

Lower speed limits are not utopia!

“ the journey we took
.....how it was done
.....challenges we faced
.....some early results
..... & lessons learnt ”



What do these roads have in common?

Mid-block Risk Assessments

Road Category - Sealed Rural Arterial / Collector

Road Name: LRRS Road: Yes (Yes or No)

Functional Class: Volume: (AADT)

Location: From Length: (km)

To:

Rated By: Date:

Safety Triggers

Lane Width, Shoulder Width

Road Type

Issue	Weight (range)*	Risk Score	Weighted Risk
Road Type	100% 100%	<input type="text" value="2"/>	<input type="text" value="2"/>
		SUB-TOTAL	2

Severity

Factors selected automatically impact severity calculations related to each deficiency below

Estimated Speed Environment: (100 = "1", 80km/h = "2")

Roadside condition: (See Adj)

Road Engineering Features / Likelihood

Issue	Weight (range)*	Sub-Issue	Weight (range)*	Risk Score	Severity	Weighted Risk
Geometric	60 (40-80)	Horizontal Alignment	25 (20-40)	2.2	5.15	1.70
		Lane Width	25 (20-40)	1.64	5.15	1.27
		Shoulder width	25 (20-40)	1.64	5.15	1.19
		Delineation	25 (20-40)	1.2	5.15	0.93
		Overtaking Opps	0 (0-20)		6.84	0.00
		Sight Distance	0 (0-20)		4.95	0.00
Surface	20 (10-30)	Skid Resistance	50 (30-50)	1	5.15	0.00
Condition		Weather	50 (30-50)	1.2	5.15	0.62
		Blotting	0 (0-20)		4.89	0.00
		Roughness	0 (0-20)		4.89	0.00
Roadside	20 (10-30)	Road use/vehicle risk	100 (100)	1.00	4.89	0.90
		SUB-TOTAL				6.62
		NETWORK RISK				13.24

Comments:

Network Risk Score

- Road Type
- Speed Environment
- Condition of road features (e.g. width, roadside, delineation)
- Severity of crashes related to those road features (e.g. width → run-off road, head-on)



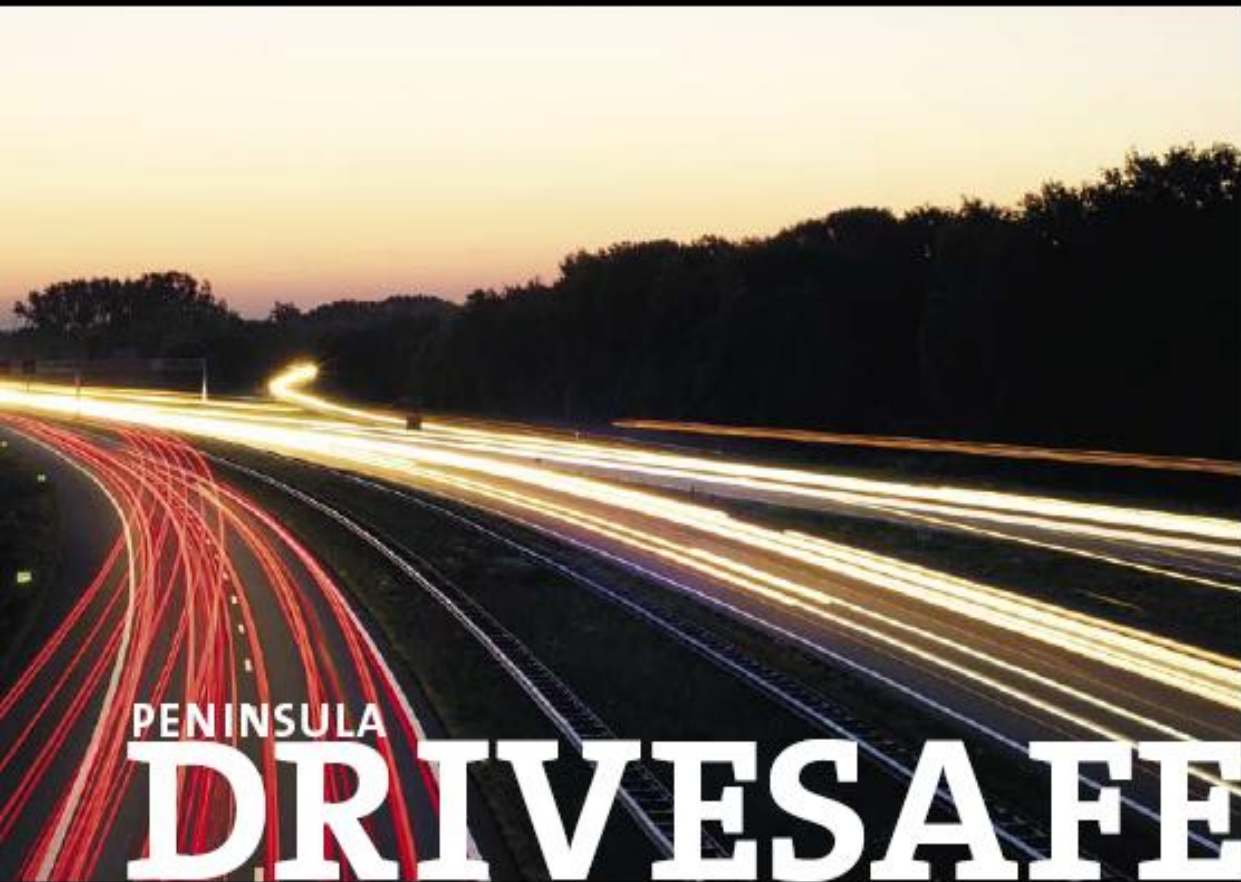
Mornington Peninsula Shire total road lengths :

