

The latest on Local Area Traffic Management



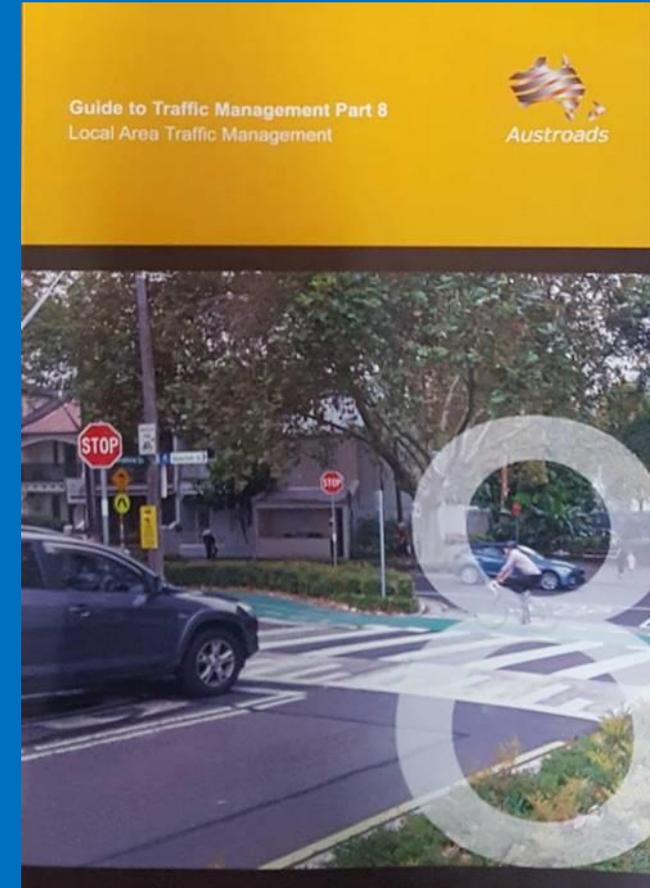
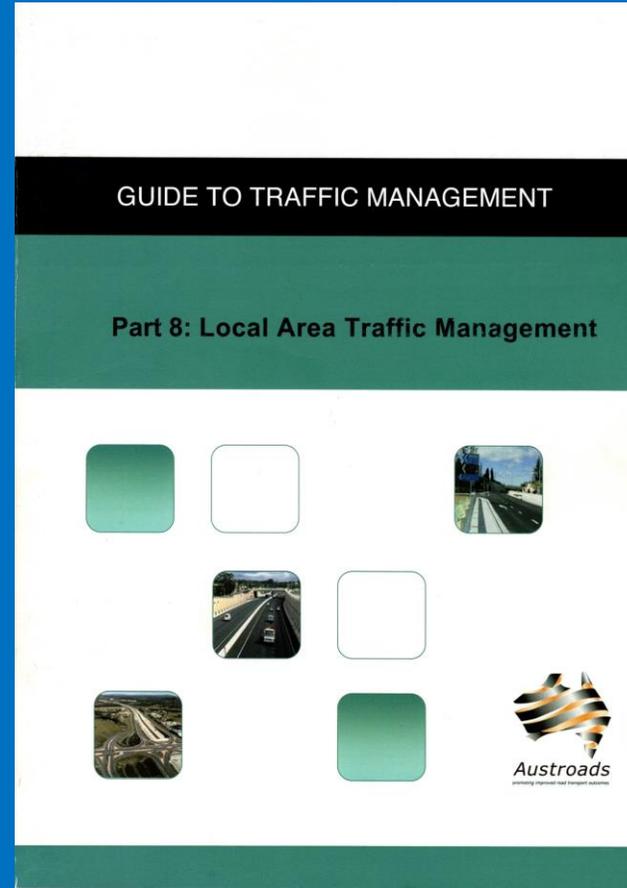
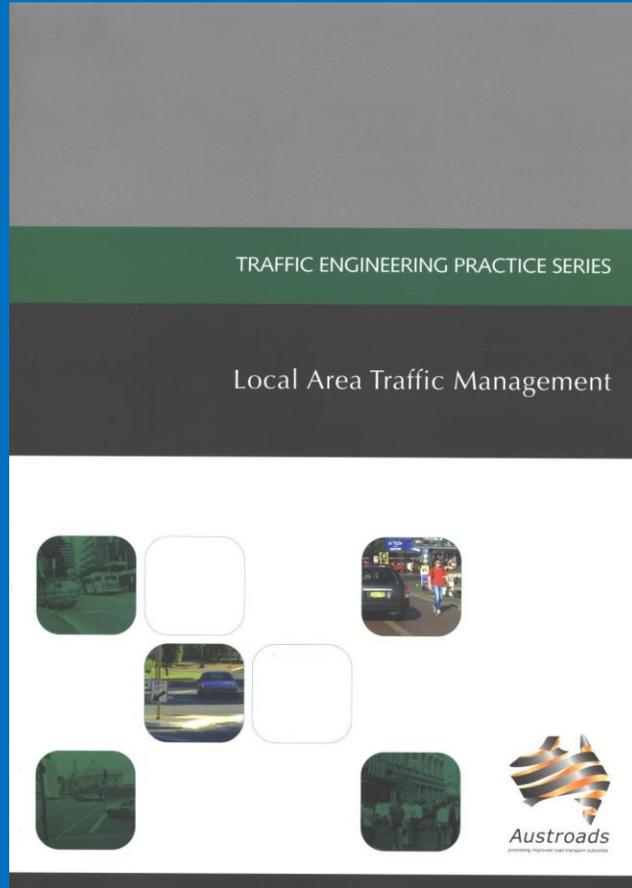
Peter Damen
Principal and CEO

