Has the Christchurch Central City 30km/h Zone worked?

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Transport Knowledge Conference
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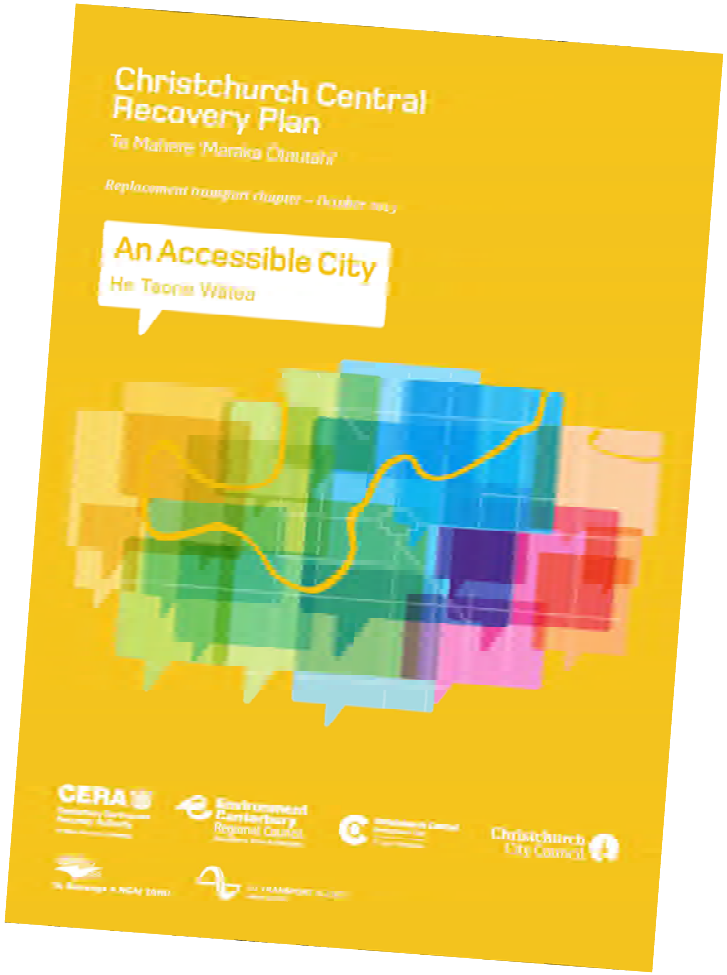
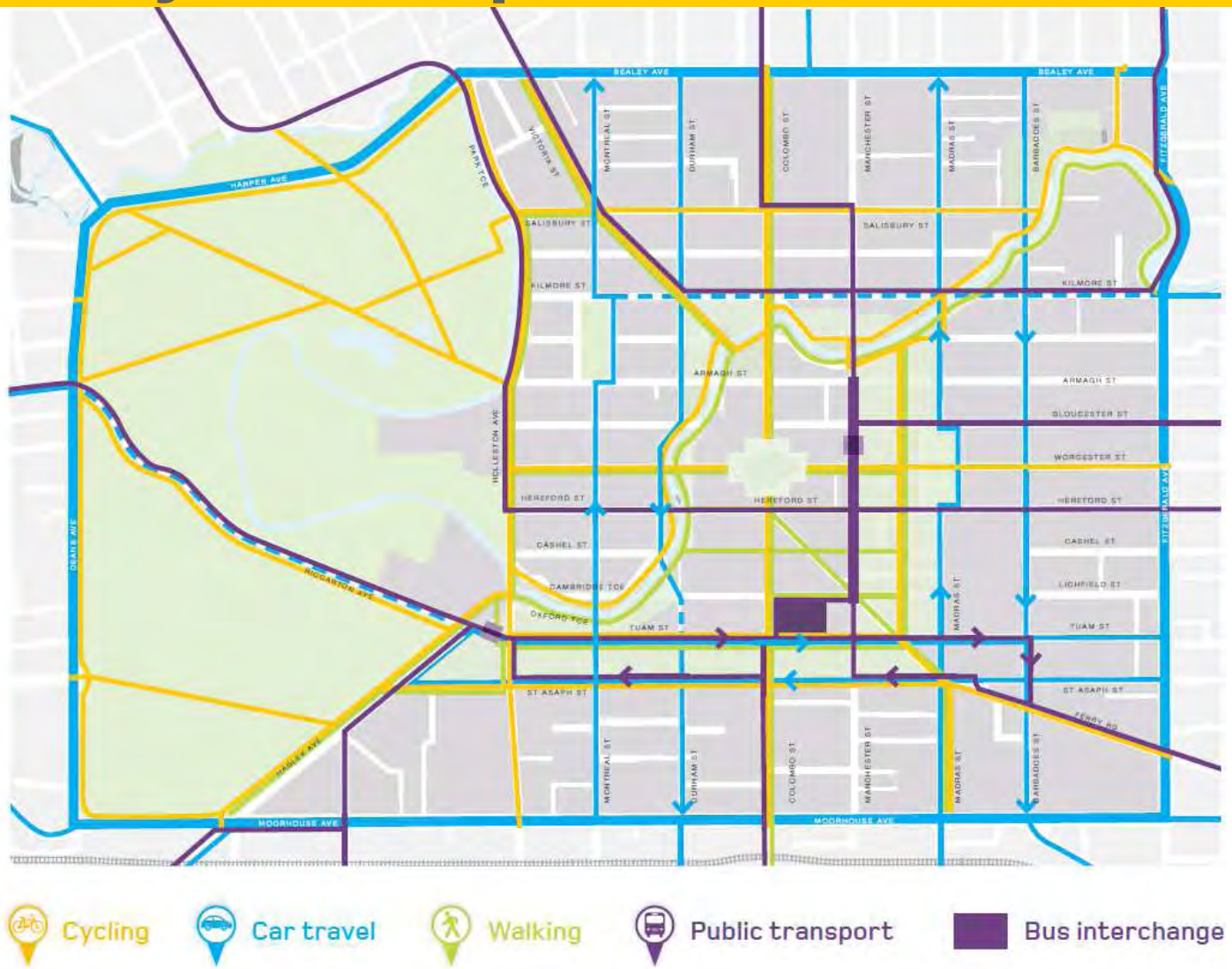
VIASTRADA
TRANSPORT PLANNING AND DESIGN

