

## LOCAL AREA TRAFFIC MANAGEMENT PROCEDURE

### 1. Scope:

This procedure applies to roads within residential areas of Rockhampton Regional Council, excluding State roads under the control of the Department of Transport and Main Roads. The procedure does not cover specific design solutions.

### 2. Purpose:

To provide a foundation and framework for Council to investigate, design and implement solutions to local area traffic problems with the guidance and involvement of the local community. The outcomes of any local area traffic management plan shall focus on enhancing the safety, livability and amenity of the local area.

### 3. Related Documents:

#### Primary

Local Area Traffic Management Policy

#### Secondary

Austrroads Guide to Traffic Management (*including Part 8 – Local Area Traffic Management*)

Capricorn Municipal Development Guidelines

Department of Transport and Main Roads Manual of Uniform Traffic Control Devices (*including Part 13 – Local Area Traffic Management*)

Department of Transport and Main Roads Traffic and Road Use Management Manual, Queensland

Institute of Municipal Engineering Australia (Queensland) Queensland Streets – Design Guidelines for Subdivisional Streetworks

Institute of Public Works Engineering Australasia (Queensland) Complete Streets – Guidelines for Urban Street Design

### 4. Definitions:

To assist in interpretation, the following definitions shall apply:

Council	Rockhampton Regional Council
LATM	Local Area Traffic Management
Local Area	An area bounded by arterial, sub-arterial or major collector roads or other physical barriers such as creeks, railways or terrain barriers. It is essentially an enclave of residential properties serviced by roads that have a different and distinct local access function when compared to the surrounding road network.

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## 5. Procedure:

This procedure sets out the general concepts and procedures for developing a LATM scheme in partnership with an affected community and other stakeholders. A scheme developed under this approach should reduce the possibility that a newly constructed scheme would be removed in a relatively short time after implementation. This has been an unfortunate outcome of some ill-conceived or unwanted LATM schemes in other urban areas.

Within a local area, the functions of the access road (street) network should be weighted towards controlled access, pedestrian and cycle activity and amenity:

- Providing access to property;
- Providing a means to enable social interaction within a residential neighbourhood;
- Providing access for emergency services to residential areas;
- Contributing visually and socially to the living environment; and
- Providing controlled access within or through the local area.

The procedure does not deal with specific design solutions as it would be impossible to develop a consistent procedure that suits all possible applications. Design solutions are developed by engineering personnel using knowledge, experience and research to deliver a scheme to suit the specific site parameters and the goals and objectives set by community participation.

### 5.1 Foundation Principles

The five foundation principles for LATM planning are:

- 5.1.1 LATM should be community focused with the local needs, solutions and implementation based on empowerment of community, consensus and local ownership facilitated through community engagement throughout the process;
- 5.1.2 A LATM scheme must have 75% of the LATM scheme area residents/property owners indicating support for the scheme prior to implementation;
- 5.1.3 Residents/property owners directly affected by the introduction of traffic control devices (ie immediately adjacent to) must support a LATM scheme prior to implementation;
- 5.1.4 A LATM scheme is part of an area-wide traffic plan in which the local treatment is considered in context of its affect on the wider system and community; and
- 5.1.5 A LATM scheme will not be implemented on rural roads or an existing urban road where it is classified in the current planning scheme road hierarchy as a major urban collector or above.

### 5.2 Guidelines

In developing a LATM scheme, the related documents in Section 3 should be referenced.

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## 5.3 LATM Process

### 5.3.1 Problem Identification

The identification of a local area traffic problem can stem from local residents or other sources such as Council (possibly through a planning scheme review or traffic study) or emergency services (police, fire or ambulance) recommendations.

Council's method of data recording for complaints focuses on infrastructure problems such as road potholes, stormwater and kerb and channel repairs. In more recent times, data has begun to be collected on problems such as:

- excessive traffic volumes (exceeding the road hierarchy volumes recommended in Capricorn Municipal Development Guidelines for the relevant road class);
- speeding vehicles;
- traffic noise;
- heavy vehicles; and
- parking problems.

It should be acknowledged that the process of Council undertaking a LATM scheme investigation, design and implementation involves the commitment of significant resources and expense.

Requests for LATM schemes will be derived from both community request and a strategic assessment of need. These will be the two drivers for LATM schemes in the Region.

In an effort to make the process more efficient, a three stage process is to be applied to ensure Council resources are applied where there is a genuine need for an LATM scheme. The three stages are defined as:

- Community request/strategic assessment of need;
- Quantitative evidence; and
- Support of 3E Committee.

#### 5.3.1.1 Community Request/Strategic Assessment of Need

Residents in the community regularly raise concerns around speeding and traffic issues in their street. This is raised to Council through the various customer service channels and relayed to the appropriate department.

