REFERENCES AND BIBLIOGRAPHY

The following sources were all cited in one or more of the Study reports (see Appendix A). The large number of references cited in this report are absorbed into the Bibliography, to avoid repetition.

KEY

First term in annotation (referring to SUBJECT AREA as *principally* used in this Study):

MACRO	Urban form and structure; macro-scale planning.
NETS	Urban road networks; intersections; frontage controls, etc.
NONVEH	Bicycle and pedestrian provisions, especially above the neighbourhood level.
NEWTOWNS	Planned urban areas; new towns.
CENTRES	Retail and other activity centres.
LOCAL	Local (i.e. neighbourhood planning, including local roads and path systems).
LATM	Local area traffic management and/or street improvement.
PLAN	Broad, not specific; planning philosophy.
—	Other: safety, economics, general information.

Second term in annotation (referring to NATURE OF THE SOURCE):

`ASE	Case study, research, review, data, model, etc.
GUIDE	Guidelines, policy, recommendations, 'how to do it', etc.
DISC	Other discussions on safety aspects.
GEN	General source not directly related either to planning cases or to safety.

Third term in annotation (referring to USEFULNESS to the Study — no qualitative assessment is implied):

STUDY	Report or paper arising from this Study.
KEY	Key reference central to Study topic.
USEFUL	Other material (not necessarily of good quality) germaine to Study, including examples.
OTHER	Peripheral material of background or indirect relevance; material available in better form elsewhere.

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Appendix A

BACKGROUND REPORTS PRODUCED DURING THE STUDY

It was noted in Chapter 1 that this report is based on more extensive material produced during the course of the Study. These are listed and outlined in the following pages.

BRINDLE, R.E. (1982): TOWN PLANNING AND ROAD SAFETY REVIEW: THE SURVEYS AND SUMMARY OF RESULTS. Australian Road Research Board. Internal Report, AIR 319-4. 23 pages including 14 tables and 1 figure, plus 4 Appendices.

KEYWORDS: Safety/town planning/local authority/government (national)/interview/state of the art report/evaluation (assessment)

ABSTRACT: This report is the first of a series which combine the final draft text and background material for the report on Australian Road Research Board Project 319. It summarises the conduct of, and responses to the investigations used in the study to gather information on the practice and effectiveness of town planning directed towards road safety. Nearly 78 per cent of Australian urban municipalities responded to a survey on current practice. In broad terms, the initial response indicated widespread application, to varying degrees, of the planning techniques commonly promoted for road safety reasons. Contact was also made with 68 government and academic bodies in Australia and overseas, some of whom supplied data and other information. Most of the useful information used in the study, however, came from the review of over 400 items of literature.

BRINDLE, R.E. (1982): TOWN PLANNING AND ROAD SAFETY REVIEW (CHAPTER 3): URBAN STRUCTURE PLANNING AND THE REDUCTION OF PRIVATE VEHICLE TRAVEL. Australian Road Research Board. Internal Report, AIR 319-5. 21 pages. including 4 tables.

KEYWORDS: Safety/town planning/urban area/policy/transport mode/journey to work/car/use/decrease/state of the art report.

ABSTRACT: This report records the final draft text of Chapter 3 of the report on ARRB Project 319: Town Planning and Road Safety. It focusses on town planning guidelines which aim to reduce car travel, and hence exposure to road casualties, by controlling urban structure. There are two themes to these guidelines: (a) the manipulation of urban activities to reduce trip lengths, and (b) planning measures aimed at inducing greater choice of non-car modes. It is noted that much of the relevant literature focusses on energy conservation rather than road safety. The reduction of travel is a commonly-stated structure planning objective, but rarely specifically for safety motives. There are no known cases where safety effects of structure planning decisions were monitored. Information on trip making and accidents in cities having different forms and structures is inconclusive. Even when a worker/job balance is created in a sub-region, there appears to be an inevitable loss of self-containment. Reduction of work trip lengths would in any case produce only marginal reductions in casualties. Present urban modelling does not permit reliable analysis of the implications of different structural forms; too little is known about the response of urban systems to changes in their components. The present inability to model and control urban structural changes leads to the conclusion that the reduction of accidents by planning to reduce car usage is not a practical or plausible safety strategy.