Presentation Outline

- Background
  - Christchurch - “An Accessible City”
  - Central City 30km/h zone
- Crash Analysis
  - Methodology & Results
  - Traffic Volume Effects
- Discussion

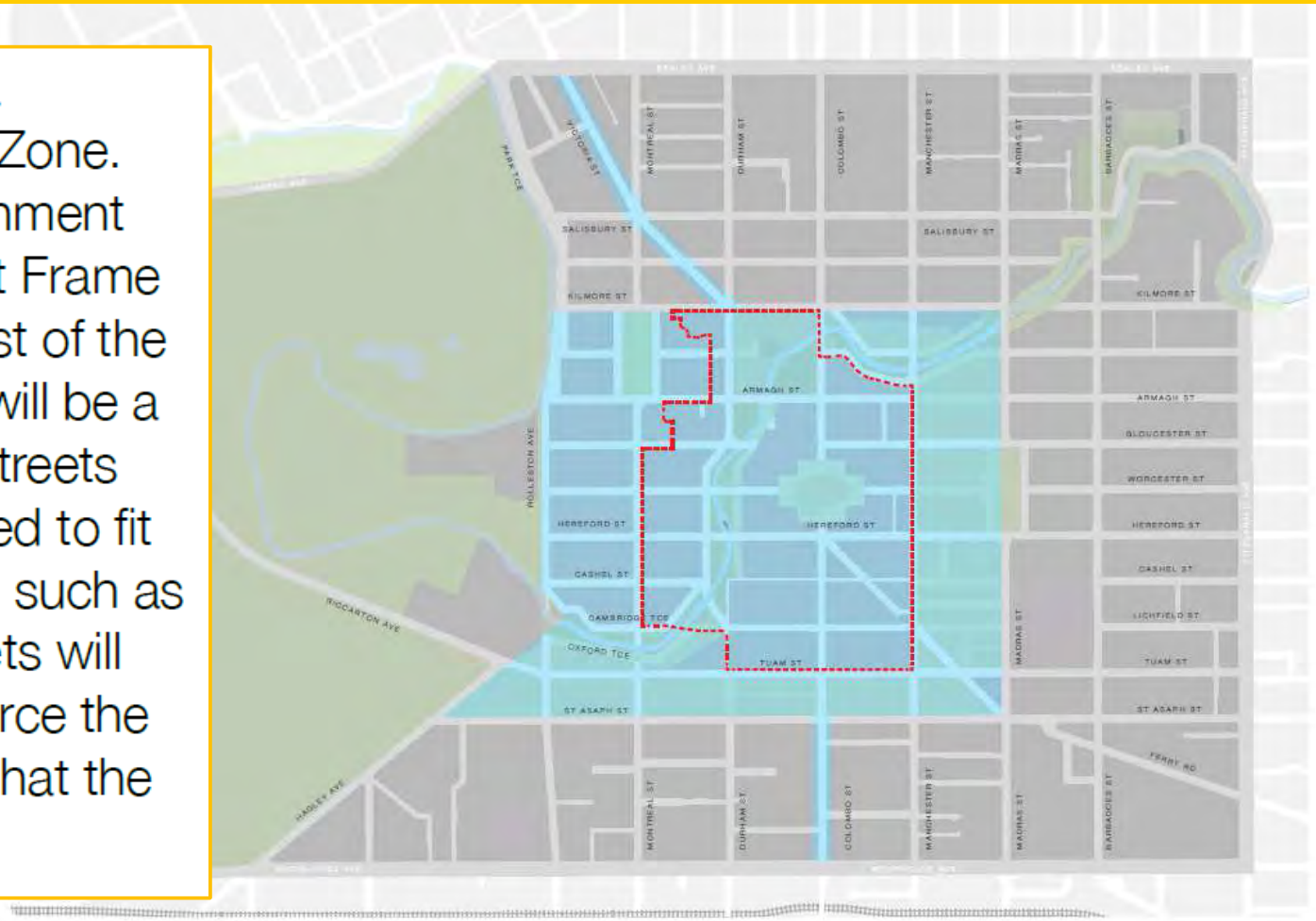
“An Accessible City” Transport Plan (Oct ‘13)





An Accessible City – Slow Core

Vehicle speeds will be slowed to a maximum of 30km/hr in the Inner Zone. This supports the intended environment of the compact Core and adjacent Frame of central Christchurch. For the rest of the central city network, speed limits will be a maximum of 50km/hr, but some streets may be managed at a slower speed to fit with the surrounding environment, such as in local residential areas. The streets will be designed to support and reinforce the intended speed environments so that the system is self-explaining to users.



Inner zone - maximum 30km/hr (including main streets)

30km/h Introduction – 16 March 2016

- Via Canterbury Earthquake Recovery Act
  - Not standard speed limit consultation process

Chch businesses worry over lower speeds

7:18 pm on 14 March 2016

Share this

A Christchurch business owner says changing the speed limit to 30km/h in the CBD could hurt business.

Christchurch City Council lowered the speed limit from 50km/h to 30km/h on Saturday.

The new limit applies to streets bounded by Kilmore, Madras and St Asaph Streets, with Victoria Street and parts of Colombo Street also included.

Speed limit to be permanently reduced to 30kmh in central Christchurch

Charlie Mitchell • 12:59, Mar 02 2016

Central Christchurch will have a 30kmh speed limit from March 12.