WEDNESDAY 31 JULY 2019

Presentation Outline

- Introduction
- Describe what research we did
- Summarise our findings
- Discuss which devices are most:
 - Effective
 - complained about
 - often removed
 - Commonly used
- Define the major issues being tackled
- Outline what are the latest practices being used
- Provide insights and conclusions

Traffic Management in Local Communities



Local streets



Traffic Management in Local Communities



Traffic Management in Local Communities



Woonerfs

Living streets

Gardsgada 'walking streets'

Traffic calming

Local area traffic management

Neighborhood traffic management

Context-sensitive design

Self-explaining / Naked streets

Road diets

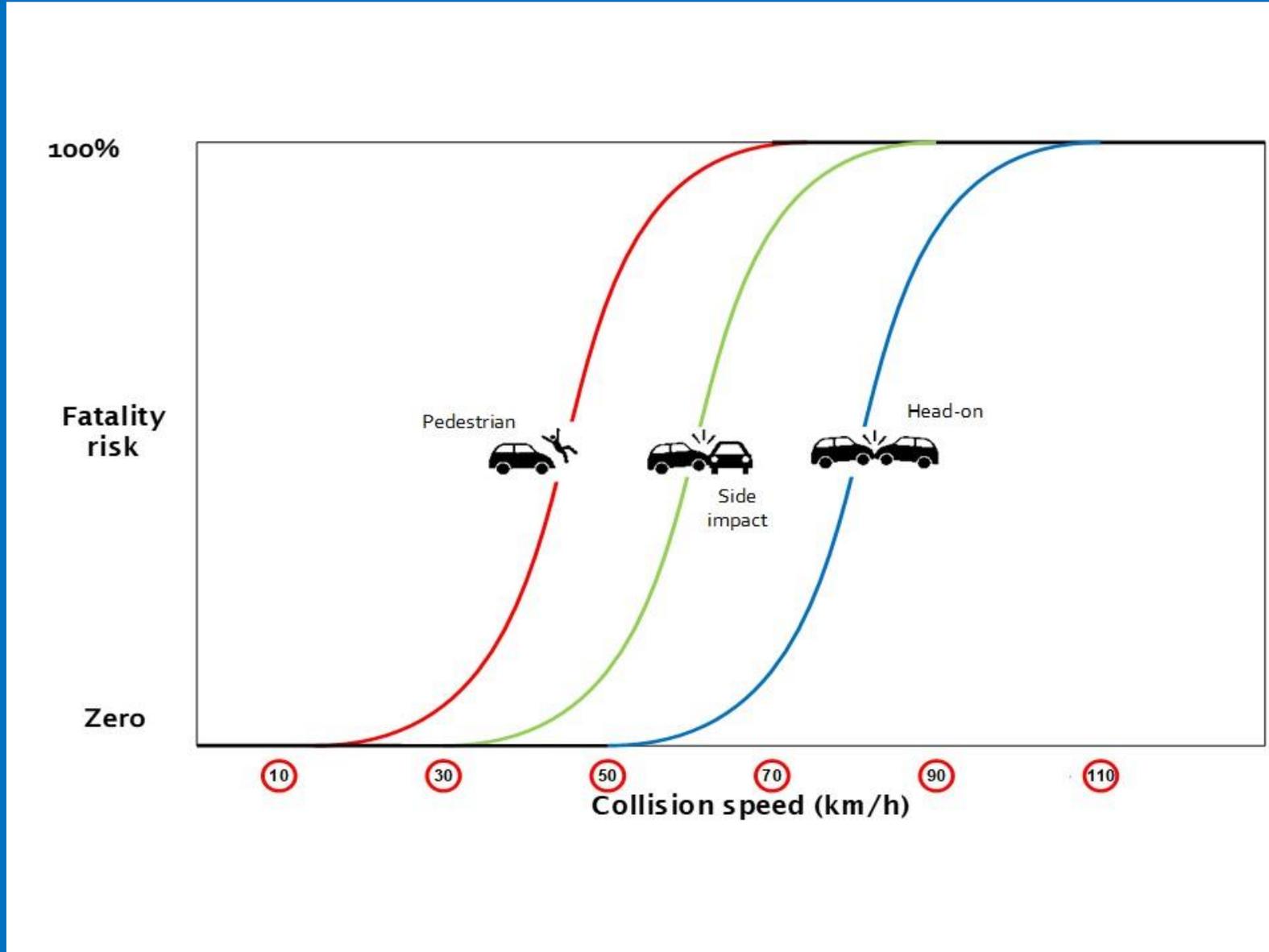
Active streets

What is LATM?

