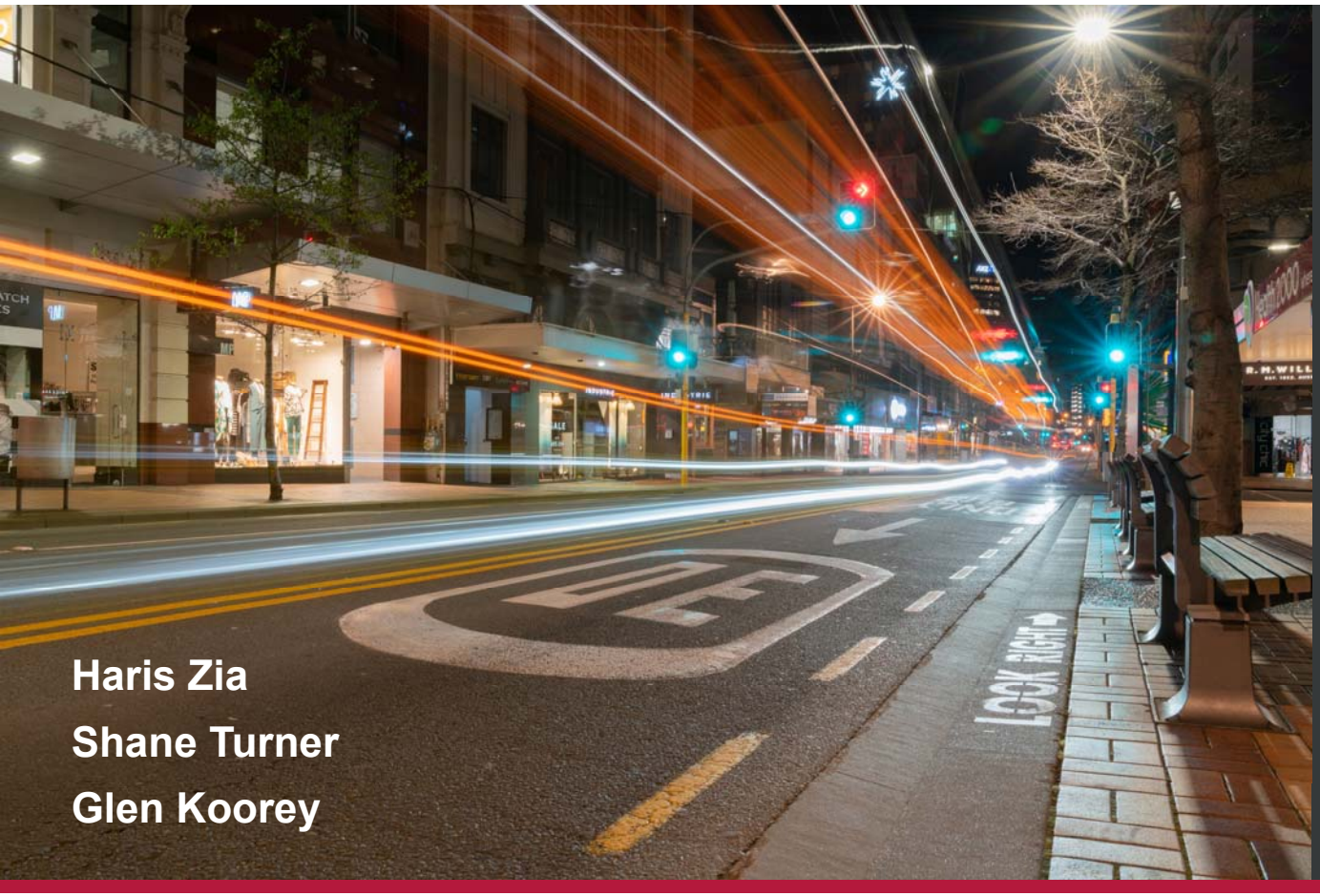
Safe Speeds for All



Haris Zia
Shane Turner
Glen Koorey

Insightful solutions.
Empowering advice.