BRINDLE, R.E. (1983): TOWN PLANNING AND ROAD SAFETY REVIEW (CHAPTER 4): MAJOR ROUTE PLANNING. Australian Road Research Board. Internal Report, AIR 319-6. 79 pages, including 10 tables and 9 figures.

KEYWORDS: Safety/town planning/urban area/road network/junction/frontager/segregation (traffic, pedestrian/state of the art report/evaluation (assessment)

ABSTRACT: This report is one of a series which records the draft text and background material for the final report of ARRB Project 319: Town Planning and Road Safety. The report discusses four aspects of major route planning: road hierarchy, intersections on the major network, access and frontages to major roads, and segregated networks across towns for cyclists and pedestrians. For each in turn, common planning guidelines and their basis are outlined, the extent of application is reported, and effectiveness of present practice is discussed. In Australia, there is widespread awareness of the principles covered by this Report, but (apart from avoidance of uncontrolled cross-roads) application is less widespread. Canberra best illustrates most of the principles. The empirical basis of all the planning actions discussed in this Report is weak and there are no substantial reports of their accident consequences. It is observed that the hierarchical labelling of roads in itself has no effect; what is important is the action which follows, such as the minimisation of conflicts between functions which roads have to serve. The presumed safety advantages of T-junctions over cross-intersections may not apply over a wide range of approach volumes. Access conditions appear to

strongly influence safety on all levels of road; various questions of implementation and its consequences need to be explored. Segregated bicycle and pedestrian paths, typically short route segments with at-grade road crossings, seem unlikely to be cost-effective in accident terms except in specific hazardous corridors. The Report suggests seven areas in which further investigation could be considered.

BRINDLE, R.E. (1983): TOWN PLANNING AND ROAD SAFETY REVIEW (CHAPTER 5): MAJOR ROUTES AND NETWORKS IN NEW TOWNS AND GROWTH CENTRES. Australian Road Research Board. Internal Report, AIR 319-7. 28 pages, including 4 tables and 3 figures.

KEYWORDS: Safety/town planning/urban area/road network/new town/segregation (traffic, pedestrian)/state of the art report/evaluation (assessment)/Canberra, Australian Capital Territory*/history.

ABSTRACT: This report is one of a series which records the text and background material for the report on ARRB Project 319: Town Planning and Road Safety. It discusses briefly the extent of new town construction around the world and traces the origins of the key principles for road and other networks from the start of the Twentieth Century. The post-Second World War U.K. New Towns did not all embody these principles. Canberra's development is discussed, and the need to separate pre-1960 development (which evolved from the original plans by Griffin) from post-1960 development when discussing traffic consequences is noted. Furthermore, in the same way the the U.K. New Towns did not uniformly treat road functions, development abutting main roads, non-vehicular networks and so on, recent development in Canberra demonstrates a number of quickly-evolving stages in land use-traffic planning. It thus provides opportunities for analyses of the traffic and safety consequences of different types of planning. At an aggregate level, planned communities seem to have lower accident rates than conventional towns, but caution is expressed against concluding that this necessarily demonstrates the superiority of particular principles or new town planning in general. The elements in the package of planning measures to which any safety advantages may be attributed are not clearly identifiable. The report recommends that Canberra's accident data be examined to assess whether or not the safety effectiveness of various planning measures evident in Canberra can be demonstrated.

BRINDLE, R.E. (1983): TOWN PLANNING AND ROAD SAFETY REVIEW (CHAPTER 6): CENTRES. Australian Road Research Board. Internal Report, AIR 319-8. 49 pages, including 17 tables and 7 figures).

KEYWORDS: Safety/town planning/urban area/shopping centre/town centre/segregation (traffic, pedestrians)/pedestrian precinct/state of the art report/evaluation (assessment).

