

Local Area Traffic Management

Head of Power

Local Government Act 2009

Objective

To set out Council's position in relation to Local Area Traffic Management (LATM) schemes and a process for determining how it responds to specific instances where the installation or removal of traffic calming devices may be required.

Definitions

Affected Area includes properties with direct access onto the subject street and its side streets, up to an approximate limit of 200 metres from the proposed LATM device.

Community Consultation means the process of consulting with members of the community, in accordance with Council Policy 38-2150-010 – Community Engagement.

Local Area Traffic Management (LATM) means the use of physical traffic-calming devices, streetscaping treatments and other measures (including regulations and other non-physical measures) to influence driver behaviour in order to create a safer and more liveable network of local streets.

Traffic-calming Device means an engineering device used to reduce vehicle speed, such as speed humps, roundabouts, raised platforms and chicanes.

Application

This policy applies to all considerations of LATM in the region.

The application of the policy will assist appropriate and efficient use of Council resources and identify a process by which traffic investigations and decision making will be undertaken.

Policy Statement

It is Council's policy to investigate the need for, and viability of, LATM in the region.

LATM is a method of addressing inappropriate driver behaviour in the context of a local precinct or road. The aim of LATM is to constrain excessive vehicle speeds, improve road safety and amenity to which it is applied and to discourage drivers from taking shortcuts through local streets (rat running). LATM may range from a single treatment to multiple treatments within a wider precinct.

LATM devices are not suitable for all areas, and particular care will be given to the impacts of traffic-calming on the local network. It is recognised that LATM measures can have the undesirable effect of moving a problem elsewhere on the network. Traffic management affects the whole community and must balance the needs of a broad range of users with an appropriate level of amenity for adjacent land uses.

The policy will assist in responding to requests from members of the public or elected officials, or petitions, involving considerations of LATM.

Investigation

An investigation may be performed in circumstances where:

- complaints are received concerning high vehicle speeds, excessive through traffic volumes, or repeated instances of anti-social behaviour;
- crash statistics suggest the existence of road safety issues; or
- it is deemed necessary by the Manager Integrated Transport Planning and Design, being a person certified as a Registered Professional Engineer of Queensland (RPEQ).

On receipt of a customer request for the installation or removal of traffic calming devices, Council will undertake a preliminary investigation which may involve:

- reviewing available internal site specific data on previous traffic requests, crash data, speed and traffic counts;
- review of Council's forward Capital Works program to identify if there is an improvement project listed to address the issue;
- undertaking a site visit and personal contact with customer; and
- discussion with the Divisional Councillor.

Following a preliminary investigation, Council officers will discuss findings with the Manager Integrated Transport Planning and Design to establish an appropriate response. The preliminary investigation will determine the existence and extent of a problem and whether further investigation is appropriate.

Council's preferred position is that a problem be resolved with a localised treatment, with minimal impact to the surrounding network and reduced expense to the community. Where appropriate, Council will treat the location with minor traffic engineering controls or undertake further detailed investigation and analysis of the concerns. This will usually be in the form of a broader LATM plan within the defined precinct and include draft concept options of traffic calming devices.

Exclusions

Council may decide not to proceed with an investigation if the road:

- is located in a development where all stages of that development have not yet been completed;
- has less than approximately 35 houses/allotments;
- has existing LATM traffic calming treatments in place;
- is a through-road less than approximately 200m in length;
- has a speed limit of 70km/h or above which is defined as a higher order traffic carrying road of 'District Collector' category or higher;
- is identified in a project that has been approved and listed within Council's Capital Works program which, when completed, will mitigate the identified issue; or
- does not require further investigation for any reason as deemed by the Manager Integrated Transport Planning and Design, being a person certified as a Registered Professional Engineer of Queensland (RPEQ).

Community consultation

In cases where Council has performed a preliminary investigation regarding the potential installation or removal of traffic-calming devices, and has:

- decided not to proceed, Council will inform the Queensland Police Service and consider other options as appropriate. The customer will be advised in writing of the outcome of the preliminary investigation;

- decided to proceed, Council will undertake initial public consultation to determine whether property owners/residents in the affected area support the proposal. The investigation will proceed if at least 75% of those consulted, who respond within the specified period, indicate their support for the proposal. Notwithstanding, Council retains the discretion whether or not to proceed having regard to the particular circumstances.

Council will determine the most appropriate consultation strategy, which may include one or more of the following:

- Initial contact with property owners/residents (e.g. letterbox drop) notifying of a particular proposal and seeking feedback;
- Web or direct letter based survey response forms;
- Community information sessions; and/or
- Fact sheets.

Implementation of LATM

Implementation of LATM will only proceed once funding is allocated in conjunction with Council's Project Prioritisation. Where there are competing demands for LATM treatments, and they are deemed warranted, Council staff will review and prioritise the projects for the purpose of budget development in consultation with the respective Divisional Councillor.

The proposed LATM treatments will be implemented as soon as practicable having regard to capital funding and budget approvals. Issues that come to Council's attention that are considered a high-safety priority may be considered for immediate intervention in the interests of community safety.

Monitoring and review

Council will endeavour to monitor and review LATM once in place for effectiveness and achievement of the design objectives.

Related Documents

This policy complements and is to be implemented in conjunction with other Council policies and directive but not limited to:

IPWEAQ Complete Streets Guide
Austroads Guide to Traffic Engineering Practice
Queensland Manual of Uniform Traffic Control Devices

Review and Evaluation

This policy will be reviewed for applicability, effectiveness, and consistency with relevant legislation, Council resolutions, and other Council documents. Reviews of this policy will occur as required, or at least once every four years.

Responsibility

This Policy is to be:

- implemented by the Manager Integrated Transport Planning; and
- reviewed and amended in accordance with the 'Review Triggers' by the Director Engineering, Construction & Maintenance.

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