



Local Area Traffic Management Guidelines

Asset Management and Systems

1. Guideline Definitions

AC – Auckland Council

AMP - Asset Management Plan

AT - Auckland Transport

ATCOP - Auckland Transport Code of Practice

CCO – Council Controlled Organisation

LATM – Local Area Traffic Management

LOS – Levels of Service

NZTA – New Zealand Transport Agency

Road Corridor has the same meaning as **road** in the Local Government Act 1974 (Section 315). In short, it covers the total area of land between road boundaries including:

- carriageway (formed road)
- footpath including kerb and channelling
- cycle ways, cycle paths
- walkways
- land that is legally designated as road but is not currently formed as carriageway or footpath

SOI – Statement of Intent

TCD Rule – Land Transport Rule: Traffic Control Devices 2004

Terminology is used in this document to describe whether an aspect or statement is a requirement under law/mandatory or good practice:

- **Must** – indicates something that is mandatory or required by law
- **Should** – indicates a recommendation
- **May** – indicates something that is optional and may be considered for use

2. Guideline Statement

The Mayor's vision outlines turning Auckland into the world's most liveable city by 2040. The Auckland Plan has identified that an efficient and integrated network of roads and public transport is vital to delivering this vision. As a Council Controlled Organisation (CCO), AT is responsible for delivering the region's transport services – from roads and footpaths to cycling, parking and public transport. Through the Statement of Intent (SOI) and to contribute to the achievement of priority areas and targets contained in the Auckland Plan, AT is required to prioritise and optimise investment across transport modes and related infrastructure.

AT has developed a set of guidelines to ensure that the transport services will be delivered on a consistent basis around the Auckland region. These guidelines identify the approach that AT will apply when managing the transport assets. The approach identified in the guidelines is cognizant with the Level of Service identified in the Integrated Transport Programme and Asset Management Plan.

The AT Local Area Traffic Management (LATM) Guidelines provide guidance on the installation of traffic calming devices in the road corridor. These guidelines outline AT's approach when selecting streets for traffic management devices as well as the design factors to be considered.

3. Background

AT has responsibility for local area traffic management devices in the road corridor. These guidelines provide a consistent approach to the approval and installation of traffic management or traffic calming devices. While most

legacy Councils had guideline documents regarding the installation and design of such devices, these guidelines seek to align those documents to ensure a consistent approach is undertaken across the Auckland region.

The ATCOP provides the technical specifications and design details of the different traffic management devices and designers are referred to the LATM chapter of the ATCOP for this information.

4. Purpose and Scope

LATM involves the installation of traffic calming devices or other measures to improve the safety and amenity of local roads within a residential area. The purpose is to slow down or make it difficult for vehicles to travel at speed through these locations and therefore make a route less desirable for short cutting or quick travel.

The ultimate aim of LATM is to alter the motorist's perception of a local road through self-enforcement in order to reduce the traffic flows along it and therefore increase the amenity and the streets liveability. Traffic calming devices may also provide landscaping opportunities by utilising the carriageway space that has been reclaimed by the devices.

The purpose of these guidelines is to outline the factors to be considered when determining whether such a device/measure would be appropriate in a given street. These guidelines also identify design aspects to be considered. LATM devices should only be used on roads (typically but not limited to local roads) with speed limits either at or intended to be reduced to below 50kph. Traffic calming devices must not be used on high speed roads.

The main objectives of a LATM scheme are:

- To improve the safety of pedestrians, cyclists and motorists
- To reduce the number of vehicle related incidents along the street
- To reduce the overall speeds of motorists to an acceptable level that is required for the street to function as it was originally intended
- To reduce the risk of short cutting
- To enhance the environment of the local community thereby giving the street back to the residents
- To reinforce that the function of a local street is to provide access for properties, not as a through route
- To reduce the number of larger vehicles and commuter traffic using residential streets

It is important to note that not all devices are suitable for all areas, and particular care must be taken to understand the requirements of the street and the desired outcome before developing the solution and that the street lighting is adequate to support the proposed measures.

The LATM guidelines are aligned with the AT Street Amenities and Signage Guidelines. Technical specifications and engineering standards that related to the construction and installation of traffic calming devices and measures are provided in the LATM chapter of the ATCOP.