Declared Roads 276 km
Local Roads 1,679 km

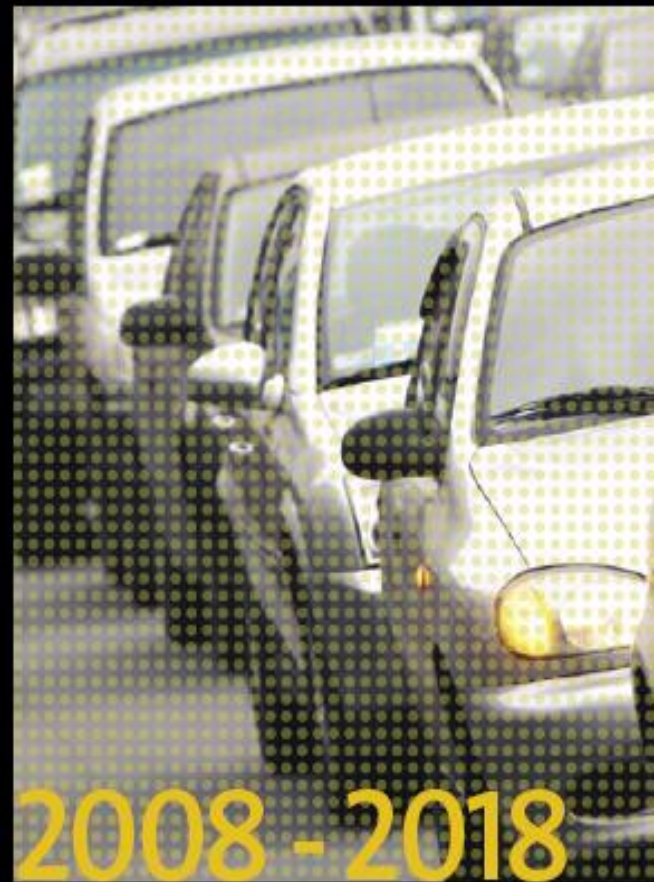
(local rural sealed roads 140 km
8% of road network with 18% of total crashes)



COMMITTED TO A
SUSTAINABLE
PENINSULA



PENINSULA
DRIVESAFE



2008 - 2018

safe system

All crashes to be survivable



<30 km/h
pedestrians,
cyclists,
(motorcyclists)

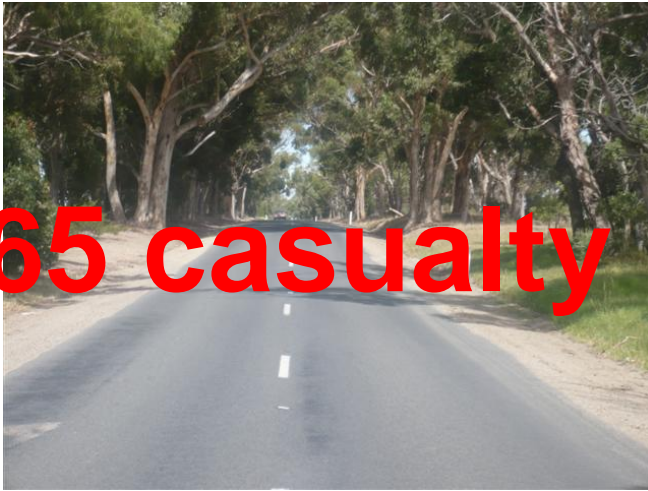
<70-80 km/h
vehicle occupants
in head on crashes



<50km/h vehicle
occupants in side
impact crashes

local rural roads

165 casualty crashes - 5 years



residential streets



268 casualty crashes - 5 years

PENINSULA
SAFER SPEEDS

TRIAL PROJECT

negative voices are the loudest

'you could get out and walk faster'

'no one complies now -why will they comply to lower speed limits'

'it is not reasonable to go to the nth degree to minimise risk'

'this will dumb down our rural speed limits to suburban levels and will change the rural nature of the Peninsula'

