



Sustainable Communities
Sharing Knowledge

The latest on Local Area Traffic Management practice in Australia and New Zealand - An update and comparison for Local Government

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What is LATM?

- LATM stands for “Local Area Traffic Management”
- Also known as traffic calming (or a form of it) or neighbourhood traffic management
- What is it?
 - It is a practice employed to assist with the planning and management of traffic within a local area
 - It involves the use of physical devices, streetscaping treatments and other measures to influence vehicle operation and reduce the impacts of vehicles in urban areas

Presentation Outline

- Describe what research we did
- Summarise our findings
- Discuss which devices are most
 - effective,
 - complained about, and
 - often removed
- Define the major issues being tackled
- Outline what are the latest practices being used
- Highlight recent innovations
- Conclude

The Research Method

- The Method:

The research involved the conduct and analysis of an online survey, which was distributed to local government practitioners in Australia and New Zealand. The analysis focussed on comparing the results obtained in 2014 with those obtained in 2006 and 2010 to identify significant trends.

- The research involved consultation with:

- 160 local government authorities in 2006
- 109 local government authorities in 2010
- 118 local government authorities in 2014

Recent Practice

- Most commonly used devices are:
 - Stop, give-way and speed limit signs
 - Roundabouts
 - Lane narrowings / kerb extensions
 - Bicycle facilities
 - School zones
 - Road cushions
 - Flat-top road humps

Recent Practice

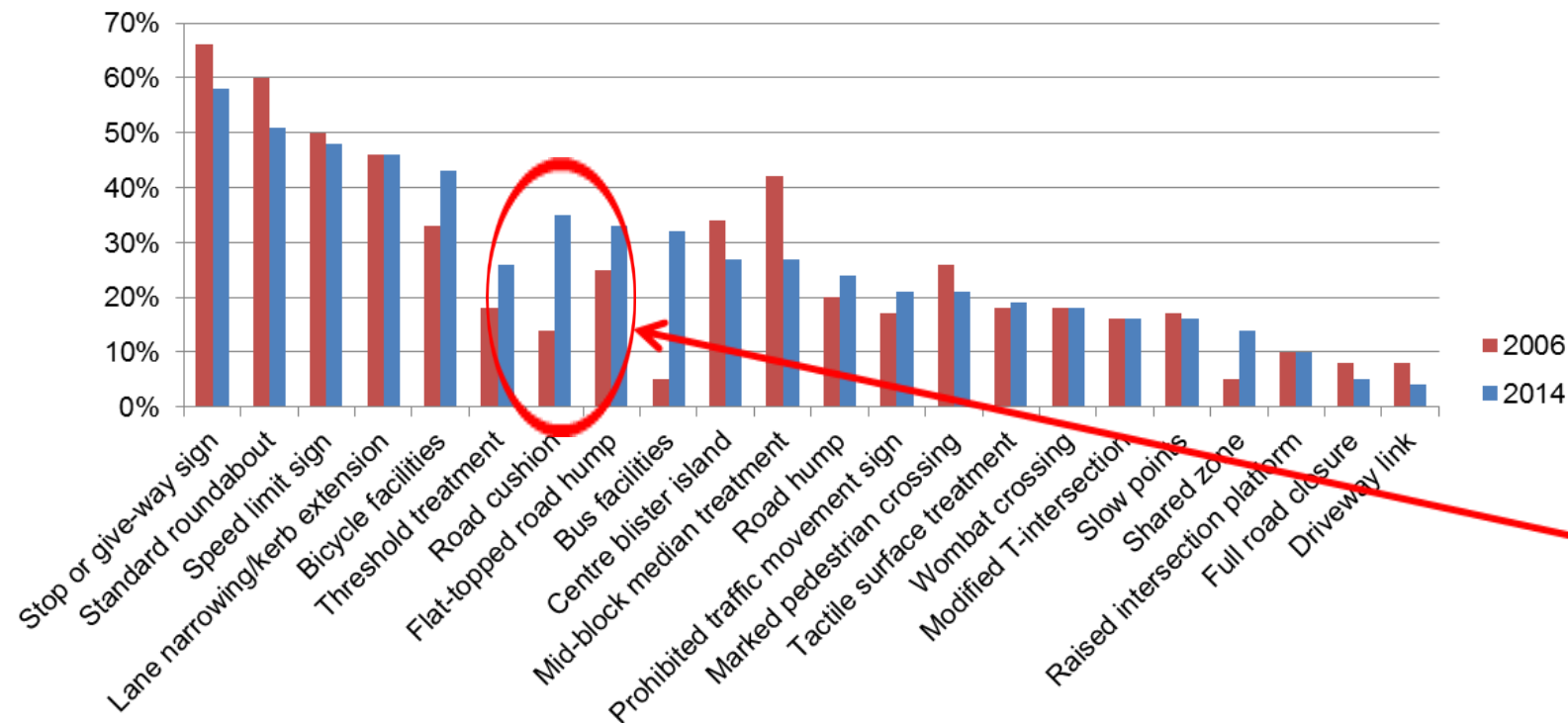
- Less widely used:
 - Bus facilities
 - Centre blisters
 - Median treatments
 - Threshold / perimeter treatments
 - Round profile road humps
 - Prohibited traffic movement signs
 - Marked pedestrian crossings