DEAN KOZANIC/FAIRFAXNZ

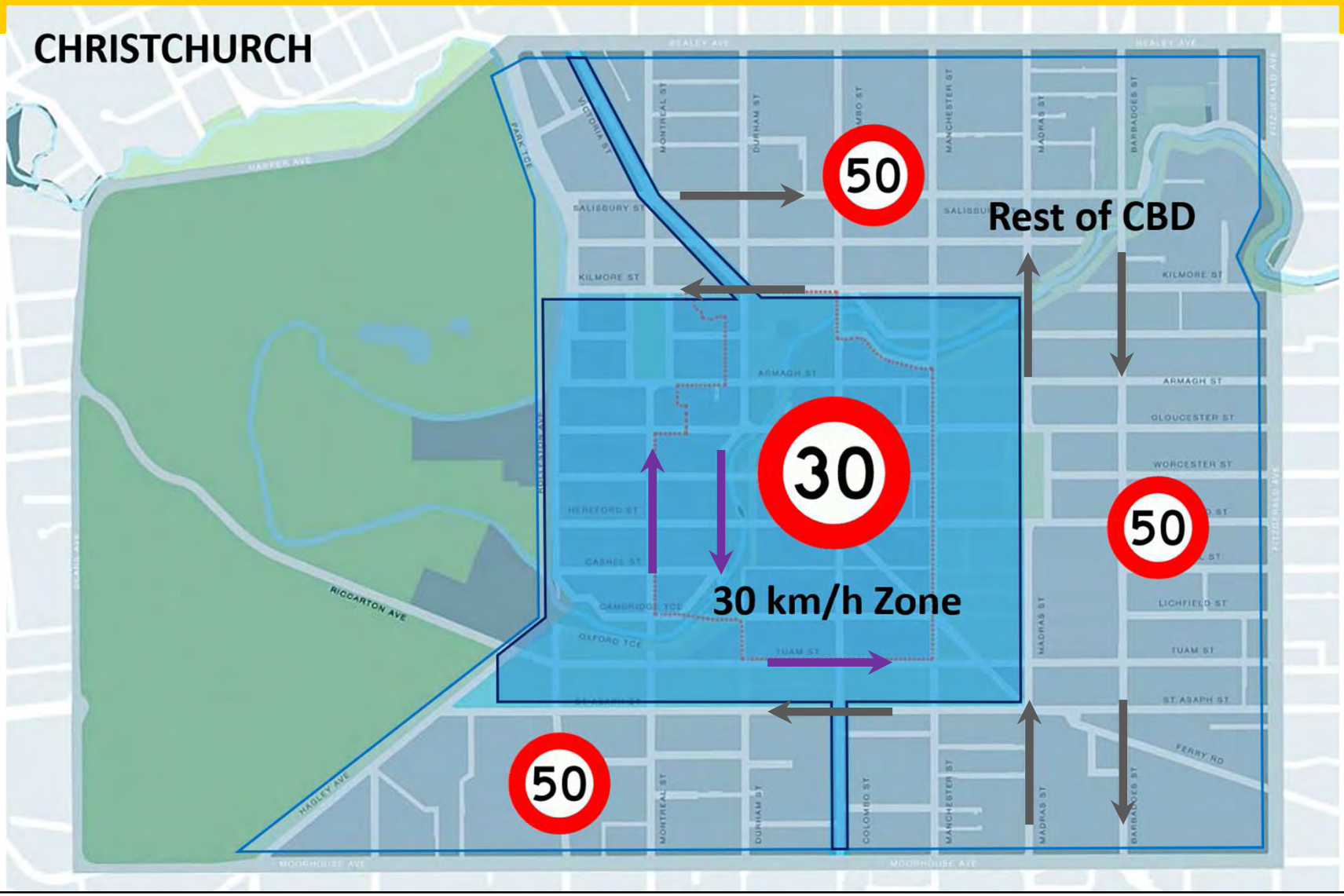
Has it worked? Before/After crash analysis

- Compared 2 years of data immediately before/after change
  - Ignored month of introduction (Mar 2016)
- Compared 30km/h zone with the rest of the central city
  - Most comparable “control” site
- Also looked at traffic volume changes over same period