'will encourage a culture of disobeying the speed limits'

'fix the roads up instead'

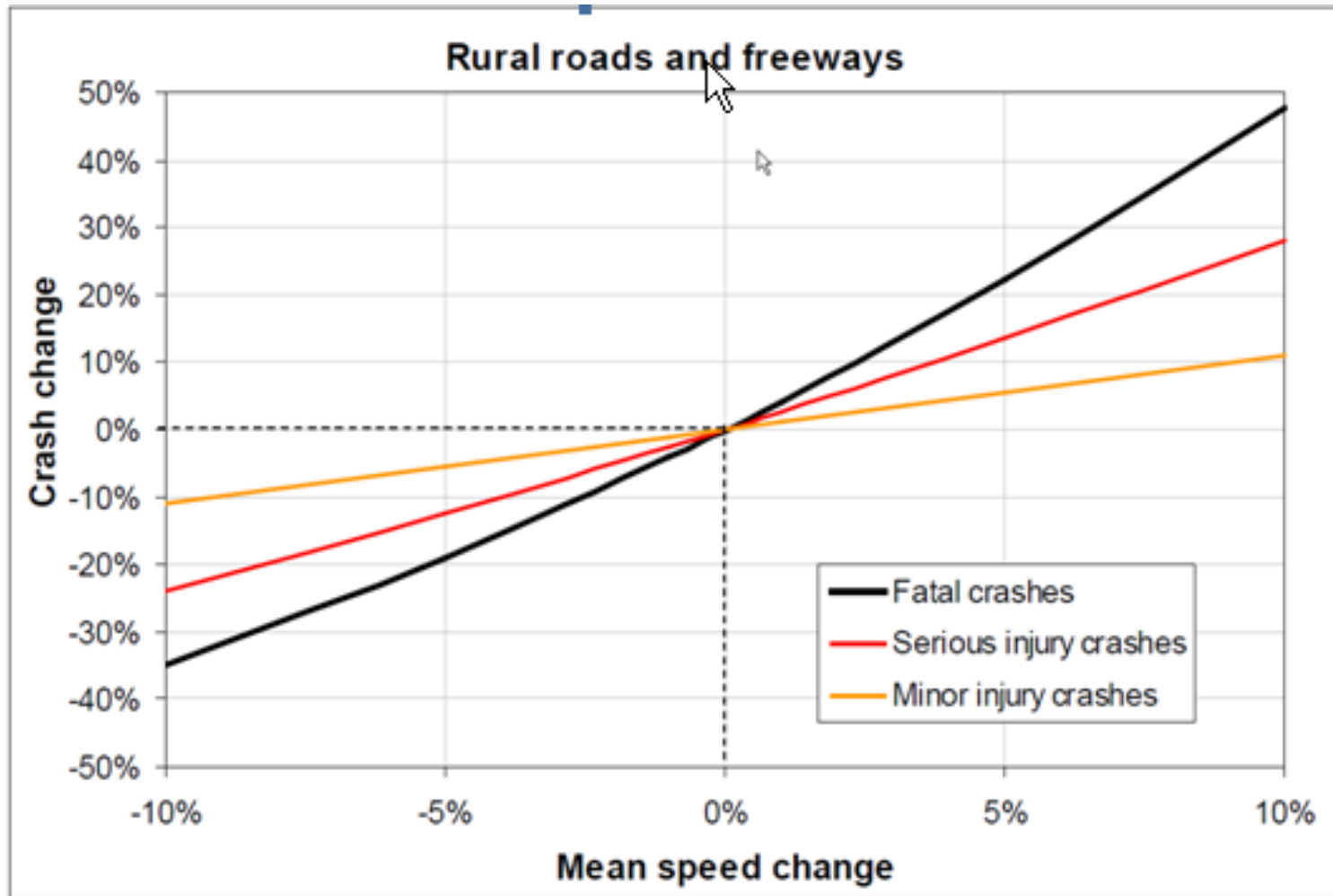
how it was done

1. Project development
2. External support / funding
3. Communication plan
4. Approval strategies
5. Implementation program
6. Evaluation trial project

1. project development

- Define goals –targeted approach based on Crashstats
- Address community needs and concerns
- Supported by evidence based research
- Flexible and adaptable proposals–optional approaches