5. Guidelines

5.1 General Requirements

LATM in a local street has many variables for success and depends entirely on the assumptions used and the devices selected. It is important to consider the effect of traffic calming on the local network. Sometimes solving a streets problem simply moves the issue elsewhere. Traffic calming should generally not be undertaken in isolation, but needs to consider the impact on the wider network. When considering the installation of traffic management devices the provisions contained in the Waitakere Ranges Heritage Area Act (2008) must be complied with.

Selection and design of devices and associated road markings and signs must be in accordance with the TCD Rules and approved by the Traffic Control Committee (TCC).

5.2 Selection Criteria

The installation of traffic management devices (TMD) is most appropriate to local residential streets. A high-level assessment of the street must be completed initially to determine whether such devices would be appropriate. For urban roads, the LATM should be installed on roads:

- within a speed zone of 50kph or less (generally local roads);
- that ideally have adjacent arterial routes to absorb diverted traffic;
- that have a recorded accident/incident history over a five year period where speed has been identified as a potential factor; and
- that have a known speeding problem

For rural roads, an appropriate use of LATM should be considered:

- at the transition from the open road to a lower speed limit
- to enhance pedestrian and cyclist safety;
- to reduce conflict points.

If the street/rural road being considered for LATM meets the criteria above, a further technical assessment should be completed. The technical assessment is detailed in the LATM chapter of the ATCOP, and a range of operational (such as public transport use of road), social and environmental factors must be considered. An assessment of the prioritisation of the proposed works relative to those required in other streets should also be considered.

5.3 Design Consideration

When designing LATM devices the following must be considered:

- The objective and the strategy or strategies that the device should achieve.
- The devices should not create a hazard for vehicles, cyclists and pedestrians, and should avoid creating inequitable barriers for disabled people (including the use of mobility scooters).
- Devices should be designed so that drivers can recognise and react to them appropriately both in approach speed and alignment.
- Provide road marking, signage and lighting to support the device's purpose.
- Ensure sight distances and spacing comply with ATCOP requirements.
- Differentiate between "neighbourhood improvement" type works and traffic management works, to ensure the measures don't have unexpected effects.
- Where alternative devices support the same objectives, consider the degree of effectiveness required and the likely environmental effects (including noise and air quality).
- Design devices to remove any confusion with pedestrian crossings. The whole of life maintenance and renewal costs.
- Width requirements to ensure accessibility of buses, refuse trucks, fire engines and other emergency vehicles.
- Devices should not be utilised along bus routes (particularly vertical devices), arterial or heavily trafficked routes, in accordance with the ATCOP chapter on LATM.

5.4 Consultation

When LATM devices are being considered for any residential street:

- No traffic restraint will be installed without consultation with the Local Board and local residents.
- No work will be undertaken without taking into account the possibility of diversion to other minor streets.
- The impact of and area affected by the device must be considered in a LATM Plan.

5.5 LATM Devices

LATM can be implemented using three different types of control:

- Vertical deflection,
- Horizontal deflection, and
- Road markings / signage.

These can be either constructed as part of new works or retrofitted to existing streets as necessary and planting or landscaping can be used to emphasise the location of the devices. Both horizontal and vertical alignment changes are largely self-enforcing and have the ability to create a visual impression that a local road is not intended for fast through movement of traffic, but rather for the local traffic that needs to use the road. A brief list of the different traffic calming devices is given below and designers are referred to the LATM chapter of the ATCOP for the technical specifications and installation requirements.

6. Monitoring and Review

These guidelines shall be reviewed in 12 months and thereafter as part of the three year review cycle aligned to the Long Term Plan.





7. Related Guidelines

The performance standards and detailed specifications for the provision of LATM in the road corridor are given in the ATCOP.

These guidelines also rely on the AT Vegetation in the Road Reserve Guidelines, AT Street Amenities Guidelines, AT Signage Guidelines and the AT Road Marking Guidelines.

8. Document Status

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WRITTEN BY	Siri Rangamuwa Asset Management Planning Manager	 01/11/13
ENDORSED BY	Tony McCartney Group Manager Road Corridor	 6/4/13
ENDORSED BY	Andrew Allen Group Manager Services	 11/11/13
APPROVED by	Andy Finch Manager Strategic Asset Management and Systems	 21/2/14.