ABSTRACT: This report is one of a series which records the draft text and background material for the final report of ARRB Project 319: Town Planning and Road Safety. The report discusses the planning measures commonly promoted for safety in centres, and the principles behind them. Strip centres appear to create a relative concentration of accidents, particularly those involving pedestrians. A distinction is drawn between the segregation of pedestrians from traffic, and the segregation of non-centre activity from centre activity. It is hypothesised that circulation planning within the centre is more important than attempts to segregate pedestrians from all traffic. The application of the common guidelines in new and existing centres is reviewed. Relatively little data on accident effects has been reported. Typically, changes to existing centres do not create significantly different numbers of accidents, altnough the more extensive area traffic restraint schemes around city centres commonly have produced noticeable reductions. Evidence against transit malls on safety grounds was not found. Data for several Australian pedestrianisation sites is quoted which demonstrate the conclusions: (a) Pedestrianisation schemes will generally have little real effect on safety. (b) Better data is required (i.e. over a wider area, and including all collisions and information on 'incidents' which reduce real and perceived security). (c) Even if actual accidents are not significantly reduced by planning action, the benefits of reducing 'pedestrian/vehicle tension' are nonetheless real. (d) Many newer off-street centres provide very badly for pedestrians and vehicles in their car parks. The design of such areas tends to be ad hoc, and the applicability of traffic law in such areas is unclear. Four areas for further research are suggested.

BRINDLE, R.E. (1983): TOWN PLANNING AND ROAD SAFETY REVIEW (CHAPTER 7): LOCAL AREA PLANNING. Australian Road Research Board. Internal Report, AIR 319-9. 122 pages, including 37 tables and 21 figures.

KEYWORDS: Safety/town planning/urban area/residential area/road network/segregation (traffic, pedestrians)/state of the art report/evaluation (assessment).

ABSTRACT: This report is one of a series which records the draft text and background material for the final report of ARRB Project 319: Town Planning and Road Safety. It concerns planning of and within urban localities including those roads not forming part of the major city-wide traffic distribution system. Accidents on non-arterial streets comprise a substantial minority of urban road accidents and occur in areas in which town planning could be expected to have a major influence. Local distributors, serving an important traffic function as well as acting as residential access streets, appear to have a high accident rate per unit travel. The report discusses the application and effectiveness of common local planning guidelines for safety. Application of the guidelines is common but as with other topics within the scope of the Study, there are few instances where the safety effects are reported. The limited available evidence does suggest that local planning practices directly affect accident occurrence, without clearly verifying the effectiveness of specific actions. The form of the local network may be more important than street design. Local planning and traffic management which influences the way in which traffic behaves on the network seems to be effective. Five themes for further study are suggested.

Appendix B

RESEARCH SUGGESTIONS

An important objective of the Study was to identify areas of research concerning aspects of town planning and road safety. This Appendix gathers the research suggestions and attempts to put priorities and resource requirements on them.

SUGGESTED RESEARCH THEMES

The following suggested research themes are expanded in the background reports (see Appendix A) for those interested in the context from which the suggestion arose, or who are interested in the research objectives and activities envisaged under each of the theme headings. These may possibly inspire students or authority staff to define investigations in one of these areas.

SUGGESTED GENERAL AREAS OF RESEARCH

STUDY THEME 1:

The distribution of urban accidents by land use and road type

Rationale: One of the grounds for criticism of the specific planning ideas promoted for road safety reasons is that we in fact do not have a very good picture of the distribution of accidents by land use or road types, and therefore cannot say with confidence either what are the kinds of roads and areas most in need of attention, or what are the potential benefits of action in particular kinds of places. For instance, the various guidelines refer to planning measures in centres which would prove to be very costly, yet the maximum return in accident savings in such places is likely to be relatively very small.

STUDY THEME 2:

Comparisons of accident data between urban communities

Rationale: The difficulties involved in comparing data from one place to another is a legitimate but not insurmountable objection. Accident comparisons between different communities form an important part of both the information used in this report and the future studies it suggests. The problems inherent in such comparisons need to be investigated to forestall erroneous conclusions, and to shed some more light on the differences in accident experience which are claimed for different types of urban area.

STUDY THEME 3:

The feasibility and rationale of using planning action to achieve road safety improvements.