evidence based

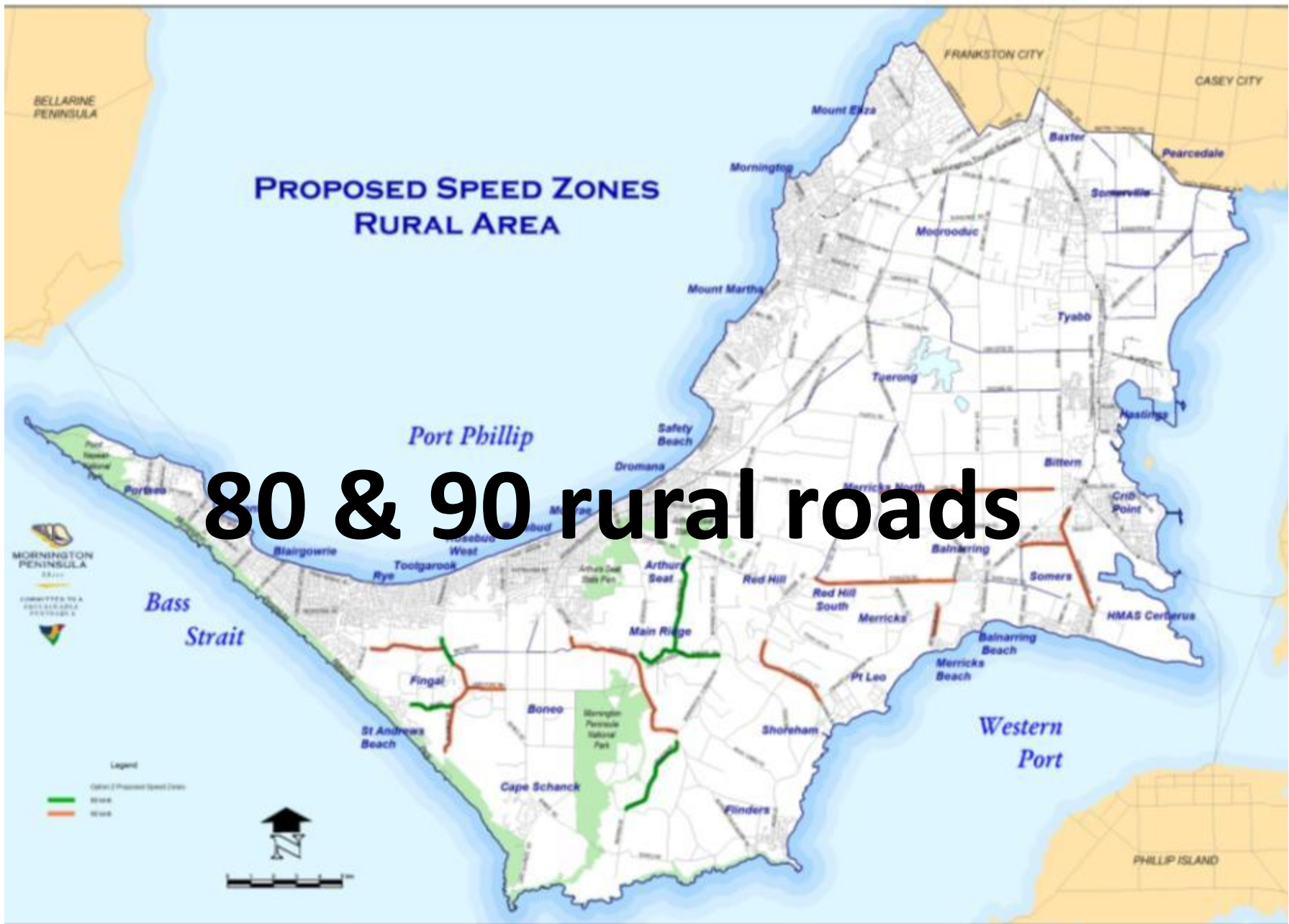


Source: based on Elvik (2009)

Figure 1: Change in mean speed vs. change in crashes, high speed roads

evidence based

- 10 km/h drop in speed limit
- 5% drop in travel speeds
- 15-30% drop in SI casualty crashes and fatalities