Recent Practice

- Rarely used:
 - Tactile surface treatments
 - Wombat crossings
 - Slow points
 - Modified T-intersection
 - Shared zones
 - Raised pavements
 - Diagonal, half and full road closures
 - Cycle/pedestrian friendly roundabouts and dedicated cyclist crossings
 - Driveway links

Recent Practice

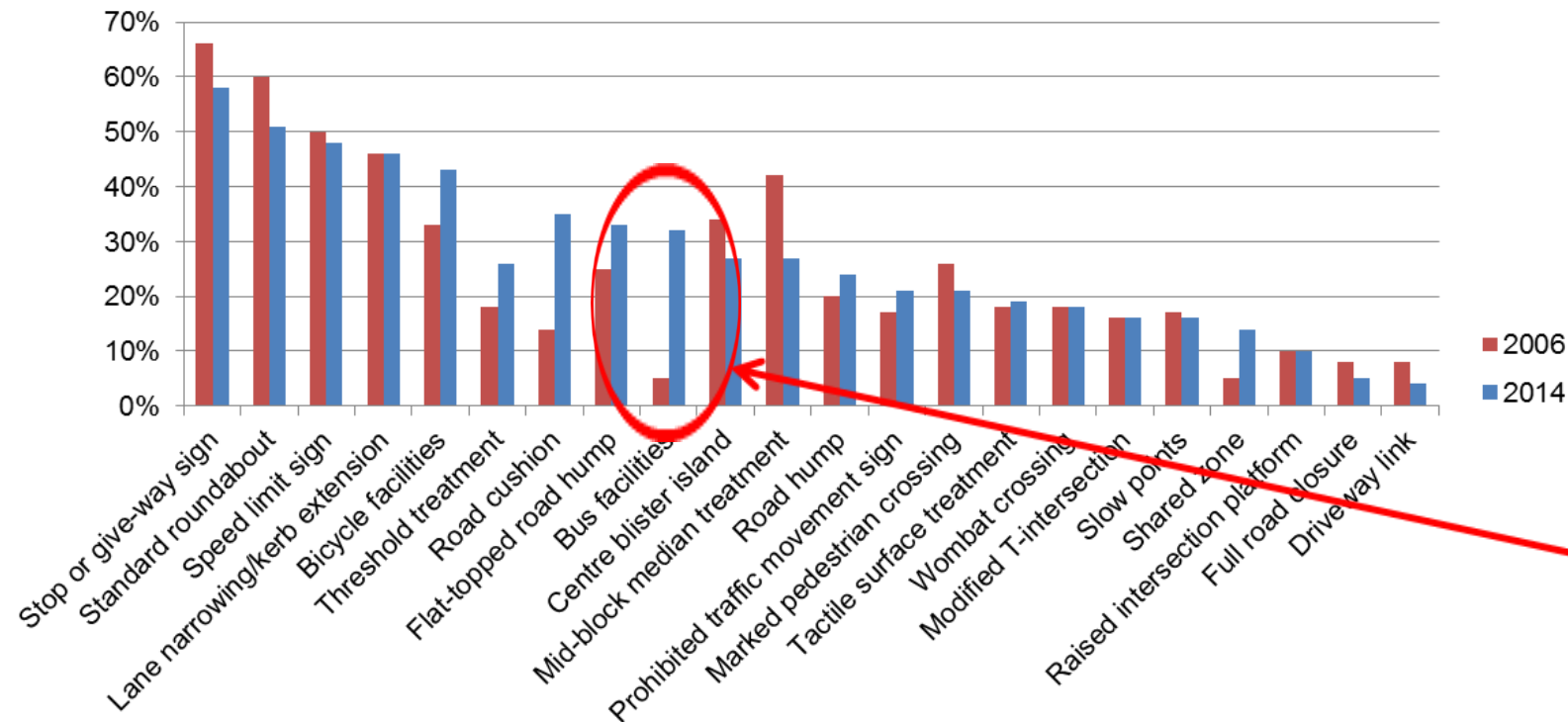
Comparison of commonly used devices in 2006 and 2014