LATM stands for “Local Area Traffic Management”

It involves the use of physical devices, streetscaping treatments, placemaking and other measures to influence vehicle operation and reduce the impacts of vehicles in urban areas

A big part of it is speed management



- The Method

Longitudinal survey in 2006, 2010, 2014 and 2018 to identify trends

20 year project - repeat survey again in 2022 and 2026

Achieved a ~20% sample size with strong state correlation

- The research involved consultation with:

Year	Urban LG	Rural and Remote LG	Total LG	Other (Non-LG)
2006	110 (68%)	51 (32%)	161	0
2010	83 (76%)	26 (24%)	109	0
2014	-	-	117	72
2018	98 (79%)	26 (21%)	124	0

Most commonly used devices are:

- Stop, give-way and one-way signs <
- Speed limit signs >
- School zones >
- Roundabout <<<
- Lane narrowing/kerb extensions <<<
- Prohibited traffic movement signs
- Bicycle facilities <<
- Centre blister islands <<

Less widely used:

- Tactile surface treatment
- Flat-topped road hump
- Wombat crossing <<
- Shared zone >
- Perimeter threshold treatments <
- Road cushions

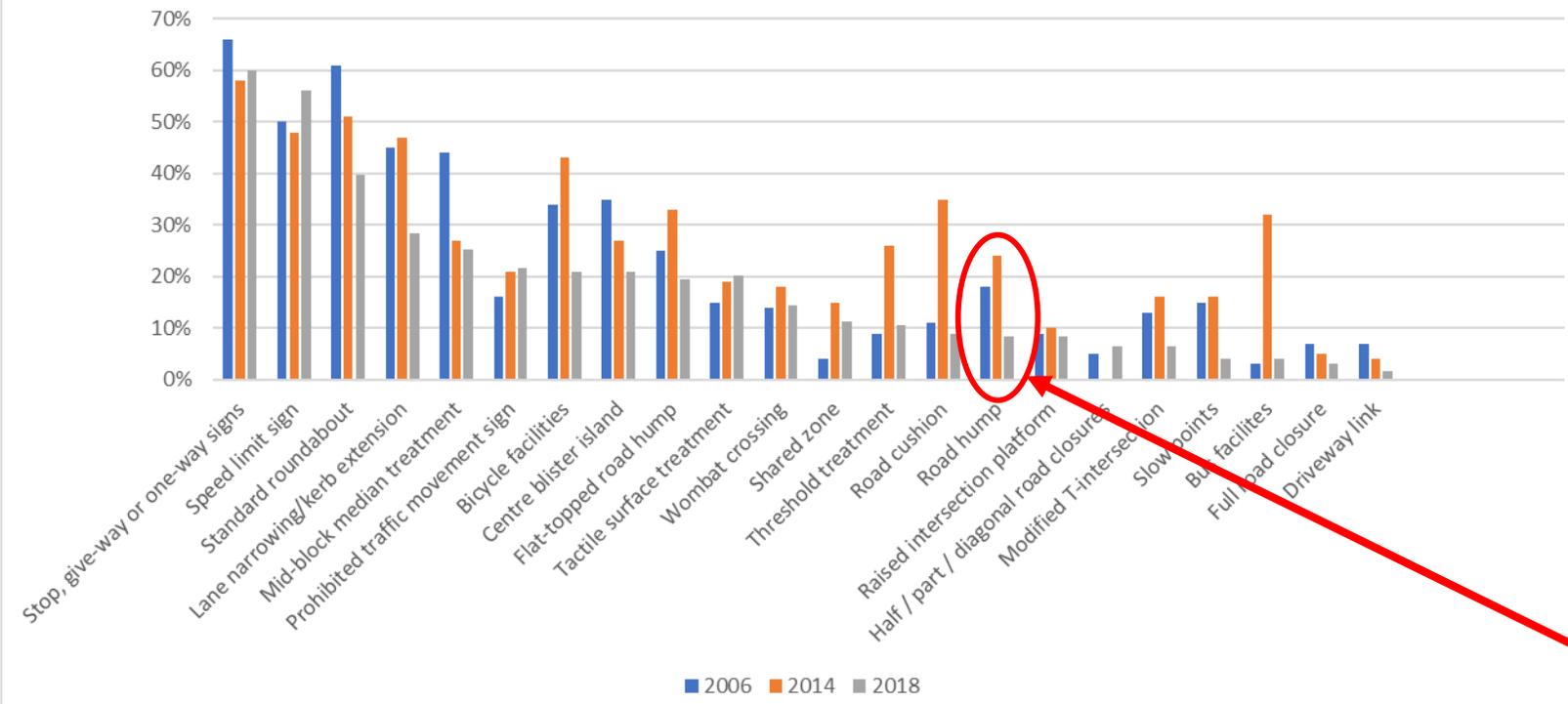
Rarely used:

- Road hump <<
- Raised intersection platform
- Modified T-intersection <
- Half / part / diagonal road closure
- Slow points <<
- Mid-block median treatments <<<<
- Full road closure
- Driveway links <