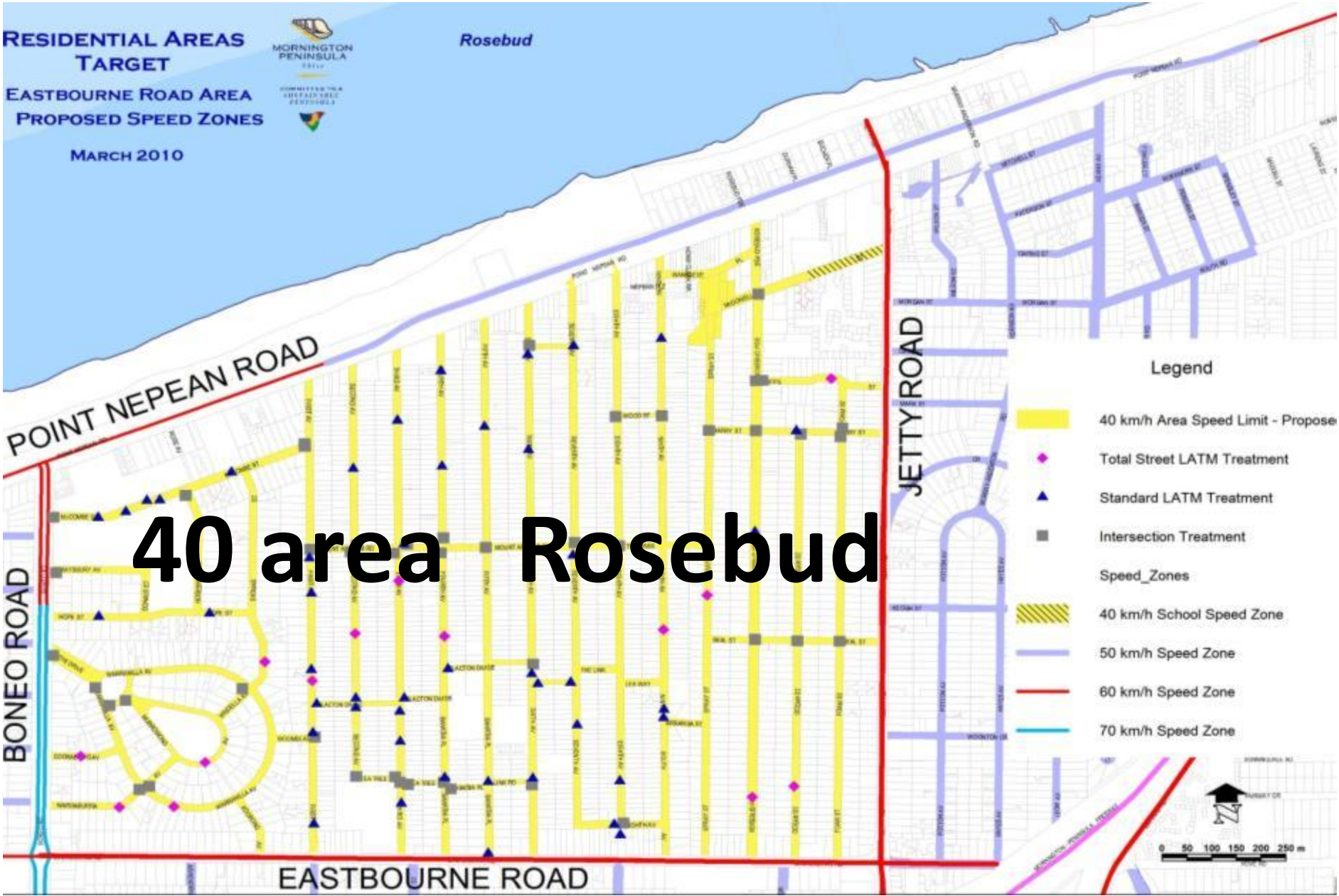
RESIDENTIAL AREAS - TARGET AREAS



RESIDENTIAL AREAS TARGET
EASTBOURNE ROAD AREA PROPOSED SPEED ZONES
 MARCH 2010



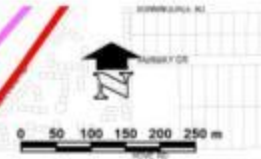
Rosebud



40 area Rosebud

Legend

- 40 km/h Area Speed Limit - Proposed
- Total Street LATM Treatment
- Standard LATM Treatment
- Intersection Treatment
- Speed_Zones**
- 40 km/h School Speed Zone
- 50 km/h Speed Zone
- 60 km/h Speed Zone
- 70 km/h Speed Zone



how it was done

1. Project development
2. External support / funding
3. Communication plan
4. Approval strategies
5. Implementation program
6. Evaluation trial project

2. external support /funding

- ARRB
- VicPol
- MUARC
- SSIG (Safe Speed Interest Group) –Heart Foundation
- VicRoads
- Specialised Consultants
- TAC

how it was done

1. Project development
2. External support / funding
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Putting on the brakes

Slow down trial hopes to cut rural road crashes

Driving | Lucy Townsend

SPEED limits will be cut by up to 30km/h on 15 roads in a bid to reduce the number of crashes on rural routes on the peninsula.

But a residents' group says the measures do not go far enough.

Under the Peninsula SaferSpeeds project, the default speed limit of 100km/h will be changed to either 80km/h or 60km/h on selected sealed rural roads.

The new speed limits will be tested for 12 months, with signs alerting drivers to the changes now being put in place.

The move comes after a community survey revealed that 95 per cent of residents supported the proposed speed limit reductions.

Mornington Peninsula Shire Mayor and Red Hill Ward councillor Frank Martin said too many crash injuries had been recorded on rural sealed roads.

WHERE IT'S CHANGING

- Baldry's Rd
- Browns Rd (Flaga)
- Browns Rd (Main Ridge)
- Davles Rd
- Limestone Rd
- Main Creek Rd
- Moskirs Rd
- Morricks Beach Rd
- Myers Rd
- Sandy Rd
- Shortnam Rd
- Shands Rd
- South Beach Rd
- Stanleys Rd
- Truemans Rd

have broken surfaces and often there is no shoulder on the roads."