Major increase

Recent Practice

Comparison of commonly used devices in 2006 and 2014



Major increase

Recent Practice

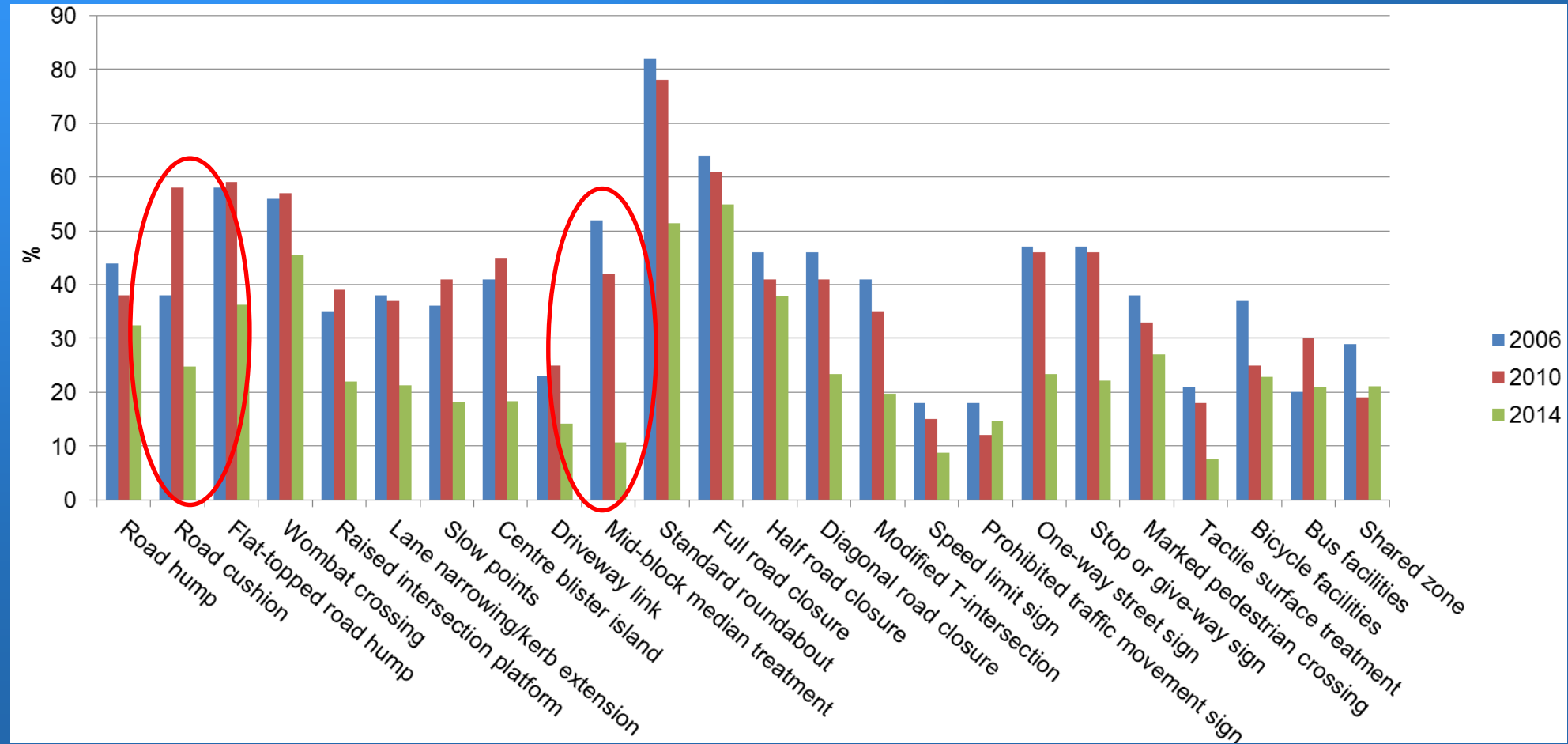


Effectiveness

- Roundabouts were consistently viewed as the most effective LATM device with more than 95% of practitioners rating them as being effective
- Other devices that were considered effective included school zones, flat-topped road humps, wombat crossings and road closures.
- Mid-block median treatments and road cushions have significantly decreased in perceived effectiveness from 2006 to 2014