Recent Practice: Road Humps

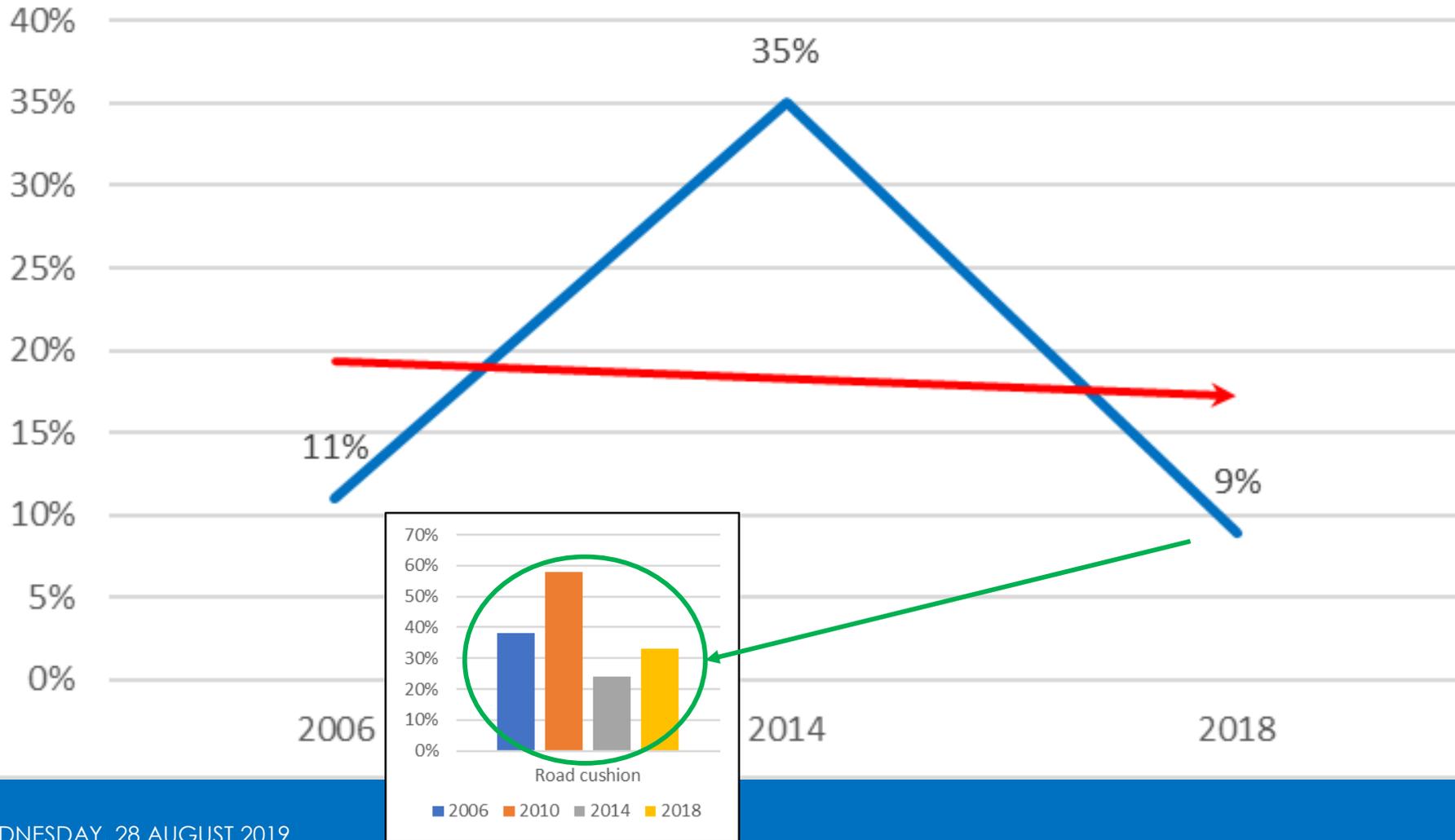
Comparison of how common devices are used



