# FACT SHEET
# Local Area Traffic Management

Local Area Traffic Management (LATM), also known as traffic calming, involves installing devices such as speed humps, roundabouts, traffic islands and kerb build-outs to:

- Discourage non-local traffic and inappropriate vehicles using the street,
- Moderate vehicles speeds, and
- Provide a safer environment for pedestrians, cyclists, and residents.

LATM is generally carried out across an area rather than an individual street to ensure traffic issues are not transferred to other nearby local streets.

These devices are generally only installed on local streets.

Traffic calming involves the use of devices to segment the road into shorter sections between 80 and 120 metres, which encourages drivers to moderate their driving behaviour. The installation of traffic management devices can be expensive, given a small scheme covering one or two streets will usually involve five to ten devices.

## Suitability of LATM

LATM may be a suitable solution where the following conditions apply:

- The street is not a major road such as an arterial or major urban collector route,
- Motorists from other neighbourhoods use the street to access the main road network and/or avoid congestion and delays,

- The street has no regular bus service or facilities which create parking needs (e.g. schools and hospitals),
- The street does not link to an industrial estate,
- The street is relatively flat, and
- Not related to isolated hooning
- LATM scheme has majority of support from the local community

## Possible Impacts of LATM

LATM results in changes to a street which may have the following impacts on the neighbourhood:

- Increased noise levels from excessive acceleration and deceleration,
- Increased travel time for drivers and frustration for frontage owners,
- Potential attraction for 'hooning' and aggressive driver behaviour,
- Devices and associated signage may be visually unappealing to some residents, and be placed in front of your property,
- Possible restricted access to properties adjacent to devices,
- Introduction of street lighting to illuminate the device.

## Limitations and Expectations

While a suitable LATM scheme has its benefits, it is not the solution to all local traffic problems and cannot:

- Remove all through traffic and rat-running,
- Completely eliminate speeding and other hoon-like behaviour,
- Prevent all accidents, and
- Solve parking problems.

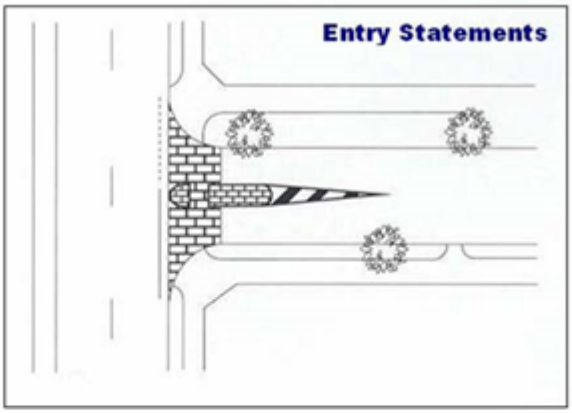
## Progression of LATM Projects

LATM projects may not progress as quickly as expected. Some reasons may be because:

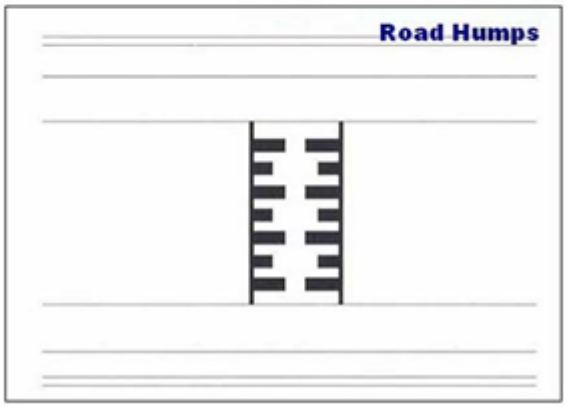
- Traffic counts do not show volumes that are more than the expected use of the local street/area,
- The community does not agree on the proposal or positioning of devices in the street, and
- Funding is not supported in the current budget and the project is subject to consideration in future budgets and work program.

It is required that at least 75% of residents in the LATM scheme area support the installation of the devices. Before submitting a request to Council, you should talk to your neighbours to gauge resident support for LATM implementation.

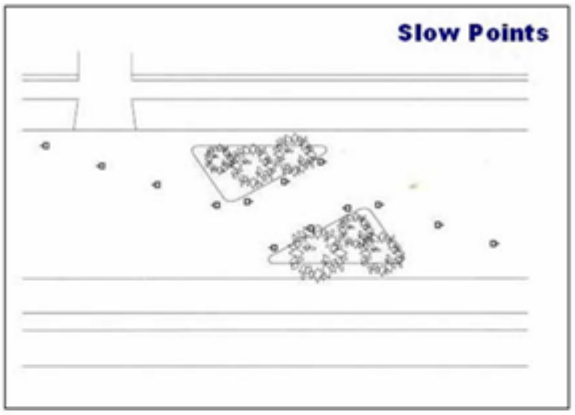
## Examples of Traffic Devices used in LATM



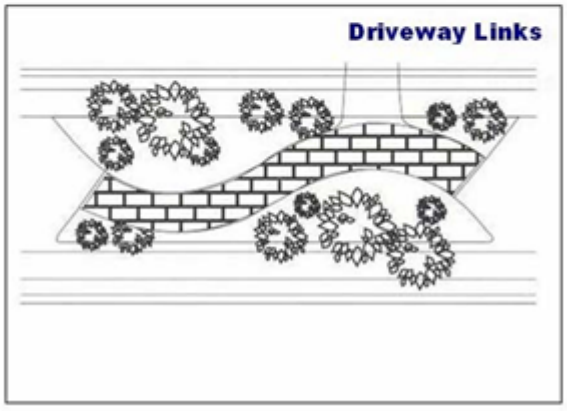

Entry statements are coloured and/or textured surface treatments placed at the entry of an LATM area to alert drivers that they are entering a driving environment that is different from the one they just left. They effectively constrain the throat of the intersection to lower average traffic speeds and discourage heavy vehicle entry. To be effective, this treatment should be supplemented by mid-block treatments, such as the three shown below.




Road humps are a cost-effective treatment for lowering average traffic speeds; however they may negatively impact residents by increasing traffic noise and may cause an uncomfortable ride for vehicle passengers and cyclists. The installation of road humps also requires additional street lighting to illuminate the device, which may negatively impact adjacent residences.




Slow points are a series of kerb extensions on opposing sides of the street to narrow and/or angle the road. They are quite effective in lowering average traffic speed, but may restrict access for emergency vehicles and require the removal of on-street parking.




Driveway links introduce an effective one-way one-lane section of road to reduce speeds and discourage through traffic. They generally provide a greater visual and physical impact than slow points, but may restrict access for emergency vehicles and reduce on-street parking. This is not considered a cost-effective treatment due to the use of extensive infrastructure and landscaping, which also requires a higher degree of ongoing maintenance.