

# Council Policy

<b>Council policy title:</b>	Local Area Traffic Management Policy 2023 - 2028
<b>Council policy sponsor:</b>	Director Environment, Recreation and Infrastructure
<b>Adopted by:</b>	Bayside City Council
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([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. Policy Purpose

This Policy:

- demonstrates a commitment to managing speeds and volumes of traffic on the street network through LATM,
- guides 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. Glossary - Definitions and Abbreviations

Term	Meaning
Arterial Road	Roads where the main function is to form the principal avenue for metropolitan traffic movements not catered for by freeways.  These include State Highways and Declared Main Roads and typically carry flows in excess of 15,000 vehicles per day.
Collector / Distributor Roads	These are non-arterial roads that primarily provide a route between and through residential, industrial and commercial areas and convey traffic to Declared Main Roads.  These roads typically carry flows between 2,000 and 15,000 vehicles per day.
Local Roads	A road, street or court that primarily provides direct access for abutting residential, industrial and commercial properties to their associated nodes.  These roads 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 roads 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 the road network.

### 5. Policy Statement

Managing the competing demands on our roads 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 road users with an appropriate level of amenity for the adjacent land uses.

Council recognises the numerous benefits from having local roads 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 Road Network

The prime determinant of the management of any given road within the network is defined by the uses associated with that road, and its relationship to other road to which it connects. The road network serves a multitude of purposes and functions, which creates a challenge for traffic management.

People living and working along certain roads 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 roads 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 roads.

Council will endeavour to balance the needs of various users where the movement function will be restricted or discouraged through LATM.

### *5.2 Community Based Approach*

Vehicle flows on many roads within Bayside have been steadily increasing due to influences such 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 roads to avoid the most congested areas. This has led to a gradual increase in traffic in many local roads.

Council will adopt a community focused 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 consider both their own interests and the needs of other users to ensure a balanced community benefit. This is to ensure that the problem is not transferred to neighbouring roads.

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. Council will communicate this to residents as part of the Community and Stakeholder Engagement Policy (DOC/21/16007) process.

### *5.4 Four 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 four-stage process:

- **Stage 1 - 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 2 - 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 to a capital bid; and

- **Stage 3 – Implementation:** Deliver works in accordance with the LATM plan.
- **Stage 4 - Monitoring and Review:** This post-implementation stage examines the effectiveness of the scheme and determines if further modifications are required.

**Appendix, Figure 1** outlines the LATM process. The Local Area Traffic Management Procedure (DOC/23/1352) provides details of each step.

Table 1: *Initial Assessment Criteria*

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

### 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 the technical requirements, or
- The Director Environment, Recreation and Infrastructure considers no overall benefit from the outcome of a LATM study.

The following process will occur:

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

## 6. Monitoring, Evaluation & Review

The Policy will be reviewed every five 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 Climate, Waste and Integrated Transport. The Director Environment, Recreation and Infrastructure is responsible for the recommendation of changes to the Policy to Council, and to approve the Procedures in respect of this Policy.

## 8. Related Documents

<b>Policies</b>	Community and Stakeholder Engagement Policy 2021 (DOC/21/16007)
<b>Strategies/Plans</b>	Bayside Integrated Transport Strategy 2018 – 2028 Bayside Road Safety Strategy 2019 - 2024 Bayside Walking Strategy 2015 Bayside Bicycle Action Plan 2019 Bayside Road Management Plan 2021
<b>Procedures/Processes</b>	Local Area Traffic Management Procedure (DOC/23/1352)
<b>Other</b>	n/a

**Please note:** This policy is current as at the date of approval. Refer to Council's website ([www.bayside.vic.gov.au](http://www.bayside.vic.gov.au)) to ensure this is the latest version.



Appendix - Figure 1: LATM process