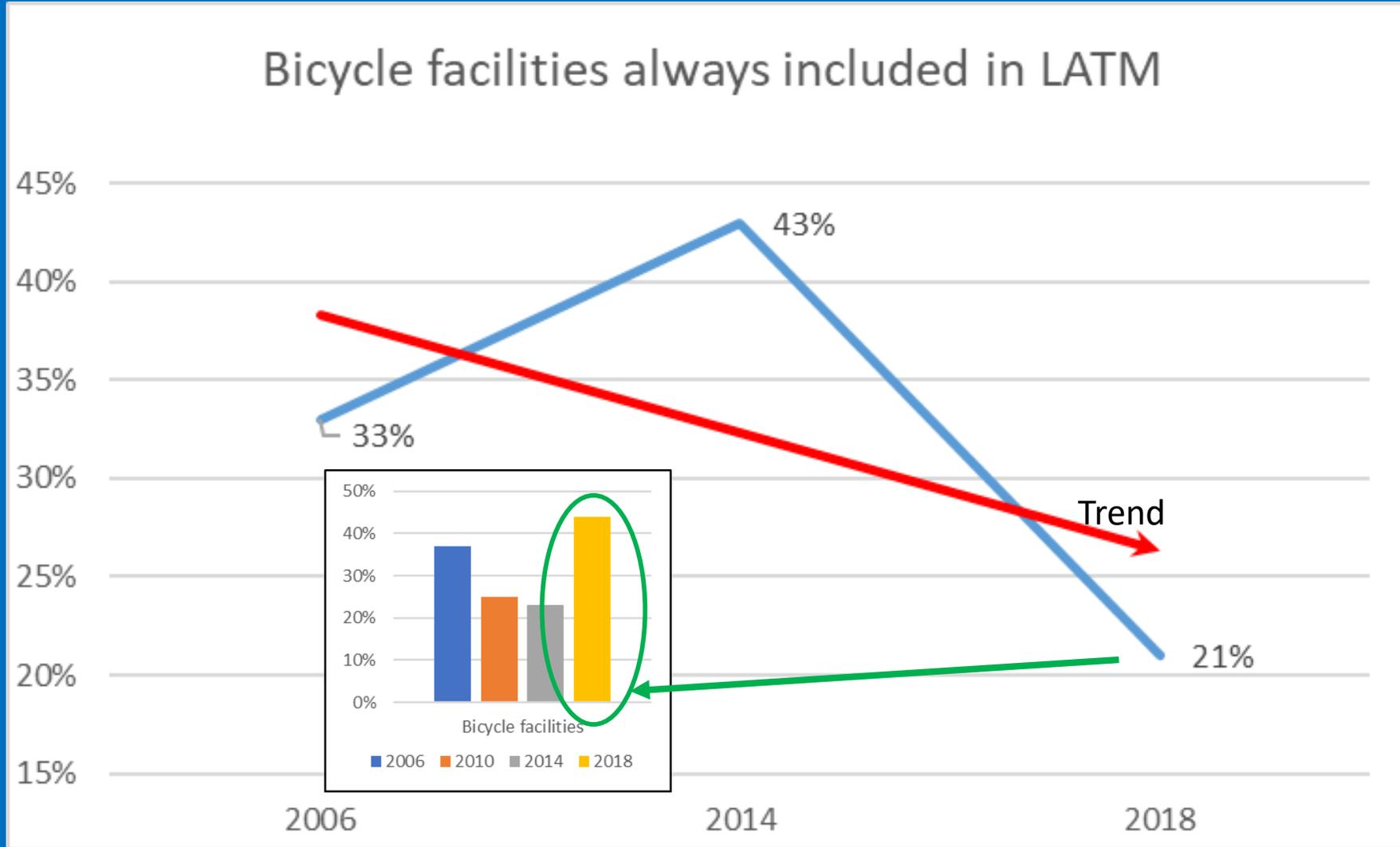
Major Decrease

Road cushion trends in LATM

Road cushion always included in LATM



Bicycle facility trends in LATM



Bicycle facilities commonly used in LATM



Long experience in Denmark and Holland shows that LATM (traffic calming) is compatible with high levels of cycling.

The keys are:

- Quality of detailing and
- Speed management

LATM should support cyclists' primary needs:

- Enhance *access* (aim at coherent network that reaches all likely local destinations)
- Enhance *safety*
- Enhance *convenience* (opportunities, short cuts)
- Ensure *continuity* (including provision for crossing of traffic routes)

So what do you think local government practitioners say is the most effective device?

Effectiveness of devices



Standard roundabouts are consistently viewed as the most effective LATM device with more than 80% of practitioners rating them as being effective.

Other devices that are considered effective (>60%) included school zones, flat-topped road humps, wombat crossings and road closures. This is the similar to previous findings.

What is the device that is most often removed due to complaints?

