Local Area Traffic Management Policy

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1. Purpose

The City of Kingston is committed to improving the quality of life within the municipality by fostering a safe, accessible, and vibrant environment for residents, businesses, and visitors. This Policy establishes a fair, clear and consistent framework for managing, assessing, and prioritising requests for Local Area Traffic Management (LATM) measures throughout the municipality, ensuring benefits for the entire community and all road users.

The Policy explains:

- the aim and objectives of local area traffic management,
- the types of traffic management measures,
- where traffic management studies are undertaken,
- the evaluation process used by Council to assess and prioritise requests for LATM investigations (including eligibility and other evaluation criteria),
- approaches to project implementation, and
- monitoring and evaluation.

The Policy helps to identify requests for LATM measures that need further investigation and/or implementation of traffic measures, whilst ensuring efficient use of Council's limited resources. The process is summarised in Figure 1.

2. Scope

The scope of the Policy considers traffic management measures on local streets (which are the responsibility of the City of Kingston), that experience traffic-related problems over a wide area, and the measures needed to address these traffic issues.

3. Governance Principles and Council Plan alignment

3.1 Governance Principles

Principle (b) - priority is to be given to achieving the best outcomes for the municipal community, including future generations.

Principle (c) - the economic, social, and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.

Principle (d) - the municipal community is to be engaged in strategic planning and strategic decision making.

Principle (h) - regional, state, and national plans and policies are to be taken into account in strategic planning and decision making.

Principle (i) - the transparency of Council decisions, actions and information is to be ensured.

This policy establishes a framework for managing requests for local area traffic management measures across the municipality, ensuring outcomes that benefit the entire community and all road users. It supports Council in balancing competing priorities, such as residential amenity, road safety, road usage, sustainability, and economic prosperity. The Policy also promotes community engagement in strategic planning and decision making, aligning with regional, state, and national policies. Regular reporting to Council will ensure transparency and accountability in the decision-making process.

3.2 Council Plan Alignment

Strategic Direction:

- Liveable - Our city will be a vibrant, enjoyable, and easy place to live.
- Sustainable - We prioritise our environment and reduce our impact on the earth.
- Safe – Our community will feel safe, and be safe, in all aspects of their lives.
- Prosperous – We will embrace the concept of a 20-minute neighbourhood, support the ongoing process of decentralisation and support people to live and work locally.

Strategy:

- Manage movement around the city, including traffic and parking, to make community activities accessible.
- Build sustainable transport options to reduce congestion and pollution.
- Enable choice of movement across our city.
- Support travel through various modes of transport.
- Design an environment and infrastructure that promotes better safety and accessibility.
- Improve connections between activity zones, public transport hubs and where people live through an integrated network.

This Policy provides a fair, clear, and consistent framework for managing, assessing and prioritising requests for local area traffic management measures, ensuring benefits for the entire community and all road users.

4. Background

4.1 Aim of Local Area Traffic Management

Local area traffic management measures aim to:

- enhance safety,
- manage traffic to acceptable levels in terms of speed, volume, and composition (e.g. levels of 'through' traffic, and commercial vehicles), and
- support pedestrian and bicycle travel options.

This is achieved by changing the street environment to reduce casualty crashes and improve amenity in a local area.

4.2 Objectives of LATM

The main objective of an LATM is to create safer, and more functional streets that cater to the needs of all road users. Traffic measures therefore provide a range of positive traffic, transport, environmental, economic, and social outcomes by:

- Improving safety and sense of security by slowing down vehicular traffic to safer levels, reducing the likelihood and severity of accidents, and controlling traffic flow that pose a danger.

- Safeguarding the quality of life for residents and visitors by minimising the negative impacts of traffic. This includes reducing congestion, noise, and air pollution, ensuring a suitable mix of vehicle types for the area, managing traffic volumes in areas affected by 'rat-running' (where drivers use local streets as shortcuts), and directing traffic to more appropriate routes.

- Supporting sustainable transport by prioritising pedestrian, bicycle, and public transport use by creating safe and attractive spaces that encourage sustainable travel options for people of all ages and abilities.

- Responding to new development that change traffic flows and patterns in local streets and by encouraging more compact, mixed use, accessible centres focused on public transport nodes.

- Modifying drivers' perception of appropriate behaviour in an area.

- Ensuring a balanced allocation of road space that considers both 'place' and 'movement' functions of a street for the benefit for all road users. The 'place' function includes creating safe, vibrant community spaces for social interactions, as well as high-quality public areas for living, working shopping and recreation. This function is just as important as the movement function, which supports through-traffic. Likewise, the needs of motorists are not inherently more important than those of other users such a pedestrians and cyclists.

Traffic measures can also enhance the character of streets through improved landscaping, better signage, providing shelter and shade from adverse weather, and improved lighting.

4.3 Types of Traffic Management Measures[1]

LATM's involve use of traffic measures to modify streets. Common LATM measures include:

Vertical deflection - These traffic measures change the vertical path of a vehicle using a road by installing features such as:

- speed humps,
- wombat crossings,
- raised platforms,
- road cushions, and
- raised intersections.

Horizonal deflection - These traffic measures change the horizonal path of a vehicle using a road by installing features such as:

- road narrowing,
- slow points,
- chicanes,
- roundabout,
- blister islands,
- splitter islands, and
- pedestrian refuges.

Diversion devices - These are measures that redirect traffic, typically through a physical obstruction or traffic signs. They include:

- road closures, one-way streets, 'open street' programs, and modal filters,
- left in – left out islands,
- modified 'T' Intersections.