Effectiveness

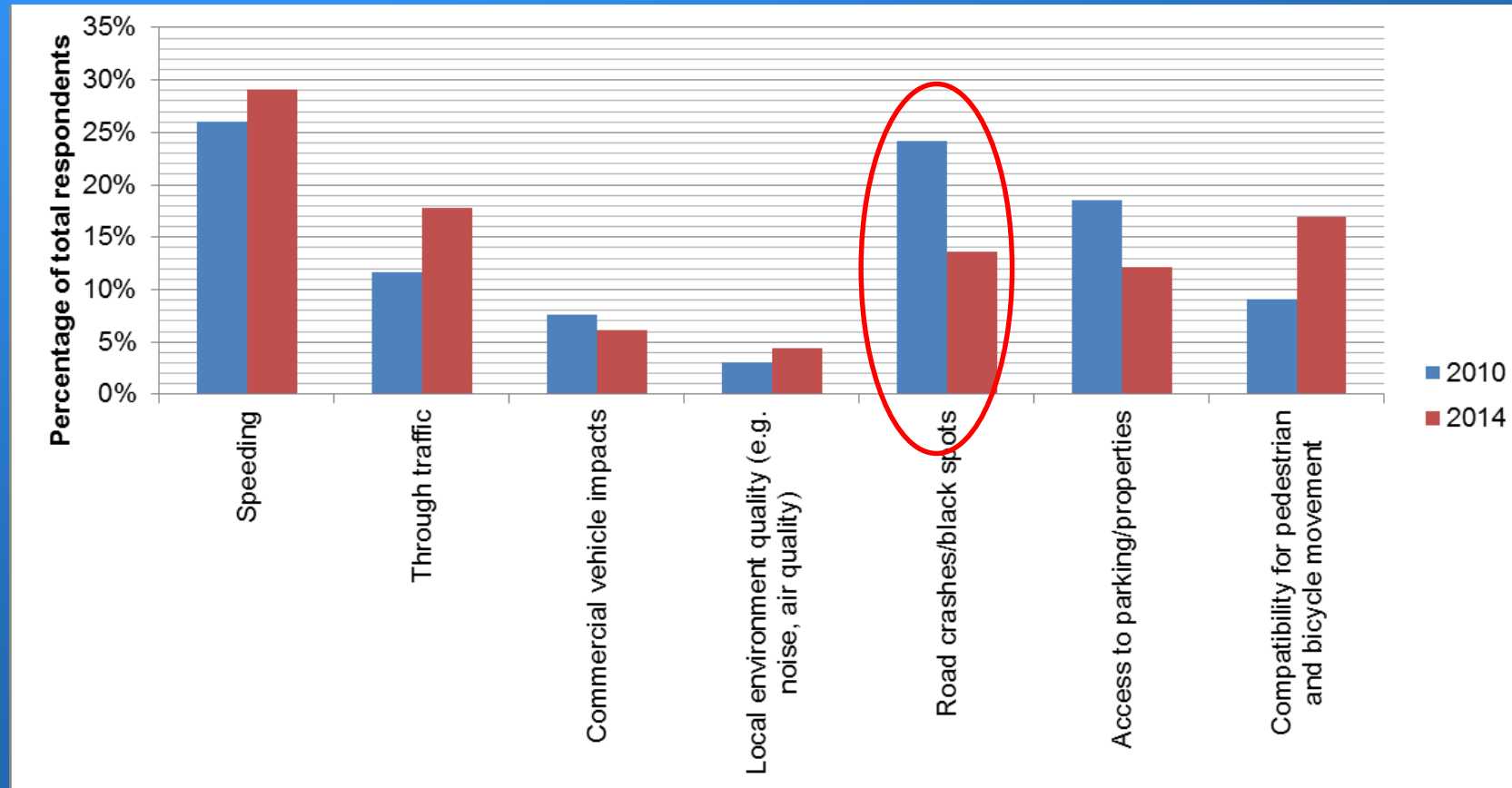


Complaints and Removal

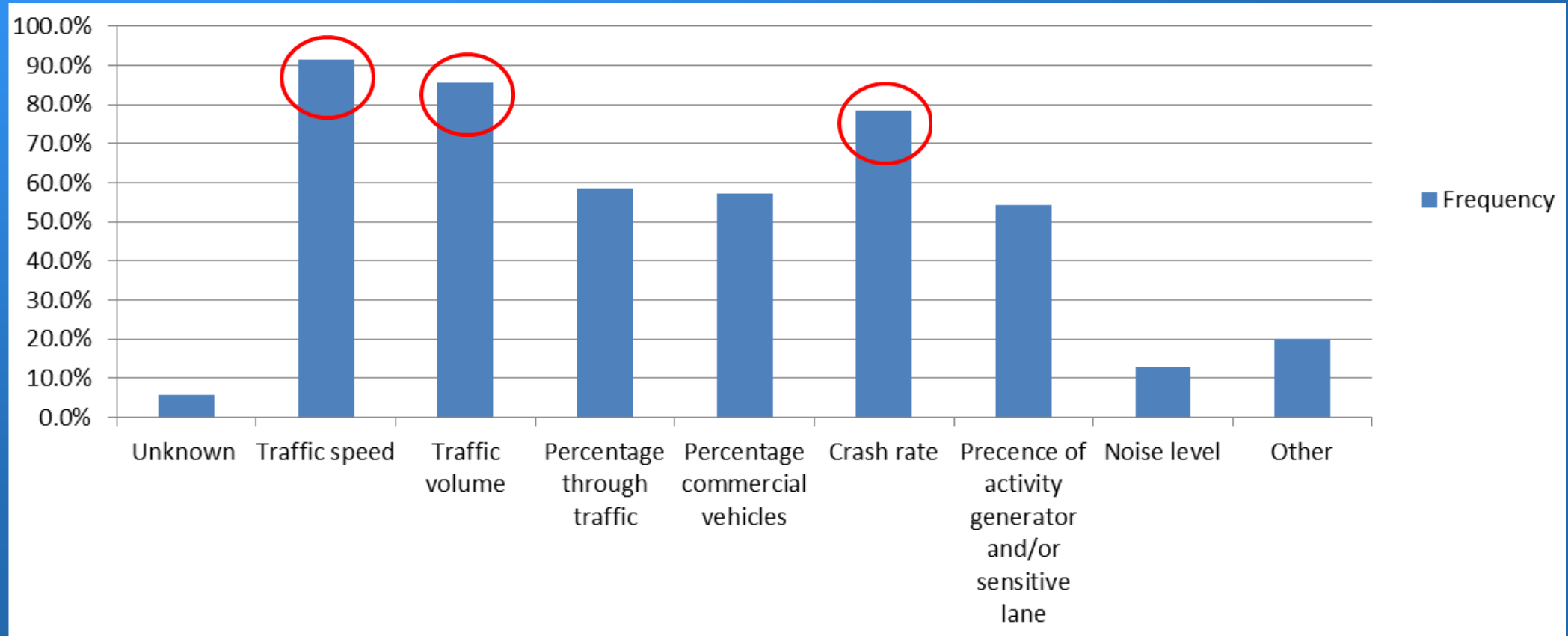
- Due to **complaints by residents**:
 - 18% have removed round profile road humps
 - 14% have removed road cushions
 - 5% have removed flat-topped road humps