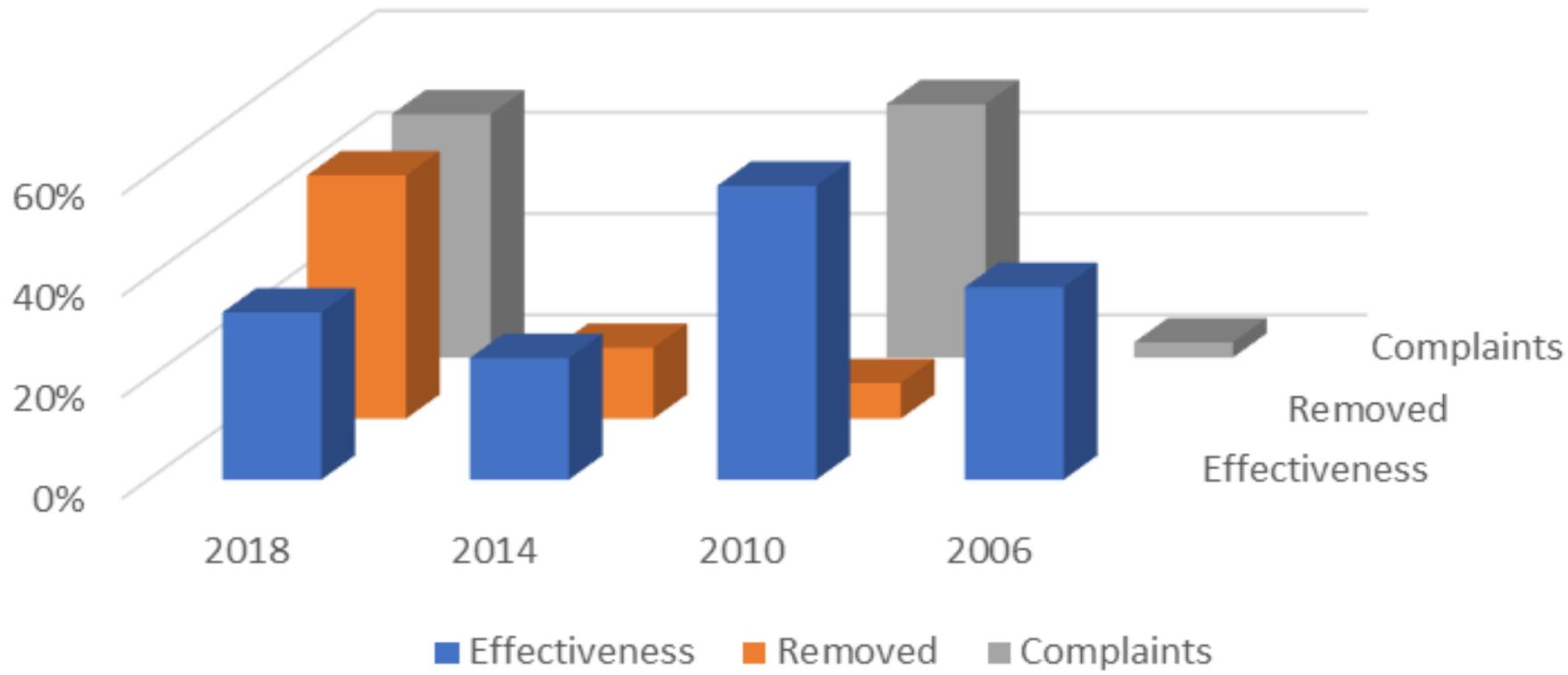
Complaints and removal

- **Complaints by residents have led to:**
 - about half of road cushion removals (out of the 20% of LGAs removing them)
 - half of round profile road hump removals (out of the 14% of LGAs removing them)
 - about 40% of one-way, stop and giveaway sign removals (out of the 10% of LGAs removing them)



Recent Practice: Road Cushions

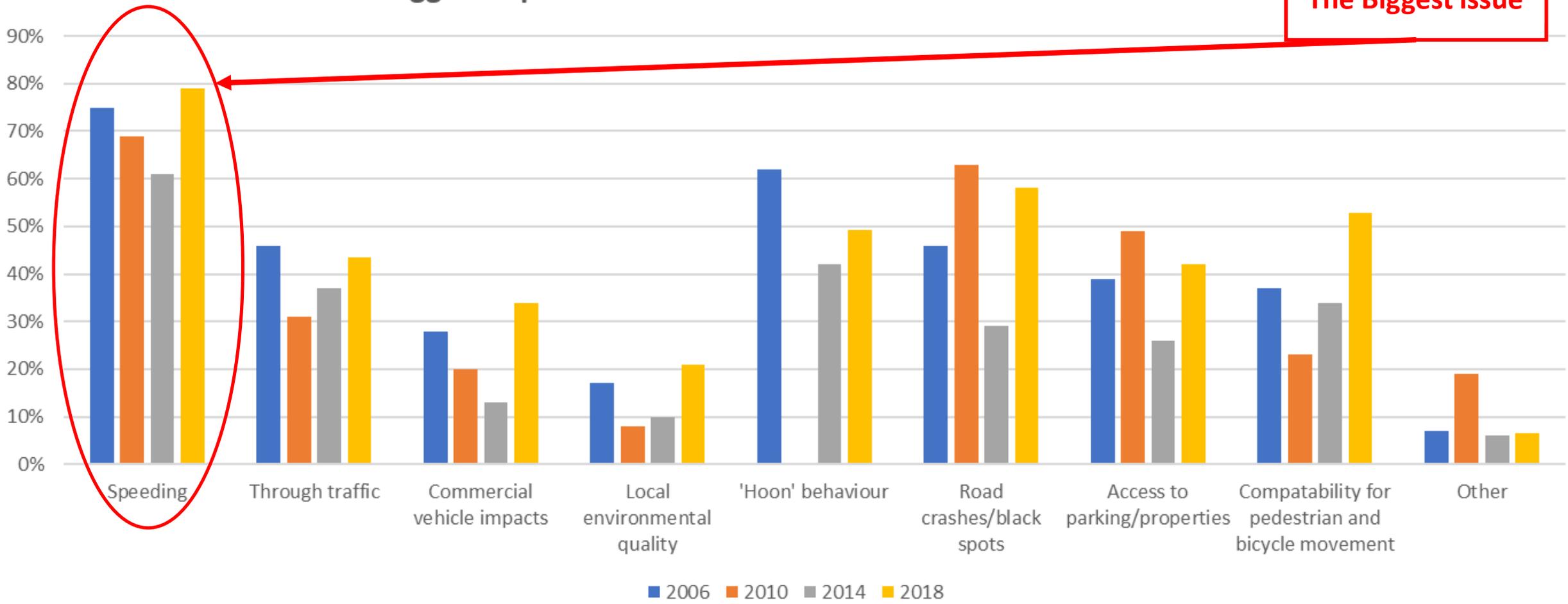
Relationship between removals, complaints and effectiveness of road cushions