Photo: Tim Hughes, NZTA

Enclosed mobility scooter

20 km/h mobility trike

Self-balancing uniwheel

Self balancing scooter

E-scooter

Yike Bike

E-skateboard

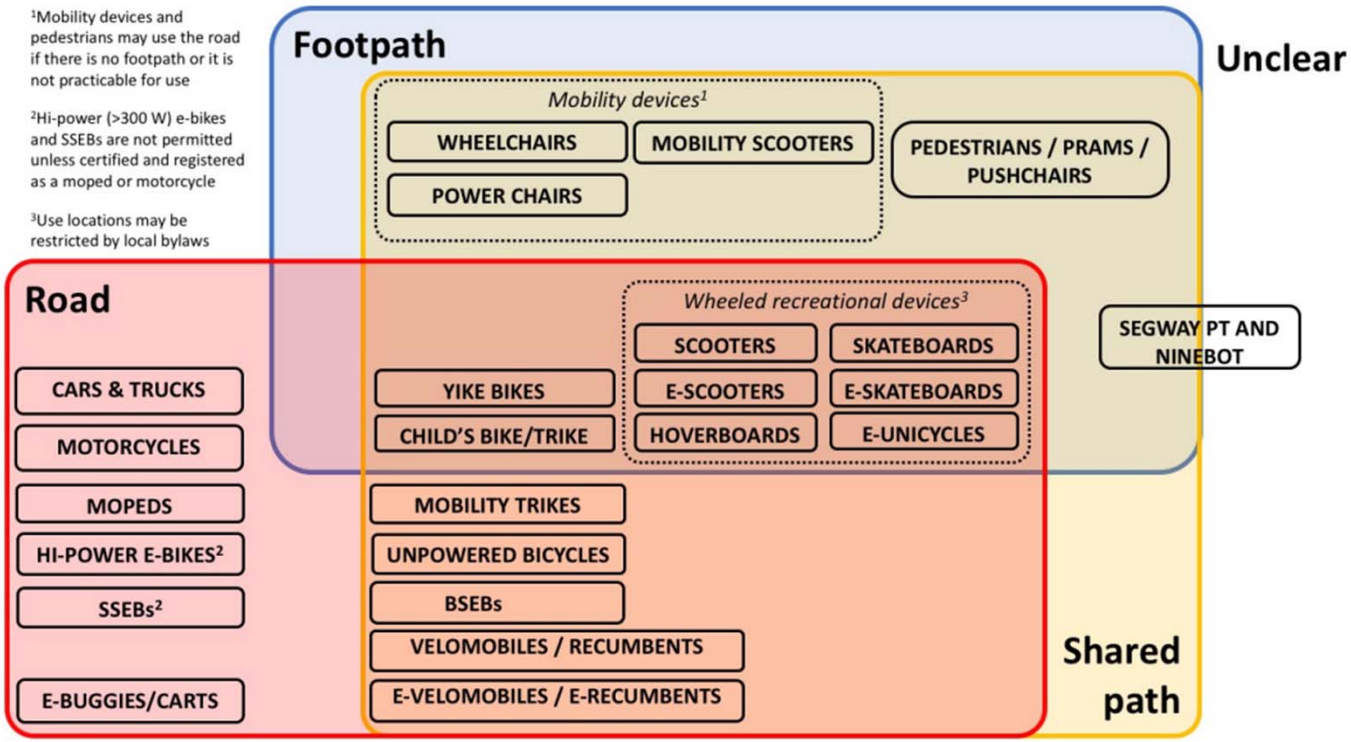
OGO (NZ-made self balancing chair)

Elf e-trike (similar to a bicycle)