Rationale: Doubt has been expressed about the value of investigating possible links between the urban physical environment and road safety on the grounds that planning action, by its nature, is unable to achieve all the desired conditions within sufficient time to be of value. Although this report is based on the assumption that it is a legitimate objective of urban planning to increase traffic safety, and that many of the promoted actions can be achieved, it recognises that in some areas the required time and degree of control render some planning actions impractical as safety measures. This question possibly deserves more careful separate attention.

STUDY THEME 4:

The relative importance of road safety as a planning objective, as perceived by the community and decision makers.

Rationale: The multi-objective nature of planning is an asset, to the extent that many of the measures promoted in the various guidelines which prove to be unjustifiable (and unattainable) on safety grounds alone become plausible when other, more significant, effects are considered. Nevertheless, this characteristic of planning, and the issue of competing values to which it gives rise, does suggest that the perceived value of safety as an objective should be paid some attention for those cases where other objectives (such as cost) conflict with, rather than complement, safety.

SUGGESTED AREAS OF RESEARCH INTO URBAN FORM AND STRUCTURE

STUDY THEME 5:

The effect of town size, density and other physical characteristics on travel and accident rates.

Rationale: The rather sparse data on travel and accidents in towns having different physical characteristics is conflicting, and there is scope for more extensive numerical studies.

STUDY THEME 6:

The actual and potential effects of land use and transport planning on modal choice, and hence on accident exposure.

Rationale: The Study took a sceptical view of the relationship between physical planning and mode choice. Nevertheless, there is insufficient information and understanding to dismiss completely the potential value of decreasing car usage through transport or land use planning.

STUDY THEME 7:

Improved understanding, modelling and forecasting of the effects of urban structure planning on travel behaviour.

Rationale: Attention was drawn to the fact that too little was known about the response of urban systems to changes in their components to permit firm conclusions to be drawn about travel responses to urban structure. Further research on this subject will bring indirect benefits to the study of urban planning for road safety motives.

SUGGESTED AREAS OF RESEARCH ON URBAN MOVEMENT NETWORKS

STUDY THEME 8:

Investigation of the optimum spacing of intersections along arterial routes.

Rationale: Despite familiar long-standing rules of thumb about the minimum desirable spacing of intersections for arterial operation, the importance of these minima as safety criteria is not strongly based. The joint effect of the frequency of access points to residential areas, as modelled in unique empirically-based work by Del Mistro (1980), also bears closer examination.

STUDY THEME 9:

Comparison of T- and cross-intersections on arterials and sub-arterials: examination of available data and confirmation under Australian conditions.

Rationale: The clearest examination of the relative performance of T-junctions and cross-intersections under various traffic conditions (by Del Mistro 1979a) may, despite differences apparent at first glance, possibly be consistent with data reported by Bennett (1971), among others. Further study would seem to be appropriate to establish:

(a) whether or not there are any specific areas of consistency between the apparently non-comparable data sets, to confirm the impression of broad agreement which they seem to suggest; and

(b) to specify comparable boundaries, if they exist, under Australian conditions.

STUDY THEME 10:

An investigation of the possible links between the location of significant traffic attractors and accident rates.

Rationale: This study has raised the question of the location of major traffic generators (or, more accurately, 'attractors') and its possible effects on accidents. Part of this question obviously relates to access control, but existing controls over the size and location of these developments suggest a wider issue: the safety impact of attracted traffic on those roads feeding the site. There has been no known study of the pros and cons of different types of location (relative to the traffic system) of different types and sizes of development. It could probably be of assistance to planning bodies to have such information, if it can be established.

STUDY THEME 11:

The techniques and consequences of access restraint on various levels of traffic route.

Rationale: The review suggested that attempts at functional separation on the lower order arterials or district distributors is rare outside Canberra, if not non-existent, even in newly-developed suburbs. Whether or not the application of access control techniques to these types of road would produce safety benefits is conjectural. There is a strong *suspicion* that this is so, however, and research would appear to be warranted.

STUDY THEME 12:

Identification and exploration of factors inhibiting the implementation of safety-oriented pedestrian and cycle planning proposals.

