Traffic calming on Dillons Point Road

Chloe Dixon

24 Dillons Point Road

022 164 3613 | chloeelmes@hotmail.com

As a resident of Dillons Point Road I have observed a high number of vehicles travelling at excessive speeds along Dillons Point Road, in particular the straight section of the road between Lane Street and Snowden Crescent. I am proposing that traffic calming measures are put into effect immediately along Dillons Point Road to prevent injury or death caused by vehicles travelling at dangerous speeds.

Traffic calming describes a range of techniques used to manage road users and the road environment to ensure speeds are appropriate to the local environment and the safety of other road users. When implemented correctly, traffic calming offers advantages to active road users, promotes modal choice and helps manage travel demand. The number of pedestrians and cyclists killed when hit by a car reduces as vehicle speed is reduced. A study in Sweden concluded that the risk of fatal injury at 50kph is twice as high as at 40kph and five times as high as 30kph (Rosén and Sander, 2009).

There are several strategic interventions for traffic calming which include road humps, road narrowing, traffic islands, pinch points, chicanes, mini roundabouts, rumble strips, signage and one way systems. Given the great width and the low demand for on street parking I feel chicanes would provide effective traffic calming.

I feel there is an urgent need for traffic calming on Dillons Point Road for 3 reasons.

1. Traffic travels at an immense speed along Dillons Point Road, sometimes in excess of 70-80km/h.
2. There is heavy traffic (trucks, tractors) also travelling in excess of the speed limit
3. There is a high volume of pedestrians, often elderly or young children crossing in front of 22 Dillons Point Road to assess the Elizabeth Street Bridge.


Area in need of traffic calming
The Station Backpacker
Dillons Point Rd
Lane St
Meehan St
Lucas St
Dix Cres
Elizabeth St
Wine Station
SITE Visitor Centre
Dawkins Pl
Snowden Cres
25 Dillons Point Road
10 min drive - home
Garden illusions
Marshall Pl
Google

Case study –Point England self-explaining roads project, Auckland

Introduction

The concept of self-explaining roads originated in the Netherlands. It involves aligning the 'look and feel' of a road with it function in order to elicit appropriate road user behaviour.

The key principles underlying the self-explaining roads concept are as follows:

Functionality	A road hierarchy with a very clear functional emphasis at each level
Homogeneity	Equality in speed, mass and direction of road users (or separation when they are not equal)
Predictability	A recognisable road environment that helps to reinforce road user expectations
Forgivingness	Injury limitation through a forgiving road-user environment
State awareness	Specific measures to deal with altered awareness states (drunk/drugged, fatigued, inexperienced)

Between 2006 and 2010, a partnership between TERNZ, Waikato University, and Auckland City Council, planned, designed, constructed and evaluated an area-wide self-explaining road (SER) retrofit of urban local and collector roads in Point England, Auckland.

Template development	The functional elements of the existing network and the outlying problem areas were identified, and a SER template was developed for the area with the help of a significant public involvement process. The desired outcomes included 30 km/hr local roads, and distinctly different and recognisable local and collector roads.
Project	Several distinct changes in road use emerged following this SER construction:

outcomes	• on local streets, mean speeds dropped considerably to around 30 km/hr • on collector roads speeds have remained at around 50 km/hr • variations in speed on all treated roads is now much lower -previous common speeds of 70 km/hr and higher are now almost non-existent • there is now less through traffic and more pedestrian movement on local roads. Video data reveals that pedestrians are less constrained, with vehicles often giving way to pedestrians • residents rate the 'look and feel' of their street more highly than they did prior to SER construction. A key benefit of the Point England SER project is that it was delivered with comparable costs to traditional speed hump treatments, which are generally less effective and are less favoured by residents. Further development of the SER process and its practical implementation is likely to yield further savings and even better designs..