Mr Maddocks, whose group lobbied for speed reductions, said residents had repeatedly voiced



how it was done

1. Project development
2. External support / funding
3. Communication plan
4. Approval strategies
5. Implementation program
6. Evaluation trial project

4. approval strategies

- Know the processes and anticipate the challenges
- Address the criteria for each "Decision maker"
e.g. VicRoads speed limit guidelines
- Be politically savvy & have flexibility –negotiate/
compromise
- Emphasize the crash rates
- Use community support evidence
- Establish credibility- use other expertise /support
- Trial/stage –get a foot in the door

how it was done

1. Project development
2. External support / funding
3. Communication plan
4. Approval strategies
5. Implementation program
6. Evaluation trial project

5. implementation program

- Regulatory signs
- Repeater signs
- contracts
- coordination
- Information signs
- MOAs
- Sign legends, sizes & locations

how it was done

1. Project development
2. External support / funding
3. Communication plan
4. Approval strategies
5. Implementation program
6. Evaluation - trial project

6. evaluation

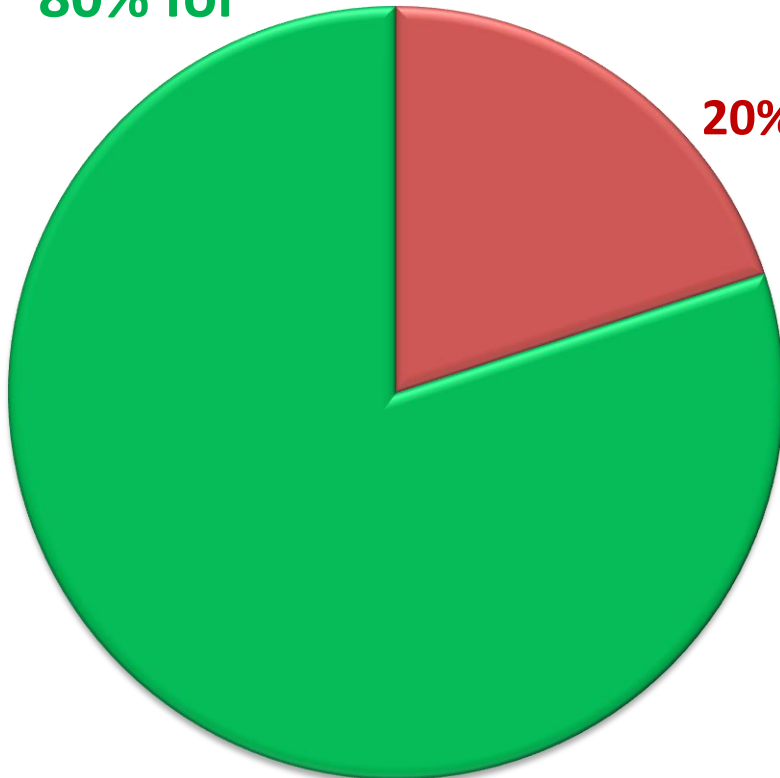
- ARRB
- Before & after studies -Control sites
- 2 evaluation aims
 - Community attitudes
 - Vehicle speeds
- Travel time surveys
- Reports -TAC