Rationale: Given the apparent attractiveness of bicycle provisions for several reasons apart from safety, the limited nature of the works which had actually been carried out in Australia to the end of 1980 is a little surprising. Investigation showed that the high cost of separate lanes or paths was principle inhibition, but in addition there is uncertainty about (for instance) the effect of current laws affecting cycle usage and precedence when cyclists or pedestrians conflict with vehicles. There is also a reluctance to

commit the large sums involved without more reliable estimates of future use than are currently available. These problems of implementation deserve some attention if there is to be greater effort in cycle and pedestrian planning.

STUDY THEME 13:

Specifying safety-effective characteristics of bicycle facilities from an examination of cycle casualty location and other data.

Rationale: Clearly, 'bicycle safety' and 'reducing bicycle/vehicle conflict' are two different objectives. How far one supports the other requires considerable further study. However, there are strong indications that some familiar forms of bicycle facilities attack only a minor proportion of cyclist injuries. An attempt should be made to clarify the potential safety benefits of various forms of bicycle facility by closer and more comprehensive examination of data on bicycle casualties.

STUDY THEME 14:

Comparison of corrected pedestrian and cyclist accident rates (i.e. taking account of exposure levels, socio-economic conditions and other variables) in urban areas having different levels of pedestrian and cycle facilities.

Rationale: The monitoring of cycle ownership and usage, and the comparison of accident rates in localities having different forms of cycle provision, must rank high on the list of required studies if sensible comparisons of town planning practice directed towards segregated cycle/pedestrian paths are to be made.

SUGGESTED RESEARCH ON PLANNED COMMUNITIES

STUDY THEME 15:

Examination of Canberra's accident records in relation to the planning-related physical conditions at each site.

Rationale: Despite the caution expressed in this Report about some of the superficial observations that have been made about Canberra, planning in Canberra does seem to be demonstrating important safety advantages. However, available data do not allow the point to be made more strongly than that, and Canberra's accident data storage and retrieval system should be utilised to look more closely at the accident characteristics of the different planning styles reflected in different parts of the city, properly correcting for other differences between sites.

SUGGESTED RESEARCH ON CENTRE PLANNING

STUDY THEME 16:

Accident rates associated with activity centres

Rationale: There is a lack of basic data on accident occurrence in different kinds of activity centre, which hinders the setting of safety priorities and obscures comparisons between different planning treatments. Developing proper bases for accident rates is an important part of this area of investigation.

STUDY THEME 17:

Movement patterns, conflicts and accidents in centres.

Rationale: The key to activity centre accidents was concluded to be the extent of conflict between various elements of movements (centre/non-centre, pedestrian/vehicle, etc.). This conflict is a function of the relationship between the traffic circulation system and the various activity spaces, and the location of the points of activity relative to each other. A close study of the degree of conflict arising from different centre layouts would provide useful insights into the basis for centre planning.

STUDY THEME 18:

Traffic law affecting car parks and other 'private traffic areas' in Australia.

Rationale: Attention has been drawn to the lack of clarity in the application of traffic law in car parks. This affects not only the rules governing driver and pedestrian behaviour, but also inhibits the confidence with which the site can be planned and managed.

STUDY THEME 19:

Planning and design guidelines for safer centres.

Rationale: Although the details of parking layouts are well covered in texts and guidelines, these details probably have little to do with the level of safety inherent in car parks. The identification of planning and design principles, rather than detailed dimensions in the first instance, which are conducive to safety in off-street traffic areas could help to avoid the obvious confusion and conflict problems which have arisen in such areas in the past. This would include not only the form and layout of the circulation hierarchy in and around the centre, but also the principles governing the distribution of traffic and parking in relation to buildings and entrances, site access points and so on.

SUGGESTED RESEARCH ON LOCAL PLANNING

STUDY THEME 20:

The characteristics of Australian residential area traffic accidents.

Rationale: Much of the discussion on the nature and location of local area accidents, and on planning solutions to them, is based on slender data. Detailed Australian studies are required to remove the speculation implicit in this discussion, and to put the subsequent development of solutions on a firmer footing.

STUDY THEME 21:

Patterns of pedestrian and cycle activity in residential areas.