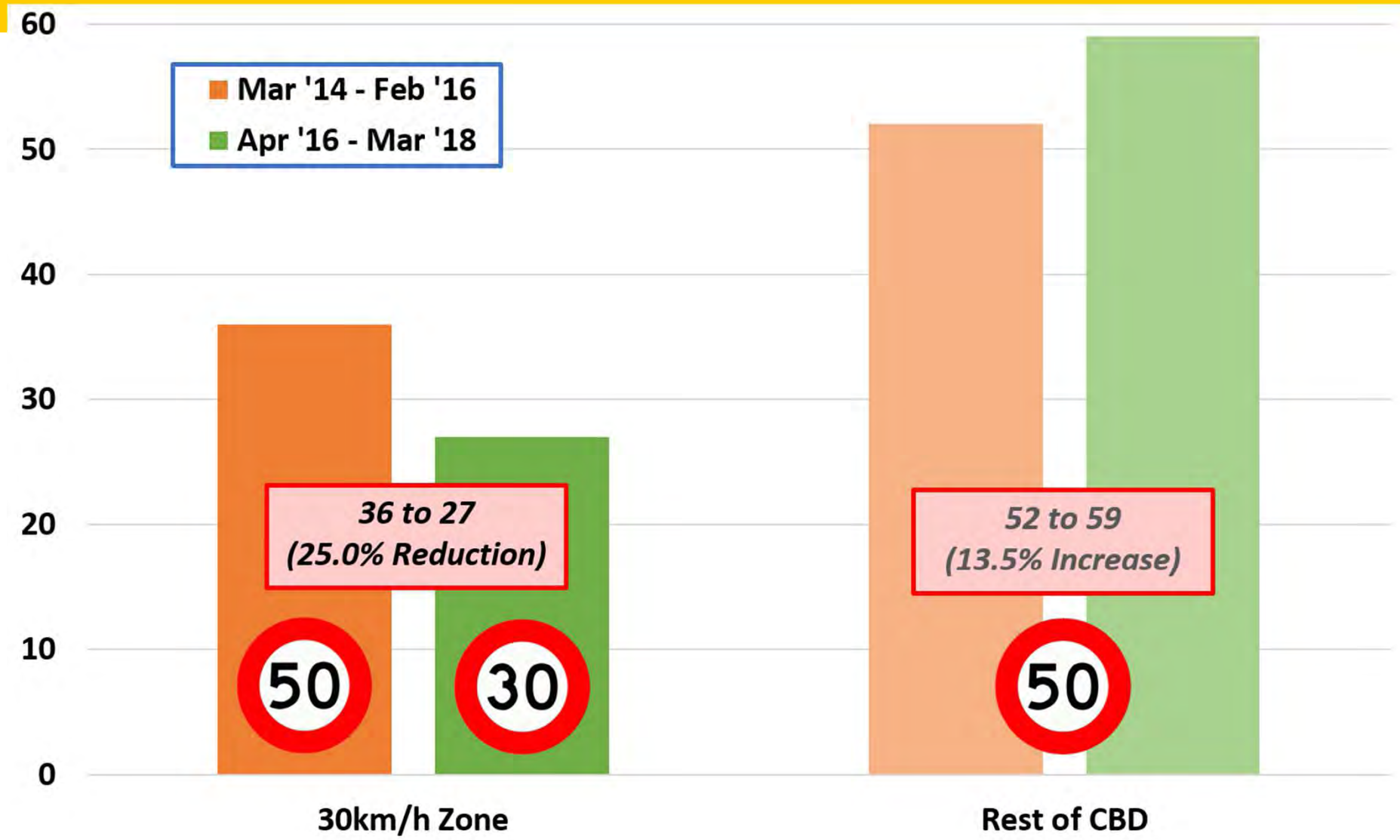
- ***Dataset for analysis:***

https://t.co/gBvTQox4Ro

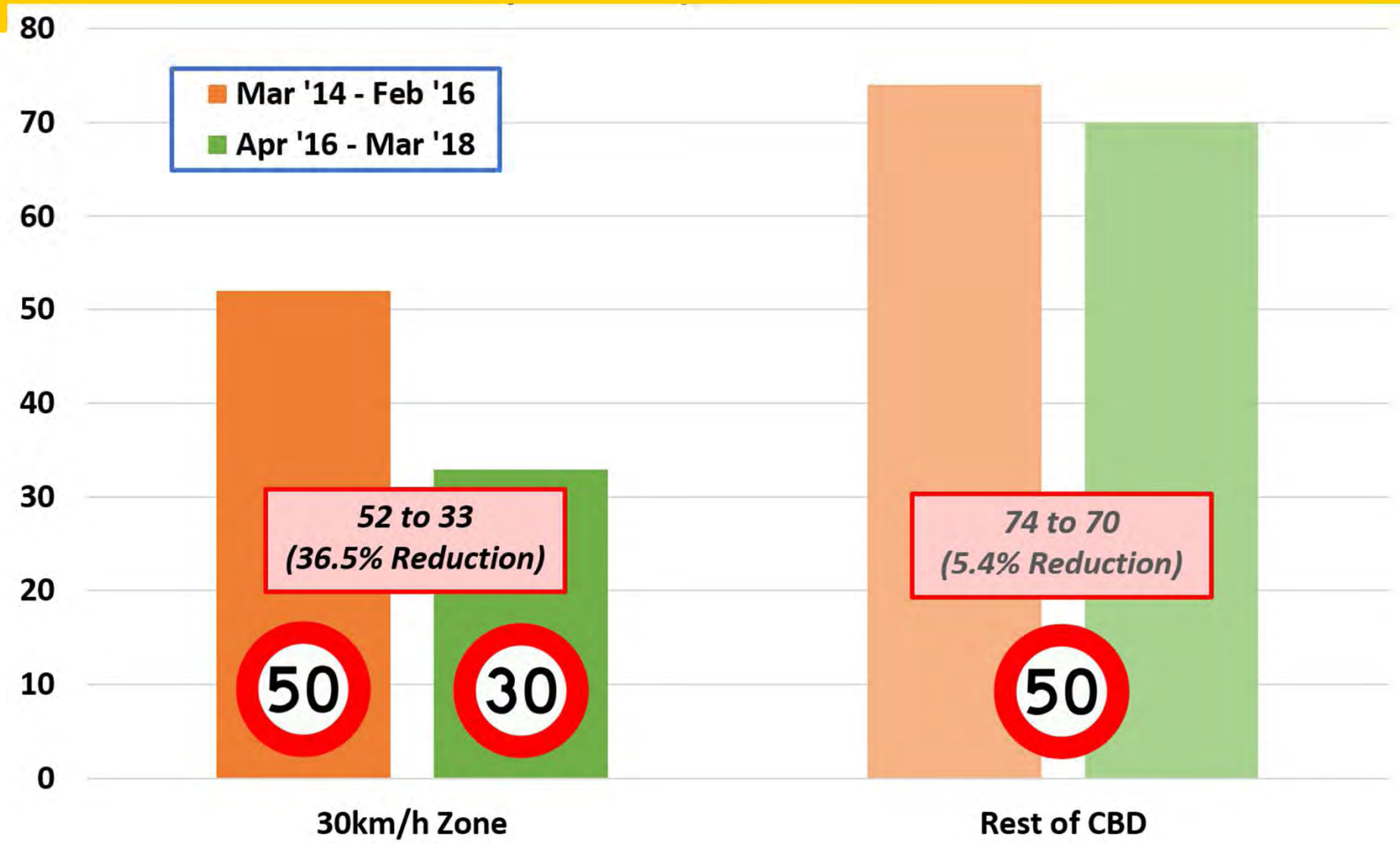
Study / Comparison Areas



Total Reported Injury Crashes – Before/After



Total Reported Injuries – Before/After



Roadworks/rebuild – The fly in the ointment

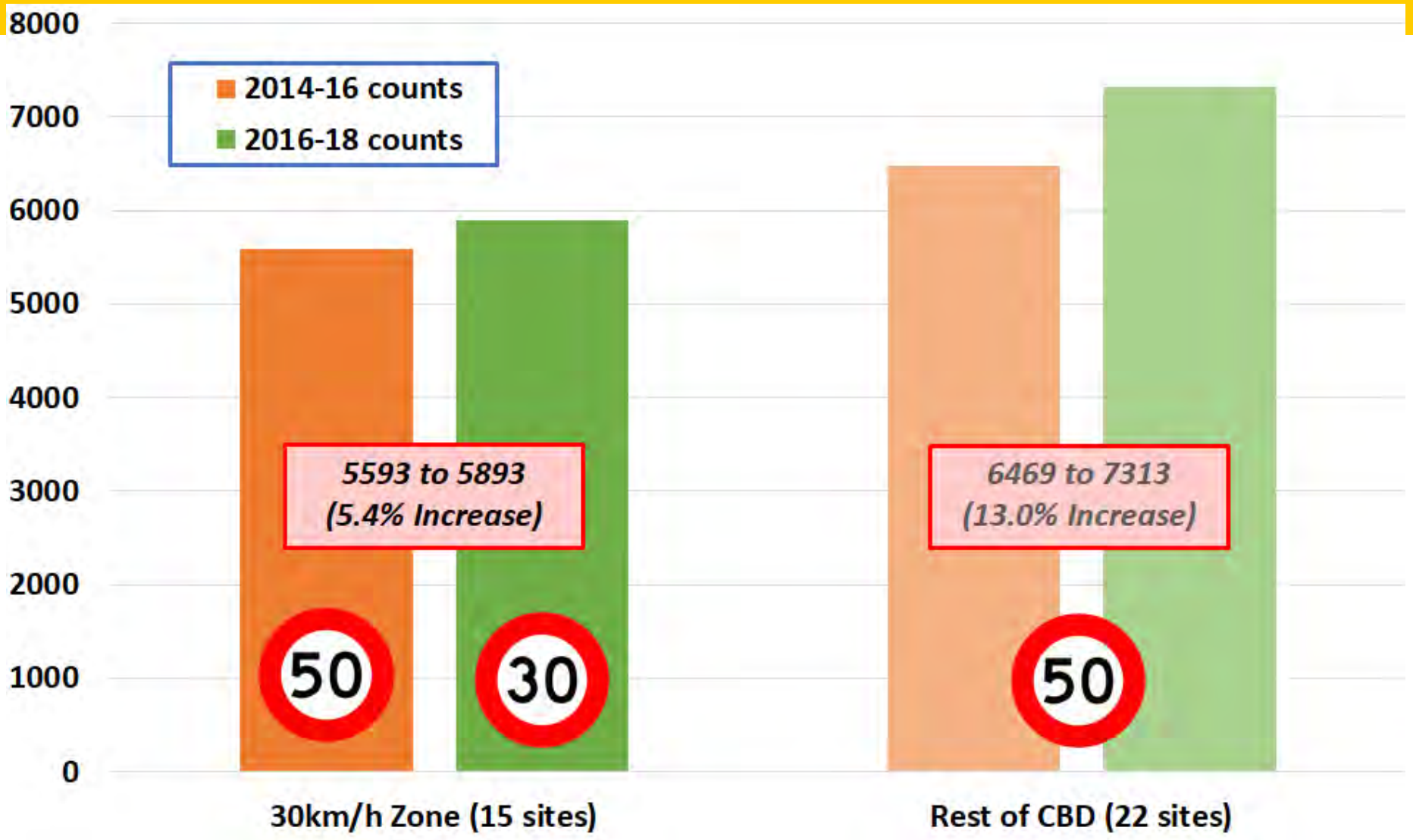
- How much has it affected CBD travel patterns?

Post-quake / rebuild Timeline

- Growing return of businesses (and people) to central city

2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018

Ave. Daily Site Traffic Volumes – Before/After



Discussion

- Notable improvement in crashes/injuries in Chch 30kmh zone
  - Better than the surrounding ‘rest of CBD’
  - Most benefit for motor vehicles (few active mode crashes)