PENINSULA
SAFER SPEEDS
— — — — —
TRIAL PROJECT

**ARRB Baseline study early results:
Community acceptance to reduced speed limits**

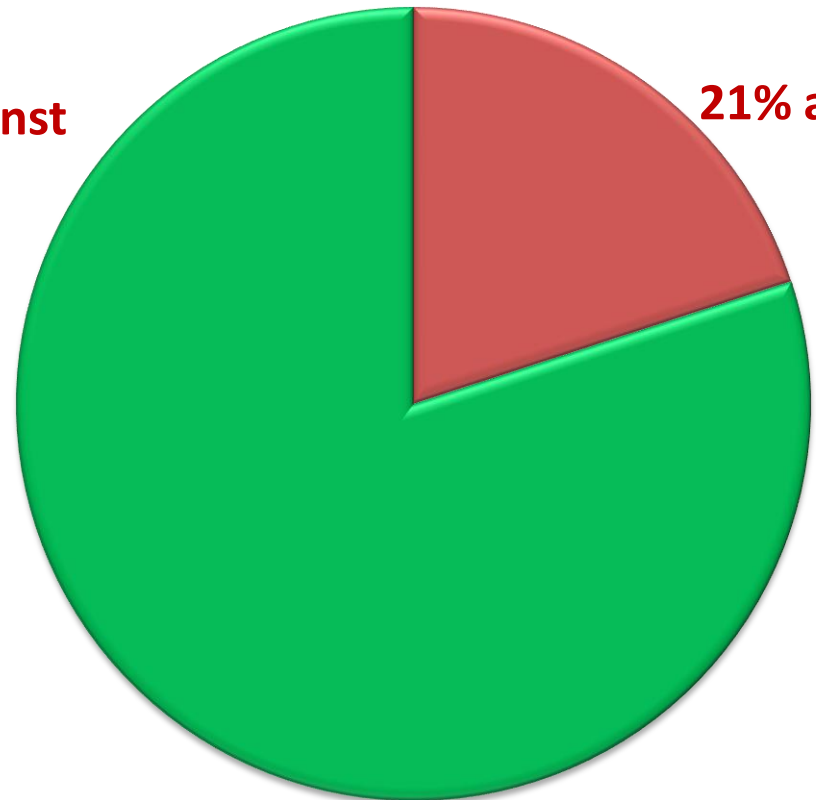
telephone survey

80% for



rural roads

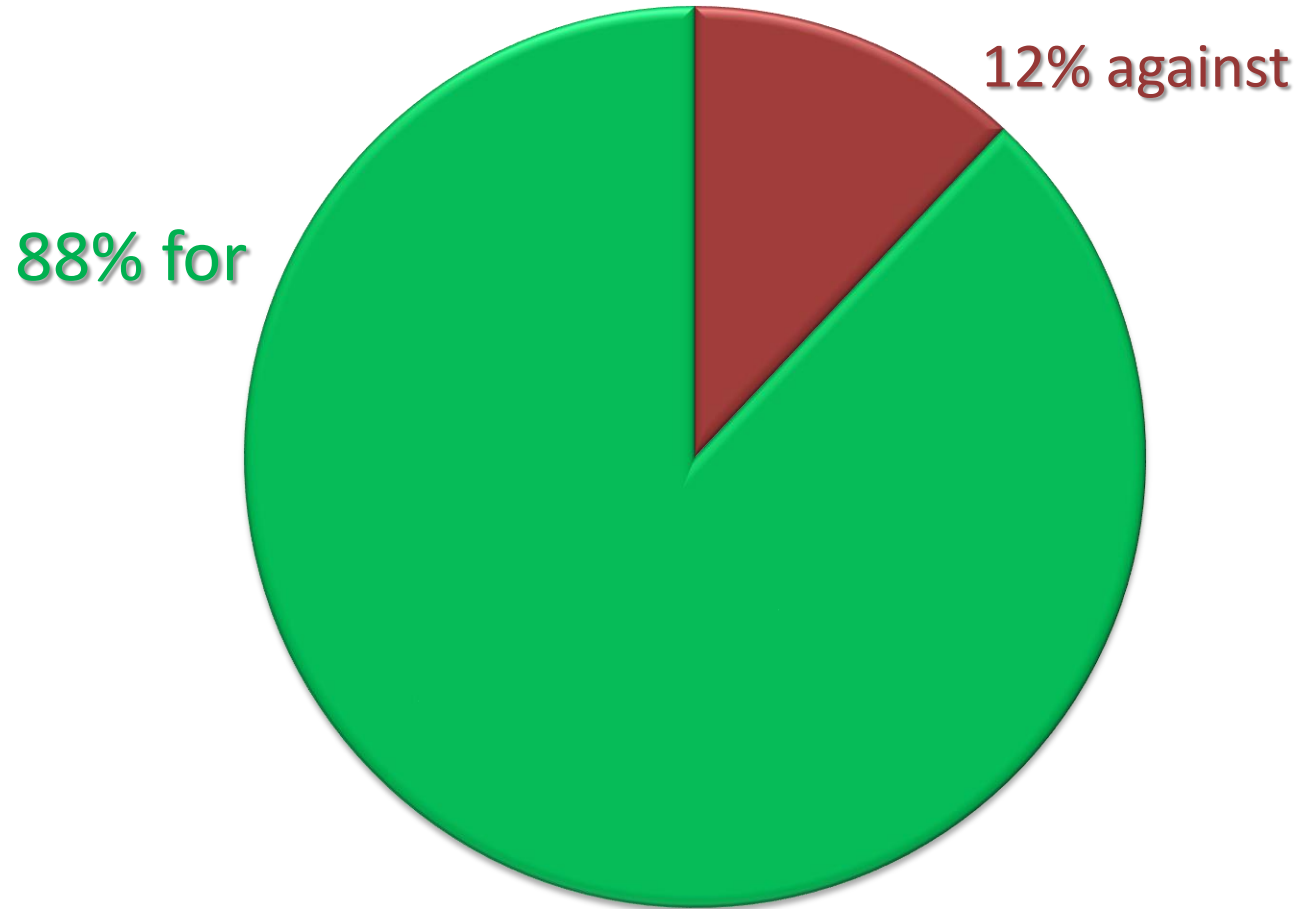
79% for



21% against

residential area

resident feedback



residents voices

‘this is a great concept for residents and safety’

‘we congratulate you and your fellow Councillors for your decision to introduce the safer speeds trial’