ViaStrada (2017) RR621

https://www.nzta.govt.nz/resources/research/reports/621/

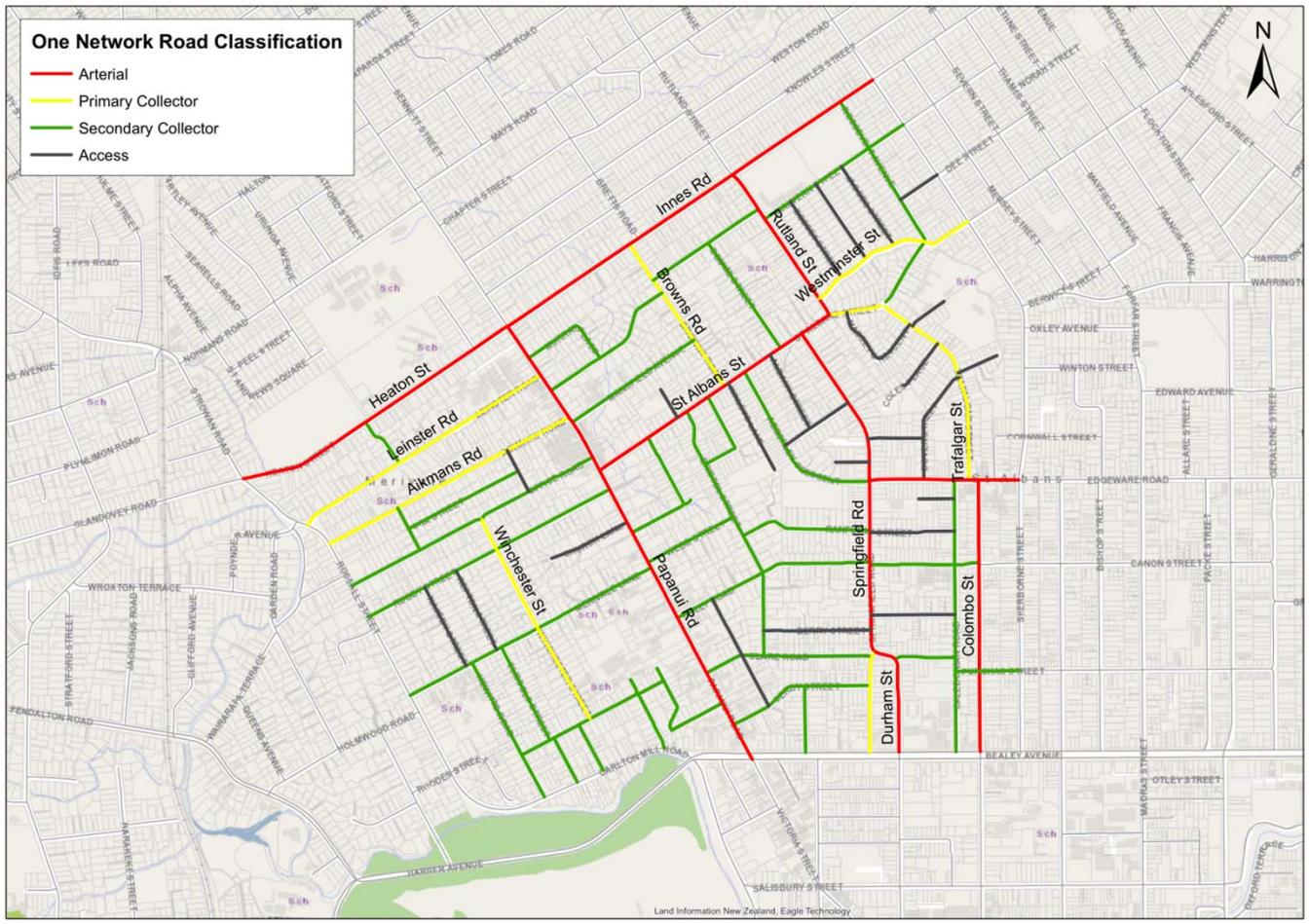
Existing Road Allocation



Source: ViaStrada (2017) RR621

Rethink allocation of urban space to accommodate various modes and set safe speeds for all road users

ableyy


One Network Road Classification
Arterial
Primary Collector
Secondary Collector
Access
N
Innes Rd
Heaton St
Leinster Rd
Aikmans Rd
Browns Rd
St Albans St
Rutland St
Westminster St
Trafalgar St
Springfield Rd
Colombo St
Durham St
Papanui Rd
Winchester St
Land Information New Zealand, Eagle Technology

Up to 15 km/h
'Micro-mobility' lane (15-30 km/h)
≥ 30 km/h
Colombo St
Google
Image capture: Aug 2018 © 2020 Google

Papanui Rd
Tutto Bene
ENTRY
THIS WAY
Google
Image capture: Sep 2018 © 2020 Google