- Roadworks & rebuild activity ‘muddy the waters’
  - Fewer roadworks-related crashes in “after” period ***(help/hinder?)***
  - Traffic volumes in 30kmh area still rising during analysis period
- Probably some shifting of traffic away from 30kmh zone?
  - Certainly a deliberate aim to discourage through-traffic
- Anecdotally a lot of support from people in central city
  - But still plenty of grumbles about the “huge” delays caused

Discussion cont'd

- No follow-up speed surveys by Council (yet)
  - One-way street "green waves" at 30kmh help enforce limit
  - Some streets reconstructed to provide self-explaining environment
- Initial lack of awareness about presence of 30kmh zone
  - Greater use of gateways and repeater markings are helping
- Valid to go further back for before/after?
  - "Before" period becomes less 'normal'

Would we have achieved this 30kmh zone without CERA Act?

Thank You!

- Any Questions?

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GKoorey

Dominion Post,
11 Feb 2015

'City 30kmh speed limit saved my life'

TOM HUNT AND OLIVIA WANNAN
Last updated 05:00, February 11 2015

SUPPLIED

COUNTING HER BLESSINGS: Elle Haring escaped with cuts and bruises.

Elle Haring simply did not hear the "silent" bus that knocked her down in central Wellington.

The Valley Flyer bus, travelling about 25kmh, hit her from behind in Manners St, between Victoria St and Cuba St, shortly after 8am yesterday, she said.

"The bus was completely silent. I think if I had heard it, I would have looked.