Rationale: The levels of usage of roads and footways for play and non-vehicular movement are critical to a proper assessment of exposure to risk. Patterns of such activity in relation to housing types, open space design, local activity centres and so on give clues to preferred neighbourhood layouts to minimise this exposure. Actual pedestrian use of the street space (rather than the adult view of what ought to happen there) provides a better basis for safer street planning.

STUDY THEME 22:

The relationship between local street geometry and accident rates.

Rationale: The available data on geometry and driver behaviour (speed, etc.) are only tentative, and the further step relating geometry, to accident rates is even more tenuous. Safety considerations, implicitly or explicitly, form the basis of many conventional street design practices. If relaxation of these practices can be shown not to increase hazard (or, in fact, to reduce it), a major constraint on street design would be removed. A geometry/accident correlation could also be useful in identifying potentially hazardous streets in existing areas.

STUDY THEME 23:

Studies of the road user behaviour and road safety consequences of Australian local area traffic management and street modification programs.

Rationale: Although available reports consistently indicate safety benefits of LATM programs, the subject is not well researched and there is too little data for adequate evaluation and prediction. This is an area of intense current interest and activity; the need and opportunities for careful study of the consequences of LATM are therefore strongly indicated.

STUDY THEME 24:

Models of network characteristics and resultant traffic behaviour in residential areas, for use in new estate planning and local area traffic management.

Rationale: Although the deterrence of non-local traffic is a common local planning objective, planning to that end is not always successful. This suggests that there may be inadequecies in the planning tools. The ways in which local network characteristics affect driver behaviour and accident frequency need to be examined. This would involve improvements in the modelling of local networks and traffic behaviour on them.

STUDY THEME 25:

Development and application of procedures for monitoring and evaluating local area traffic management schemes and devices.

Rationale: Monitoring and evaluation of planning in general is deficient; the need in the field of LATM is especially critical because of the need for confidence when manipulating an existing land use/traffic system where the risk of unforeseen side consequences is high.

RECOMMENDED STUDY AREAS

The following discussion attempts to consolidate the 25 suggested topics into recommended study areas for consideration in future Office of Road Safety and/or Australian Road Research Board programs.

The relative merits of work in the different fields covered by the Study Themes can be assessed against three criteria:

(a) *Accident reduction potential* — What proportion of urban casualties fall within the ambit of influence of a given area of planning?

(b) *Ease of application* — In practice, how easy would it be to apply planning actions of a given type? This includes their cost, likely acceptability, the amount of control which can be applied and so on.

(c) *Likely effectiveness* — How effective would planning action in a given area be in reducing, or contributing to a reduction of casualties. This would favour those actions applied in relatively simple (i.e. local) road and traffic situations, compared with the more complex subregional and total urban systems covered by (for instance) strategic and major network planning.

The planning areas having greatest all-round potential value would be those having higher ratings against all three criteria. There are strong indications that this applies particularly to local area traffic management (and street replanning) in older areas, and to neighbourhood planning generally. Improved practice in the various aspects of network planning would seem to be next in potential value, followed by

activity centre and strategic planning. Pedestrian and cycle planning aspects are particularly implied in all areas.

Over-riding all, however, are studies into basic information on the distribution of urban accidents and the feasibility and rationale of planning as a road safety tool. Without clearer information in these areas, the value of more specific studies remains uncertain.

RECOMMENDED STUDY OUTLINES

Depending on the interests of the sponsor and researcher, any of the themes so far discussed and possibly many more, could be developed into useful research studies. In the following discussion, seven recommended studies are outlined based on the themes so far developed and ranked.