‘I am fully in agreement with lowering speed limits’

‘congratulations on the Peninsula Safer Speeds Project’

‘I feel safer in my street after the speed limit reductions’

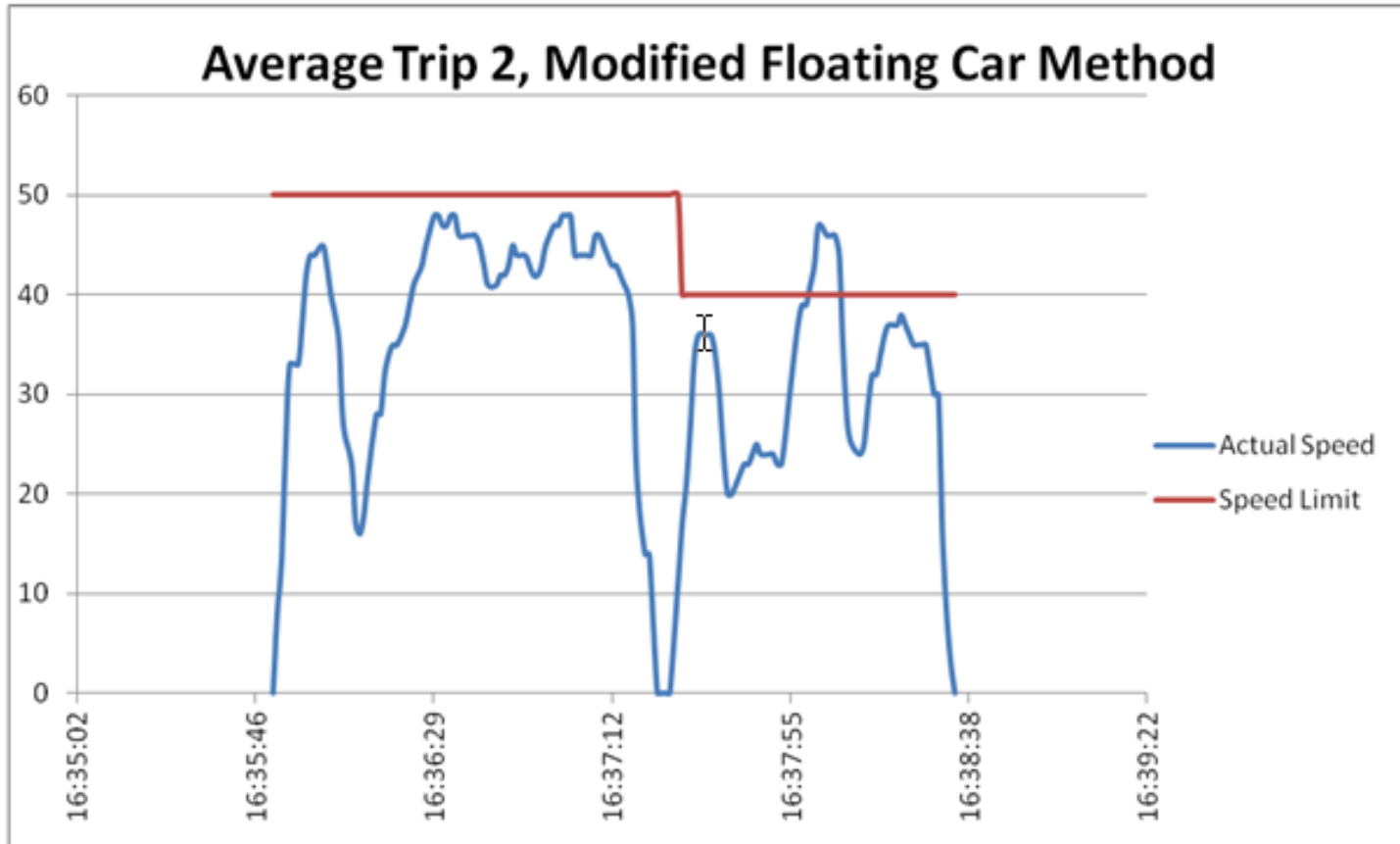
vehicle speed reductions

the early checks

rural and residential early indicators



travel time surveys too



Run 5

key achievements to date

- Council approval
- VicRoads/ Minister for Roads approvals
- Strong Community support
- Growing recognition of being a significant step for road safety in Victoria
- Council support to look at further stages of network speed limit reductions

some lessons we learnt

- Clear goals—reduce crashes and injuries
- Strong rationale –evidence based
- Flexibility with proposals
- Use other support e.g. TAC/ARRB
- Communication plan -community awareness
- Persistence & preparedness in face of challenges &opposition

it can be done –you can achieve safer speeds on our road networks

- Be resourceful –use external support
- Communication plan
- Evidence based & use your crash data
(ARRB final evaluation report
Peninsula SaferSpeeds trial project)