Strategic assessment of need is a street or area that is highlighted, through Council data or assessment as requiring consideration of a LATM scheme.

#### 5.3.1.2 Quantitative Evidence

Once a concern has been raised, the second criteria applied to the identification of the problem is the collection of speed and traffic count data from the affected area. The count data provides

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measurable figures that can be analysed and evaluated. If the traffic count data shows a consistent occurrence of speeding or a significant increase in traffic volumes then the matter will be progressed further. Recent crash data will also be reviewed to determine if there is a crash history for the area. If the complaint is in relation to speeding and this is verified then the speed data is to be sent to the Qld Police Service with a request to enforce the speed limit.

### 5.3.1.3 Support of 3E Committee

If the affected area has quantitative evidence, it will be progressed to the 3E Committee for further consideration as a potential LATM project. The 3E Committee meets to discuss road safety issues from the aspects of education, enforcement and engineering. It is held monthly with attendees from Council, Department of Transport and Main Roads and Qld Police Service. At these meetings nominated areas for an LATM scheme will be raised and the speed profile and crash data discussed.

The committee will decide what form of action, if any, will be taken to address the issue. Where a nominated area does not have community support or qualifying traffic data, an alternate treatment may be proposed. Alternate treatments may be in the form of education, enforcement or an alternate form of engineering to address the issues raised by the community. If the 3E Committee does see a need for an LATM scheme then the matter will be progressed to the next stage.

### 5.3.2 Initial Consultation

Once identified as a potential project for LATM scheme development, a survey of the residents/property owners within the proposed LATM scheme area shall be undertaken. Residents/property owners will be mailed a short questionnaire and invited to provide comments. The questionnaire will advise owners and residents of some of the negative aspects of LATM devices (for example noise, attraction of hoons, high levels of lighting and that it may restrict parking).

The questionnaire will provide a section for comments and ask:

1. Do they want LATM devices in their street?
2. Would they agree to one in front of their property?

When assessing responses, property owner responses will have preference over tenants. The required number of responses will need to reflect a 95% confidence level with a 5% confidence interval. The second question will be the question calculated against the performance standard of 75% of respondents in support of the scheme.

### 5.3.3 Option Development

If a 75% support level is achieved, Engineering Services will develop a number of possible solutions to address the residents' concerns and meet the 3E Committee's recommendations. The LATM scheme should consider

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all possible variables including physical barriers and consideration of the wider-area network for possible improvements to reduce or eliminate the local traffic issue.

#### **5.3.4 Council Adoption and Budgetary Approval**

Once possible solutions have been developed, they will be costed and a preferred option presented to Council for adoption. Once adopted, the scheme is subject to budget approval, is placed on a priority program.

Affected parties (including the 3E Committee) are informed of the adopted LATM scheme and its priority in the program. Until the scheme receives budgetary approval, no further work is progressed on the scheme.

#### **5.3.5 Scheme Consultation**

Once funding for the scheme is allocated in the budget, the directly affected residents/property owners are consulted for their general support or otherwise of the resulting LATM scheme.

Once again, 75% of respondents must support the scheme for it to proceed. Residents/property owners specifically affected by the scheme, i.e. properties that directly front any new construction work, would be individually consulted for their support. Wider consultation with stakeholders such as the Qld Police Service and emergency services would occur.

#### **5.3.6 Implementation**

Pending the outcome of the final consultative process, the scheme is either approved for implementation or otherwise. The resulting scheme is communicated to affected parties (including those that did not respond to earlier feedback requests) and forms the final consultative process,. Council implements the program according to the operations capital works program.

Once implemented, the scheme must remain for at least 12 months and its effectiveness evaluated before any changes are made to the scheme. This includes removal of LATM devices.

#### **5.3.7 Evaluation**

After the scheme has been in place for a period of time, the residents within the LATM scheme and other relevant stakeholders are contacted for feedback on the performance of the LATM scheme. Traffic count data is obtained and then compared against the data obtained before the scheme was implemented, to determine the effectiveness of the LATM scheme. This information is given to the 3E Committee for consideration when proposing treatments for future LATM schemes.

### **6. Review Timelines:**

This procedure will be reviewed when any of the following occurs:

- 6.1** The related or reference information is amended or replaced; or
- 6.2** Other circumstances as determined from time to time by the Council.

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**7. Responsibilities:**

Sponsor	Chief Executive Officer
Business Owner	General Manager Regional Service
Procedure Owner	Manager Engineering
Procedure Quality Control	Corporate Improvement and Strategy

**PETER KOFOD  
GENERAL MANAGER REGIONAL SERVICES**

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