Recommended Study A

Topic:	The distribution of accidents in urban regions, and the potential for town planning countermeasures.
Theme:	1, 2.
General Aim:	.To identify the extent of opportunities for safety improvement through planning activity in the various land uses that make up cities.
Specific Objectives:	.To obtain broad measures of the distribution of road accidents in urban areas, by land use type and road class. .To identify any land use or road types in which there is a disproportionate concentration of accidents. .Consequently, to indicate those areas amenable to planned changes in the physical environment in which the greatest safety improvements can be obtained.
Typical Activities:	.Development of appropriate land use and road type classification systems by which data can be sorted. .Collation of accident data by type of land use, road type, etc.
Outputs:	.Data tabulations .Recommended areas for greater research and planning effort.
Duration:	.6-12 months.
Cost Components:	.Labour: 1 to 2 person-years principal worker plus support, depending on extent of data collection. .Data handling charges
Appropriate Agents:	.Authority or Department; University or Research Institution. NB: Planning analysis skills essential.
Notes:	.The findings of this Study largely set the direction of further studies, and may supersede some of the conclusions of the present report. A consideration of the feasibility of a planning approach to road safety (Theme 3) may then be considered.

Recommended Study B

Topic:	.The characteristics of Australian residential area traffic accidents.
Themes:	20 and 22.
General Aim:	.To identify those planning and design factors having identifiable effects on accidents in residential areas.
Specific Objectives:	.To classify residential area accident data by location, road type, land use and socio-economic characteristics. .To develop and apply adequate measures of exposure to convert accident frequencies to rates in each class. .To investigate the relative importance of street network planning and street design to the observed accident rates. .To assess the safety effects of varying street geometric design standards and practices.
Typical Activities:	.Collation of available data against classifications to be devised as part of the project. .Conversion to appropriate rates. .Analysis of the data to detect any influence on accident rates which planning and design features may have. These will include the nature and clarity of the local road hierarchy, the type of local road hierarchy, the type of local network, traffic engineering and design features, the extent and nature of parking, the extent and use of alternative cycle and pedestrian facilities, the provision and use of local facilities, etc.

	.Comparison of relative accident rates at different types of minor intersections (specifically, cross-intersections compared with T-junctions), corrected for other differences between sites.
	.Comparison of accident rates on streets having different geometric characteristics.
	.Observations of driver behaviour under different conflict situations (especially in confined road spaces).
	.Observation of other effects e.g. delay, servicing difficulties (if any), etc.
Outputs:	.Data analyses.
	.Conclusions on the influence of street design and planning characteristics.
	.Recommended planning and design principles.
Duration:	.Up to 3 years.
Cost Components:	.Labour: 2 person-year for principal worker(s) plus support.
	.Data handling charges
	.Travel and field costs.
Appropriate Agents:	.University or Research Institution. NB: Planning analysis skills and familiarity with street and neighbourhood planning would be essential.
Notes.	.The work of Bennett in the U.K. and the progress already made in Australia on planning concepts would have to be acknowledged and developed.

Recommended Study C

Topic:	.The road user behaviour and road safety consequences of Australian local area traffic management (LATM) and street modification programs.
Theme:	.23
General Aim:	.To identify the road user impacts of local area traffic management programs.
Specific Objectives:	.To determine the safety impacts of devices and treatments already installed.
	.To assess each type of treatments effects on driver behaviour, especially speed, route choice and attitude to other road users.
	.To assess the impacts on pedestrians and cyclists.
Typical Activities:	.Compilation of available accident and other data on existing installations.
	.Collection of new data.
	.Before-and-after studies of new installation.
Outputs:	.Compilation of case histories.
	.Conclusions on typical effects of various types of street treatments.
	.Conclusions on devices and treatments likely to have greatest effect on road accidents in particular circumstances.
Duration:	.1-2 years (6 months for review of existing data).
Cost Components:	.Labour: up to 2 person-years for principal worker(s) plus support.
	.Field costs.
	.Costs of pilot installations.
Appropriate Agents:	.University or Research Institution. Consultant. NB: State traffic bodies and local authorities would need to be involved.

Recommended Study D

Topic:	.Development and application of procedures for monitoring and evaluating local area traffic management (LATM) schemes.
Theme:	.25. Embraces aspects of Themes 3 and 4.
General Aims:	.To aid LATM decision making by improving the practice of monitoring and evaluation.
Specific Objectives:	.To develop adequate monitoring and evaluation procedures.
	.To assess the relative importance of safety improvements in local streets as perceived by street occupants and users.
Typical Activities:	.Review of adopted and proposed procedures, including those discussed at the OECD Seminar on