

Council Policy

| | |
|-----------------------------------|---|
| Council policy title: | Local Area Traffic Management (LATM) |
| Council policy ref no: | C/POL/INF/031 |
| Council policy owner: | Director Environment, Recreation & Infrastructure |
| Adopted by: | Bayside City Council |
| Date adopted: | 19 February 2019 |
| Scheduled review: | February 2022 |
| Document reference number: | DOC/18/309202 |

[Council Policy](#) is a high level public statement formally resolved by Council, which clearly states Council's requirements, intent or position with regard to a particular matter or issue. It is not intended to be procedural in nature.)

1 Policy intent

This policy has been developed to ensure a consistent, equitable and inclusive approach to the investigation, consultation, design, implementation and monitoring of Local Area Traffic Management (LATM) schemes.

When a request for a traffic management intervention is received an investigation is undertaken to determine the most appropriate course of action, recognising that a LATM scheme could be a potential solution.

LATM is a traffic management intervention concerned with the area-based planning and management of street space use to attain acceptable levels of speed, traffic volume and composition in local and collector streets, while increasing amenity and safety for residents and improving access for pedestrians and cyclists. The LATM process is not typically associated with the installation/removal of a traffic management device within any one given street due to the impact on adjoining streets of LATM treatments.

2 Purpose/Objective

This Policy:

- demonstrates a commitment to managing speeds and volumes of traffic on the street network through LATM;
- will guide effective community engagement to ascertain the demand or need for LATM to support good decision making;
- ensure that expectations are managed in an appropriate way in response to community needs; and
- establishes a framework to ensure that LATM is undertaken in a structured, inclusive and cost effective manner.

3 Definitions & Abbreviations

| Term | Meaning |
|--------------------------------------|--|
| Collector Streets | Streets intended primarily to provide access to adjoining properties and to local streets, and to connect neighbourhoods to arterial roads (typically 2,000 to 10,000 vehicles per day). |
| Local Street | Streets whose primary function is to provide access to adjoining property. These streets typically carry less than 2,000 vehicles per day. However, some local streets can carry flows up to 5,000 vehicles per day. |
| Local Area Traffic Management (LATM) | The introduction of physical measures aimed at enhancing amenity and safety, especially through speed reduction. |

4 Scope

This policy is applicable to all local and collector streets within the municipality. Those directly affected by this Policy are all residents, schools and businesses in an area where a traffic management intervention is required. Those indirectly affected by the policy include all other users of these streets.

5 Policy statement

Managing the competing demands on our streets remains one of the most sensitive issues facing Council. Traffic management affects the whole community and must balance the needs of a broad range of street users with an appropriate level of amenity for the adjacent land uses.

Council recognises the numerous benefits from having local streets with lower traffic volumes and limited through traffic movement. This Policy and its associated procedure (C/PR/INF/347) specify how Council will protect and enhance these characteristics through a community led approach.

5.1 *Managing Traffic on the Street Network*

The prime determinant of the management of any given street within the network is what the street is used for, and its relationship to other streets to which it connects. The street network serves a multitude of purposes and functions, which creates a challenge for traffic management. On one hand, those living and working along streets seek to use them as places where social and economic exchange occurs, for walking or cycling between destinations and for access purposes and parking. These activities can all be satisfactorily carried out if the traffic flow is light and vehicle speeds are low. However, when drivers use streets to move from one place to another to avoid congested areas this may result in increased traffic volumes and higher speeds. This impacts those living near and using local streets.

Council will endeavour to balance the needs of various users where the movement function will be restricted or discouraged through LATM. These are streets which have been designated as secondary streets, that is collector and local streets. The Council's Road Asset Management Plan lists every collector and local street within Bayside.

5.2 Community Based Approach

Vehicle flows on many urban streets within Bayside have been steadily increasing due to such influences as increased population, increased levels of motor vehicle ownership and changing travel behaviours, such as the social change of driving children to school.

As traffic demand has built up on arterial roads, motorists have used, and continue to use, local streets to avoid the most congested areas. This has led to a gradual increase in traffic in many local streets.

The Sustainability and Transport Department will adopt a community focussed process for developing LATM schemes, reflecting contemporary practice. This process is outlined in the Local Area Traffic Management Procedure (C/PR/INF/347).

5.3 Managing Expectations

It is important residents take into account both their own considerations and the needs of other users in order to develop a compromise between local interests and the wider community's interests. This is to ensure that the problem is not transferred to neighbouring streets.

