Ocean Park Avenue Local Area Traffic Management

One-lane slow points

A slow point is a series of kerb extensions on alternating or opposite sides of a roadway, which narrow and/or angle the roadway. Slow points are intended to reduce vehicle speeds. Slow points can be either one or two lanes wide and can be angled. Two-lane slow points are usually less effective than one-lane slow points in controlling speeds and providing an adequate visual obstruction.





It is appropriate to use slow points on local streets where vehicle speeds are considered excessive and there is a high proportion of through traffic. It is inappropriate to use slow points on bus routes, at locations where the resulting sight distance to the device will be inadequate, on streets with a high connective role in the local street network, on streets where on-street parking is in short supply and its removal will significantly impact on adjacent properties, routes leading to emergency facilities, streets where there is a high number of commercial vehicles (unless the aim is to divert this type of traffic).

Industry Standard – *Austroads Guide to Local Street Management* suggests slow points produce an 85th percentile speed reduction of up to 34% at the device and 32% at the midpoint between devices. Therefore, in Ocean Park Avenue it is reasonably expected that slow points may reduce the 85th percentile speed from 56km/hr to 41km/hr at the device and 42km/hr at the midpoint between devices.

The advantages of slow points include:

- a reduction in vehicle speeds in the vicinity of the device and when used in a series, speeds are reduced over the length of the street
- a significant reduction in road crashes
- they may provide pedestrians with a shorter distance to cross the street
- they discourage through traffic and commercial vehicles
- they impose minimal inconvenience on local residents
- they can provide a landscaping opportunity.

The disadvantages of slow points include:

- increased travel time for drivers
- restricted access to properties adjacent to devices
- frustration for frontage owners (noise, signs, streetlighting etc.)
- deliberate abuse of devices through driver behaviour (challenge!)
- possible increase in traffic noise through excessive acceleration and deceleration
- possible increased response times for emergency and service vehicles
- possible transfer of traffic from one street to another
- possible increase in delays at adjoining arterial roads
- additional cost burdens in terms of maintenance
- with one-lane devices, confrontations between opposing drivers may occur when arriving simultaneously and it may be unclear who should give way.