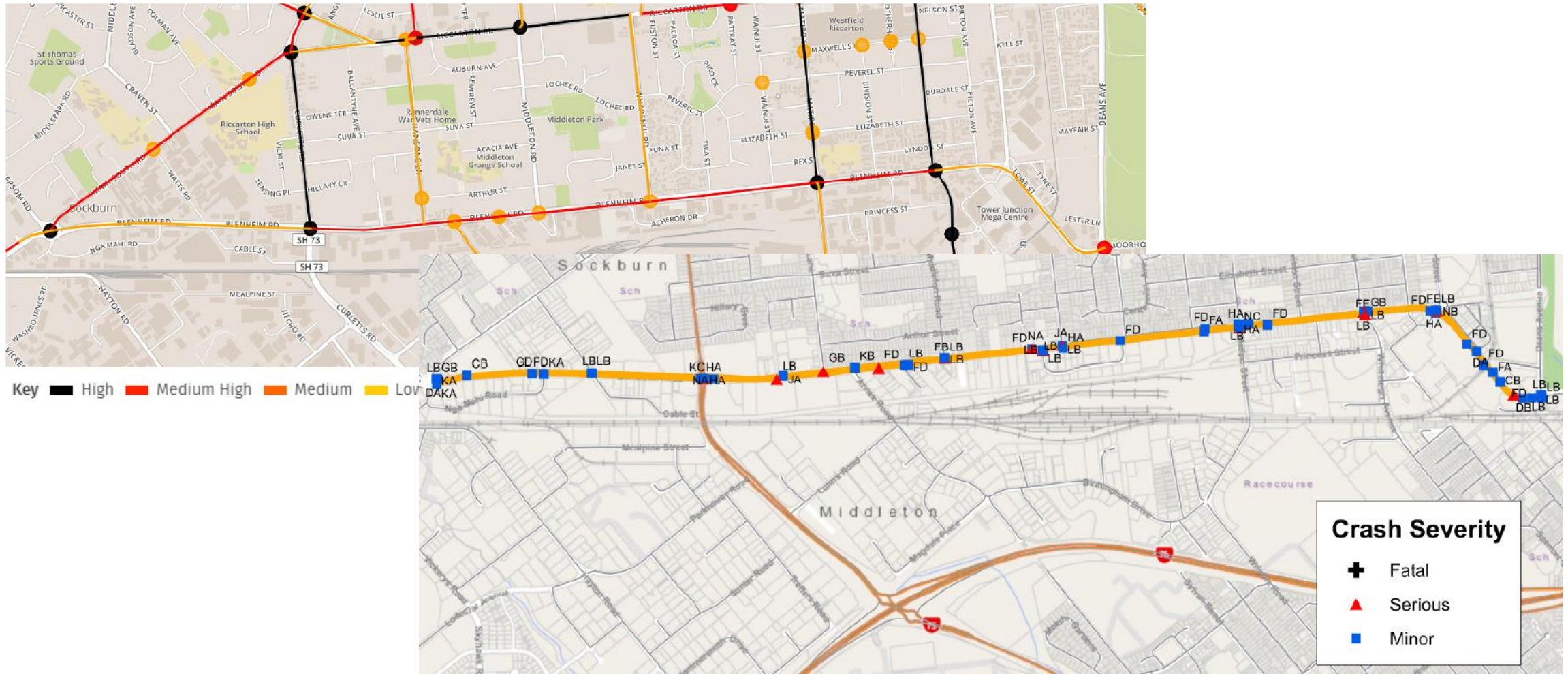
Blenheim Road



- Urban Arterial Road with a speed limit of 60km/h
- Mixture of land use along corridor
- Median separated



Additional Data





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Design	PG / HZ
Drawn	AW
Checked	PG
Issued	15/06/2018
Scale	N.T.S

CCC Speed Management
Blenheim Road
Speed Management Measures
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Project No.	DMS
Dwg #	ATC10154
Sheet	1
Revision	—

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Questions....?

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