One important consideration before any scheme proceeds is the balance required between what the residents perceive the scheme will achieve and the actual likely outcomes. There is no guarantee that a scheme will satisfy the expectations of all residents, particularly in terms of the types of traffic calming devices used, the landscaping and planting, and the extent to which safety can be addressed by LATM measures. Consultation early in the process is essential in the managing of expectations.

It is important that residents understand and accept that there are both advantages and disadvantages of LATM, and that the disadvantages should not outweigh the advantages. The Sustainability and Transport Department will communicate this to residents as part of the community engagement process outlined in C/POL/17/110.

5.4 A Three Stage Approach to LATM

Requests for traffic management interventions can originate from a number of sources, such as from residents' concerns, responding to land use changes, or as part of a wider scheme. Once a need for a traffic management intervention has been identified (whether internal or external) it will initiate a three stage process:

- **Stage A: Scoping:** Determining if the issue is a site specific issue or an area wide issue. An issue deemed to be an area wide issue will be considered against the initial assessment criteria outlined in **Table 1** to ensure that it can be addressed by a LATM scheme. If the issue satisfies the initial assessment criteria then support from residents for a LATM study will be sought;
- **Stage B: LATM Study:** The subsequent investigation and development of a LATM plan. Providing that there is sufficient support and a feasible scheme is developed, this may progress towards implementation; and
- **Stage C: Monitoring and Review:** This post-implementation stage examines the effectiveness of the scheme and determines if further modifications are required.

Figure 1 outlines the typical steps involved in the first two stages. The Local Area Traffic Management Procedure (C/PR/INF/347) provides details of each step.

Table 1: Initial Assessment Criteria

| Quantitative | Qualitative |
|---|---|
| <p>That the street/area:</p> <ul style="list-style-type: none"> • not be part of an arterial road (VicRoad's declared road network); • has a speed limit of 60km/h or less; • carries more than 1,000 vehicles per day with peak hour volumes of at least 60 vehicles per hour; • has a known speeding problem (85th percentile of traffic are travelling over 55km/h on local streets, or 65km/h on higher order posted 60km/h collector streets); and • has a recorded (or resident reported) accident history over a five year period of the type that could be addressed by physical measures. | <p>That the street/area:</p> <ul style="list-style-type: none"> • has adjacent arterial or collector (in the case of local streets) routes to absorb diverted traffic while minimising the impact on connecting streets; <p>That LATM measures exist that can treat the problem:</p> <ul style="list-style-type: none"> • by reducing speed and/or volume; • in an economically efficient way; • by reducing accident risk without adversely impacting the safety of other users; • while minimising the impact on parking; and • while avoiding adverse effects on resident amenity. |

5.5 Exceptions to this Policy

In the event of the following:

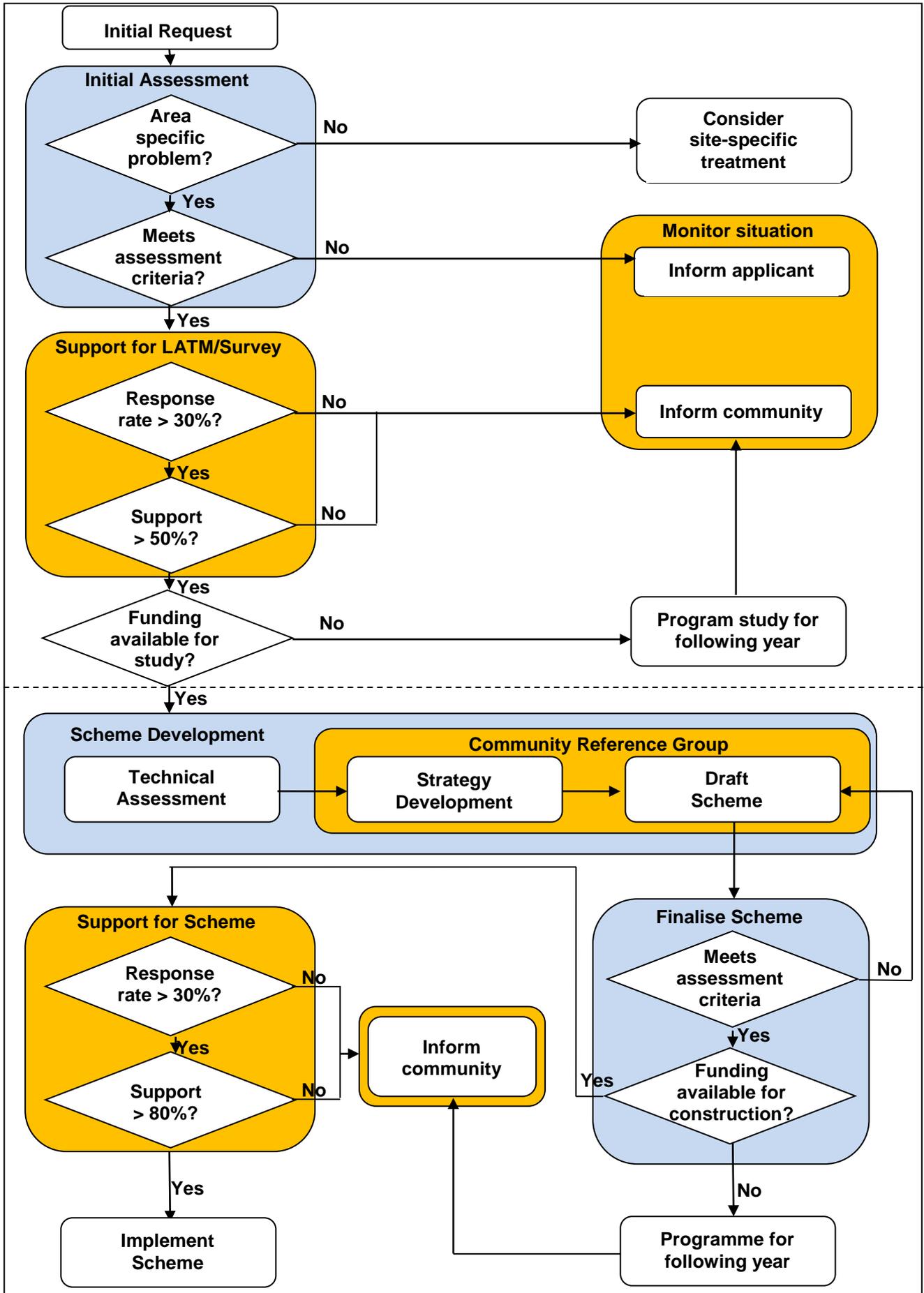
- That the analysis of traffic evidence, data and engineering assessments reveals an urgent and significant safety issue which justifies by-passing parts of this process (including a recommendation to move straight to implementation for safety reasons);
- That there is insufficient support from residents for a proposed LATM scheme despite the proposal meeting all of the technical requirements; or
- The Director Environment, Recreation & Infrastructure considers no overall benefit from the outcome of a LATM study;

The following process will occur

- The Director Environment, Recreation & Infrastructure will inform the CEO;
- The CEO may request a Council report be prepared for decision.

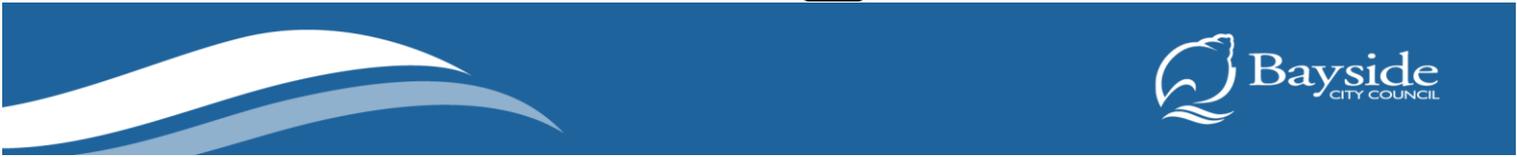


Figure 1: Typical LATM Process



STAGE A: Scoping

STAGE B: LATM Study



6 Monitoring, evaluation and review

The Policy will be reviewed every three years to monitor effectiveness and community satisfaction. Resident and officer feedback collected throughout the period will inform the evaluation. Any variations or alterations to this Policy must be made by resolution of Council.

7 Roles & Responsibilities

The implementation of the Policy is the responsibility of the Manager Sustainability & Transport.

The Director Environment, Recreation & Infrastructure is responsible for the recommendation of changes to the LATM Policy to Council and to approve the Procedures in respect of this Policy.

8 Related documents

| | |
|-------------------|--|
| Policies | Service-Driven Asset Management Policy (DOC/18/100034) Community Engagement Policy (C/POL/17/110) |
| Strategies | |
| Procedures | Local Area Traffic Management (C/PR/INF/347) |
| Guidelines | |

Please note: This Policy is current as at the date of approval. Refer to Council's website (www.bayside.vic.gov.au) or staff intranet to ensure this is the latest version.