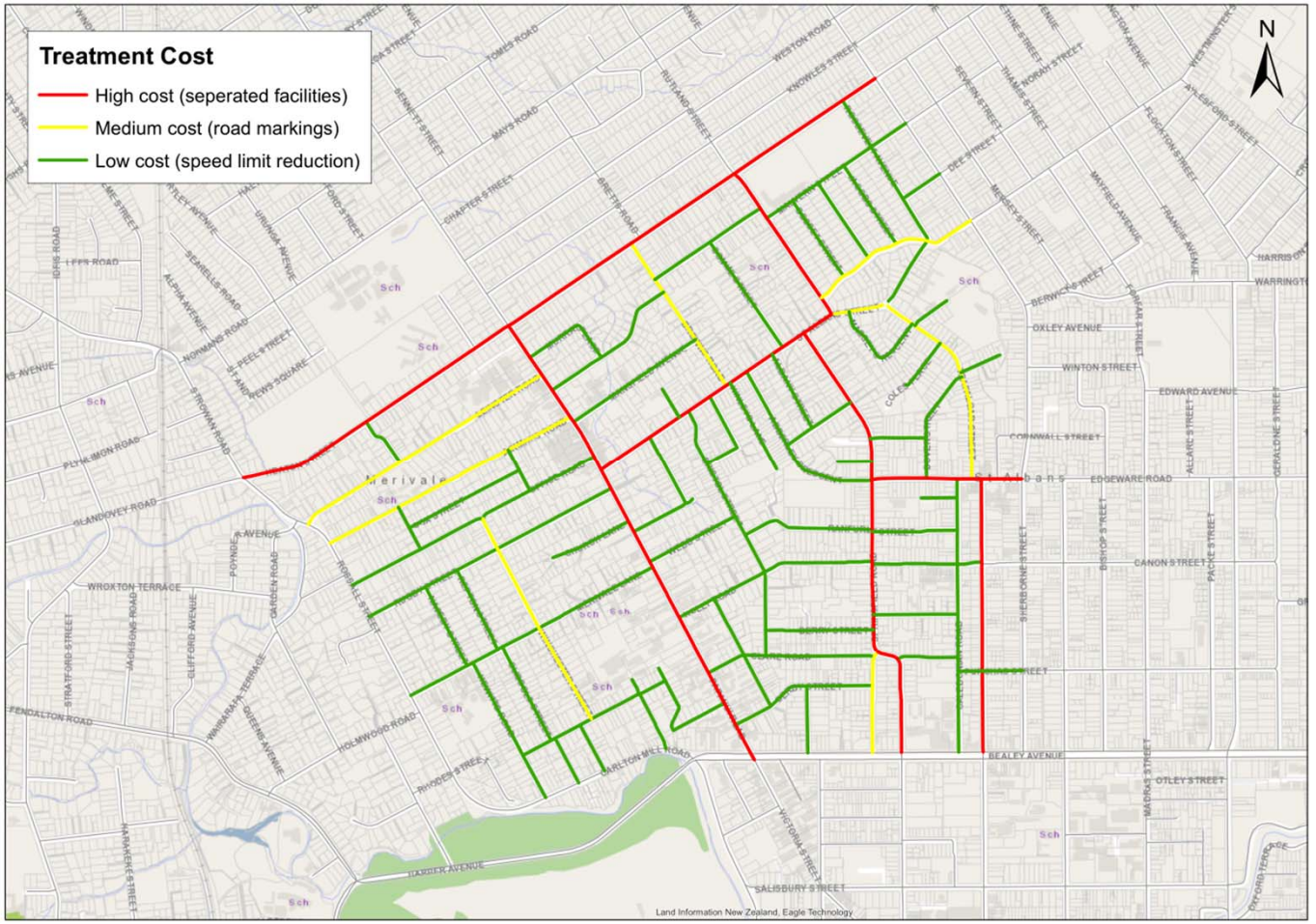
Papanui Rd
Google
Image capture: Sep 2018 © 2020 Google

Caledonian Rd
Google
Image capture: Aug 2012 © 2020 Google

Holly Rd
Google
Image capture: Aug 2017

Appropriate infrastructure and Safe System speed zones depend on:

- Placemaking function
- Modal hierarchy
- Volume of users
- Desired level of service
- Road dimensions


Treatment Cost
High cost (seperated facilities)
Medium cost (road markings)
Low cost (speed limit reduction)
N
Merivale
St Albans
Land Information New Zealand, Eagle Technology

Thank you!

Contact

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