Major community traffic-related issues

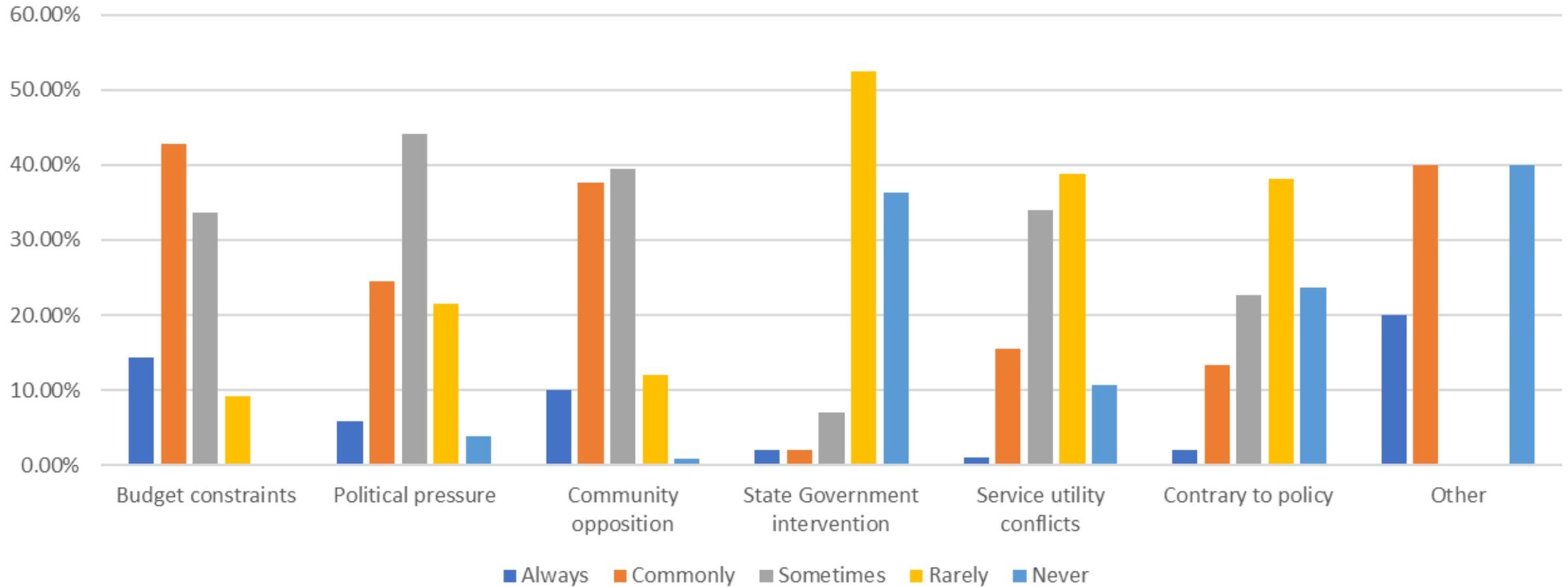
Biggest reported traffic-related issues in local communities

The Biggest issue



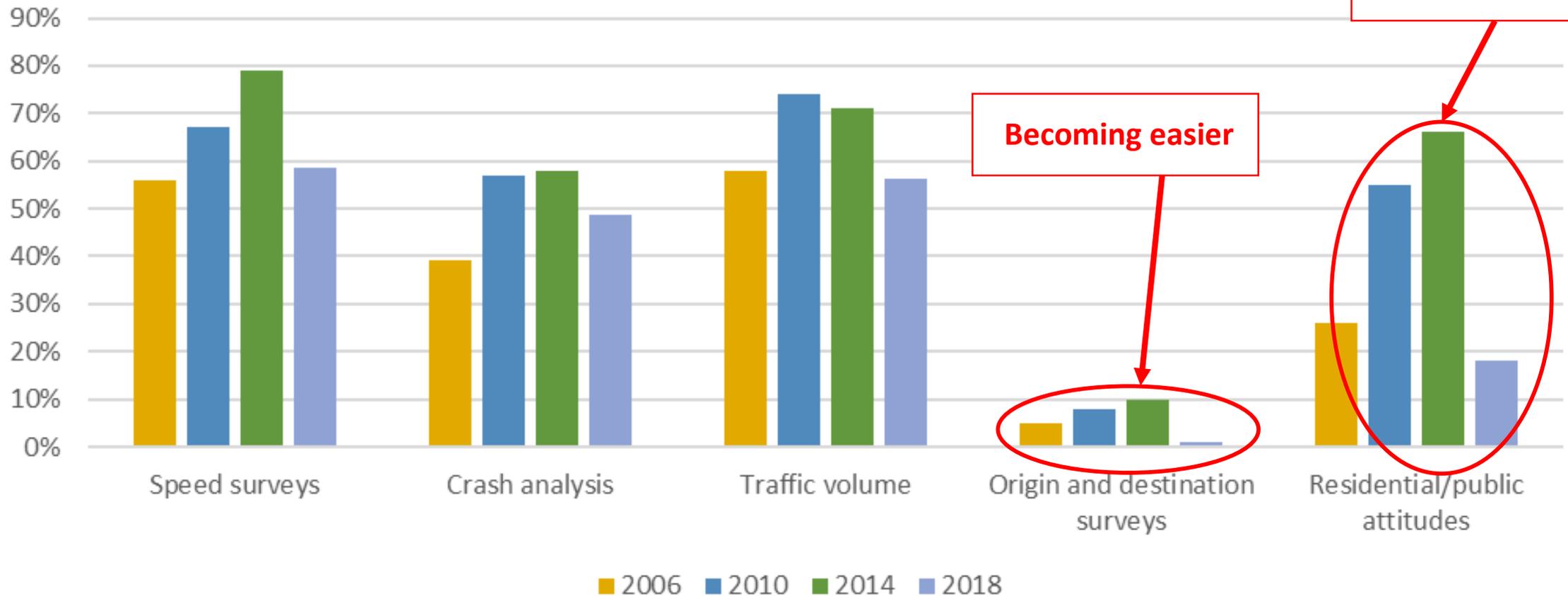
The most common reasons LATM is not implemented

What are the most common reasons why LATM/Traffic Calming/Streetscaping recommendations are not adopted/implemented by your LGA?