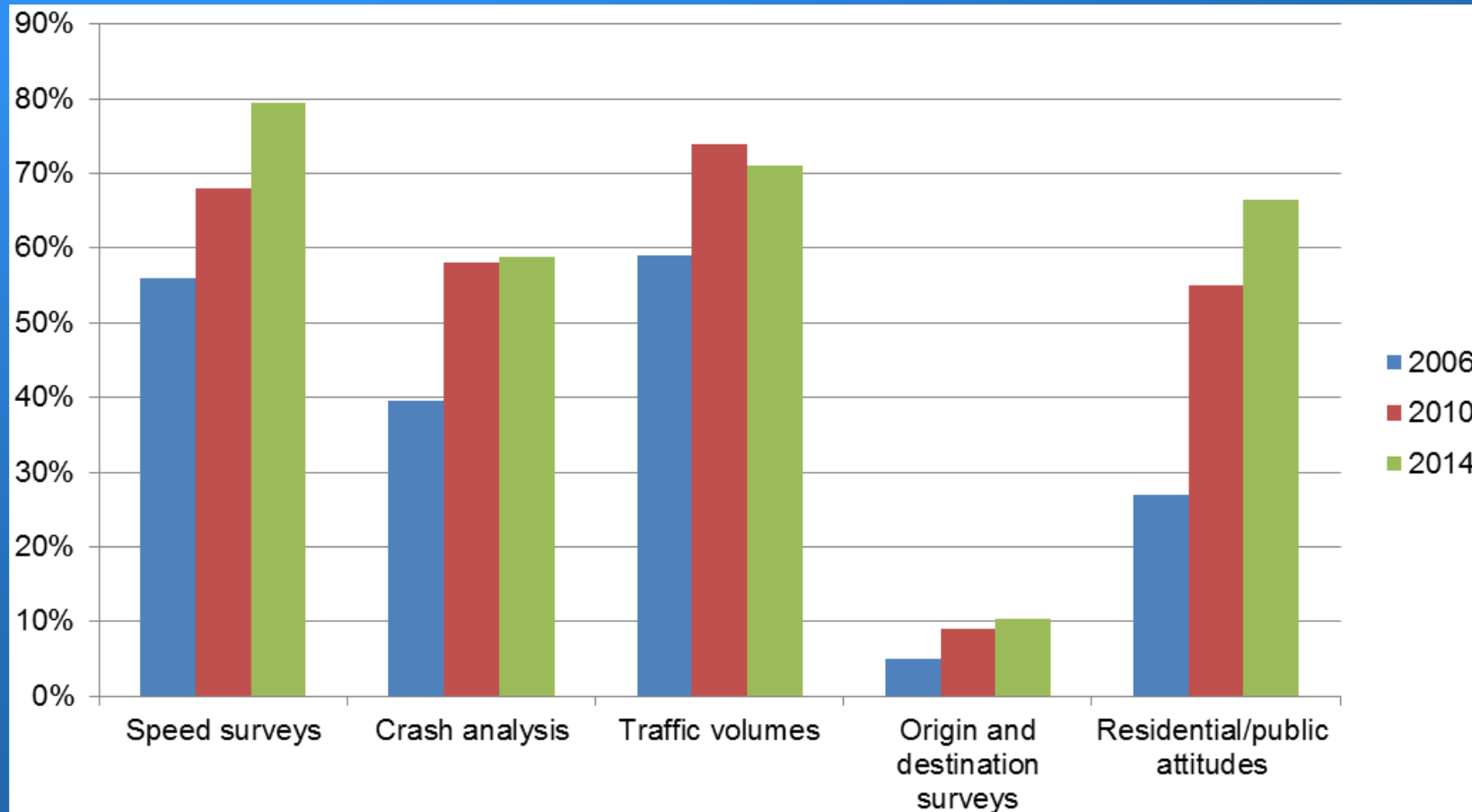
Major local area traffic-related issues



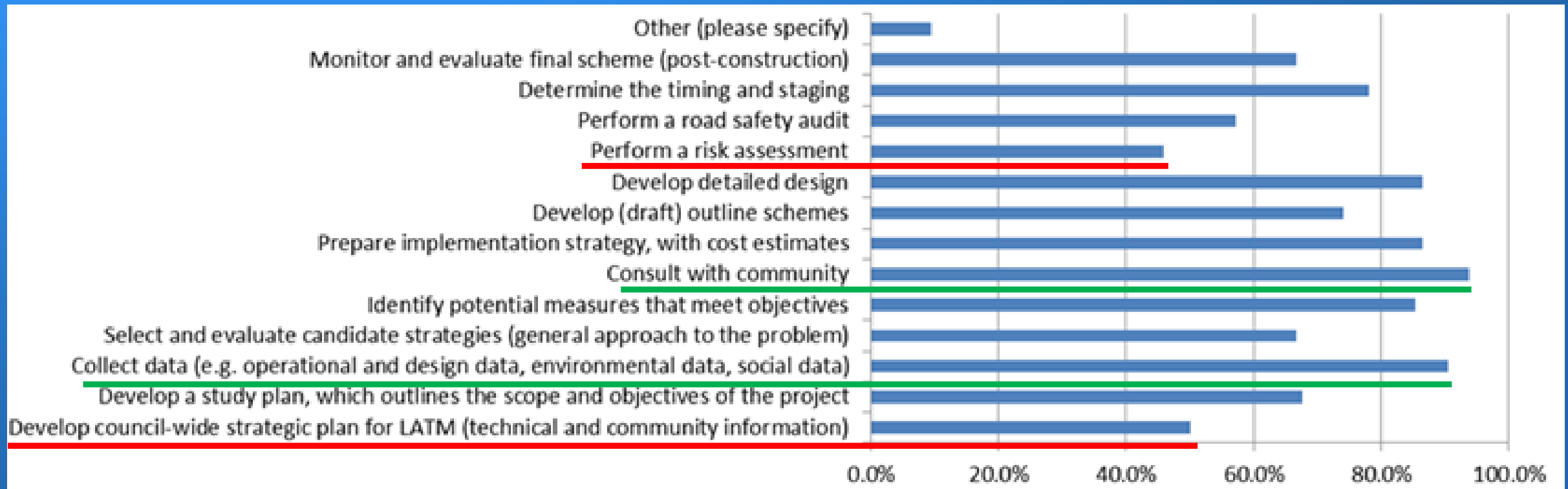
Reasons for selecting LATM Devices (2014)



Post Construction Monitoring Trends



Methods used for decision making



Innovations in Practice

- Recent best practice has identified new design concepts and approaches to safety and LATM. This includes the **Safe System, context-sensitive designs, and shared zone** concepts.
- The Safe Systems approach has been adopted by road agencies around the world and forms the basis of Australian and New Zealand national road safety strategies. The Safe Systems approach is as yet not commonly incorporated into LATM practices.
- The shared zone or shared space concept as a form of LATM treatment lacks accessible information in the form of a planning and design guidelines.

Conclusion

- While innovation in LATM continues to occur in Australia and New Zealand it would appear that there has been **very little change** in recent times to what is well-accepted practice.
- Forward thinking local governments are adopting new approaches including the **Safe System** approach for LATM.
- Local governments are increasing their use of **post construction monitoring** techniques, which is a positive development.
- Increased dissemination and **sharing of knowledge** would help increase awareness and the effectiveness of LATM practice.
- More research is needed in this space as traffic usage patterns and technology solutions change.