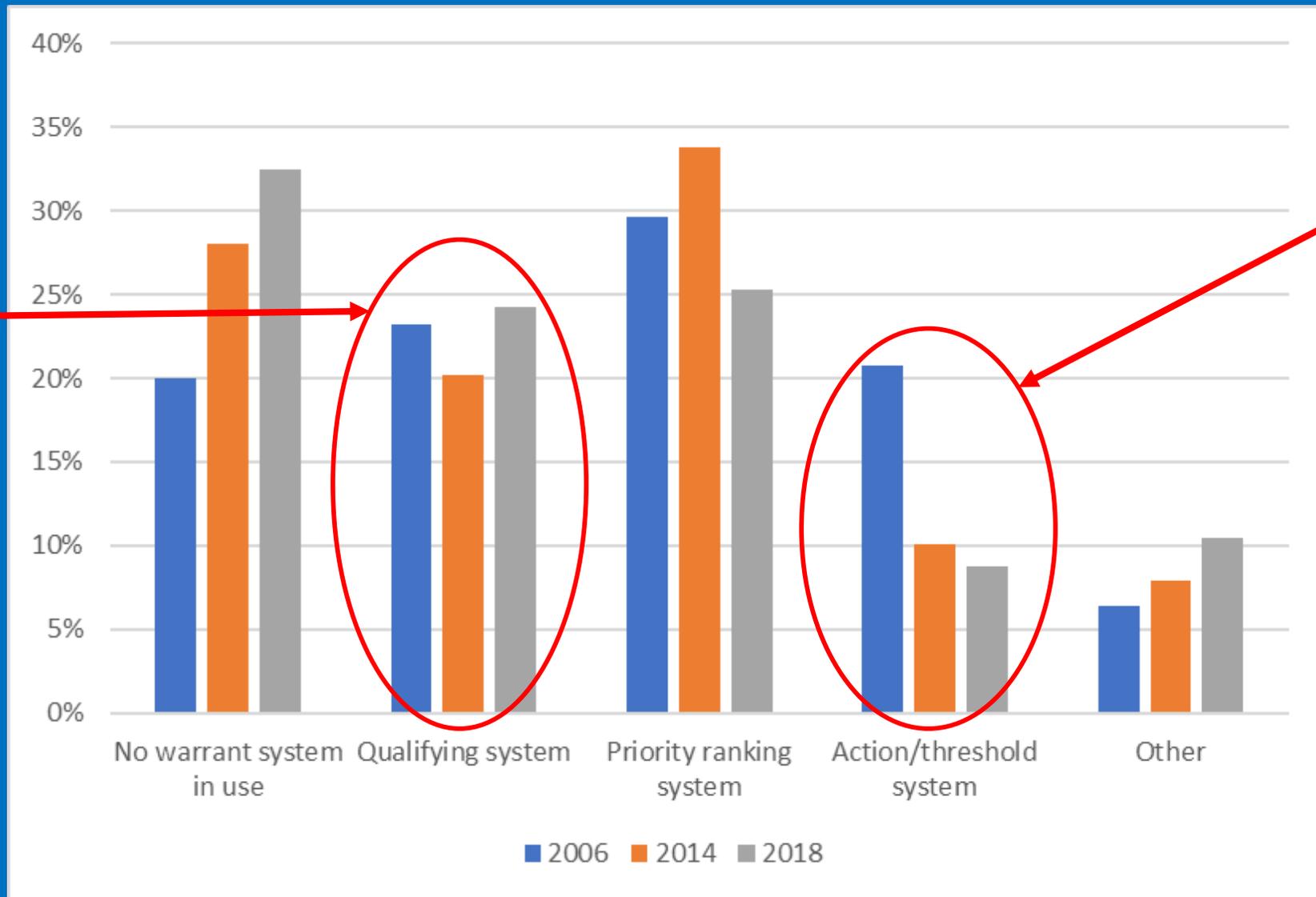


Post Construction Monitoring Trends

Percentage of how common different post-construction monitoring is used, using 2006 to 2018 survey results



Use of warrant systems



Major Increase

Major decrease

- While the thinking on the role of local streets has evolved quite considerably over the last few decades, it would appear that there has been **very little change** in recent times to what is well-accepted local area traffic management practice.
- Many treatments are considered effective but **are being used less** than they were in the past.
- Decisions are being made routinely that are **not evidence based**. There is a lack of a clear relationship between treatment effectiveness and use.
- **Effective devices are being removed** due to complaints.
- The use of **post construction monitoring has reduced**. Many local governments are unlikely to know how effective their schemes are post implementation.
- Use of **bicycle friendly facilities** has reduced despite an increase in perceived effectiveness.
- The importance of providing **highly walkable connected and active streets** networks should be more of a priority.
- **More research is needed** in this space as traffic usage patterns and technology solutions change.

Thank you



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