Signs and line-markings - These measures include:

- speed limit signs that reduce speed e.g. area speed zone signs,
- one-way signs,
- give-way or stop signs.

Other treatments:

- threshold treatments,
- pedestrian facilities,
- bicycle facilities,
- tactile surfaces,
- shared zones,
- bus facilities.

These LATM measures can be used in combination for greater effectiveness. For instance, a slow point may be combined with a road hump to reinforce the need to reduce speed.

4.4 Location for LATM Studies

LATM studies are typically undertaken (and measures implemented) on local streets and collector roads that:

- are in areas bounded by arterial roads, or other significant roads, and barriers such as creeks, railways, reserves, or impassable terrain.
- have speed limits of 50 km/hr or less.

[1] Descriptions of the measures are provided in the Definition Section the Policy.

LATM initiatives are different from other traffic management projects that seek to address high casualty crash records on local roads such as:

- 'black-spots' (e.g. an intersection with a high crash record), or
- 'black-lengths' (longer stretches of a road with a high crash record).

The Council typically seeks Federal funding through the State Government for these (black-spot and black-length) projects if they meet the eligibility criteria established by the Department of Transport and Planning (DTP).

Customer requests about vehicular traffic in an individual street or at an intersection (rather than area-based assessments, black-spot or black-length) are also evaluated using the eligibility criteria and decision-making processes outlined in this Policy. Where these criteria are not met, the Council will consider innovative solutions (i.e. strategic road closures) following a clear expression of interest from the community in a specific street. Such localised treatments may present opportunities to convert parts of the road into green spaces or areas for 'place activation,' whist maintaining access for pedestrians and bike riders. Wider impacts on neighbouring streets will also be considered to ensure that a traffic problem is not simply moved to neighbouring streets.

5. Evaluation Process

5.1 Request Type

LATM investigations may arise from:

- Community feedback - customer requests or wider community feedback (such as a petition) seeking to improve the local street environment.
- Other stakeholders – such as bus operators, schools, traders, providers of emergency services, Councillors or Members of Parliament.
- Council led investigations, resulting from changes in development pressures, expected population growth, high casualty crash records, or areas with high numbers of vulnerable road users such as people walking or riding a bicycle e.g. at activity centres, sports and recreation facilities, or schools (as part of a 'safe routes to school' or 'open-streets' project).
- Other Council polices and plans - such as Activity Centre Structure Plans, Kingston's Integrated Transport Strategy, the Walking and Cycling Plan and the Road Safety Strategy.
- Other precinct wide projects that impact future traffic in an area such as level crossing removals and the Suburban Rail Loop Station in Cheltenham.

5.2 Problem Identification

To establish if LATM investigations and measures are needed, Council use measures (identified by traffic surveys and studies) such as:

- traffic speeds,
- traffic volumes,
- crash rates,
- cost and available funding.

These eligibility criteria provide an objective and quantitative basis for taking action, which helps to ensure consistent and appropriate decision-making.

The LATM decision making process also involves subjective assessments to take account of:

- an area's unique characteristics,
- amenity needs, and
- feedback from the community.

The process may therefore require balancing objective eligibility criteria and subjective assessment to ensure that traffic management measures are effective, appropriate, and desirable. This ensures that community benefits are maximised by prioritising funding to areas with the most significant traffic concerns while balancing available resources and competing demands.

5.3 Eligibility Criteria

5.3.1 Traffic volumes

Traffic volumes align with the expected range for a Council-managed road as outlined in Appendix Table 1. Council will assess traffic data from the past five years to compare actual flows with expected levels or conduct new traffic counts if needed. Typically, data is collected using automatic traffic counters over a seven-day period during a school week (excluding school holidays). The Table also compares traffic flows expected by Council with Section 56.06 of the Kingston's Planning Scheme, which sets out objectives and standards for designing new streets.

5.3.2 Speeds

Traffic speeds should be within the range expected for a local street. The following indices are considered in any assessment:

- Default speed limit: The default speed limit on local streets in urban areas is 50 km/hr. Signed speed limits indicate higher or lower speeds than the default limit. Traffic measures are generally applied to roads with speeds of 50km/hr or less (or a speed reduction is accompanied with the traffic measures proposed).

- The 85-percentile speed: The 85th percentile speed is a crucial measure used to assess traffic speeds. This metric indicates the speed at or below which 85% of vehicles are travelling. It is commonly used throughout Australia to determine whether traffic speeds merit traffic management measures. Generally, an 85th percentile speed below 55km/h (where the default speed limit is 50km/hr) is considered reasonable for local streets (i.e. 10% over the speed limit). By using the 85th percentile speed as a benchmark, traffic engineers and councils can determine whether the current speeds on a local street are within acceptable limits or if interventions are needed to enhance safety and compliance with speed limits.

- Number of vehicles speeding. The analysis of speeding vehicles needs to consider traffic flow levels. On roads with low traffic flows, the number of vehicles exceeding the 85th percentile speed is also typically low. Conversely, on roads with higher traffic flows, the number of vehicles travelling above the 85th percentile speed is likely to be higher, indicating a greater need for traffic management measures.

Analysing both the 85th percentile speed and the number of vehicles speeding provides a broader understanding of the need for traffic management measures.

5.3.3 Crash record

When investigating LATM, it is crucial to evaluate crash records and patterns to address high casualty-crash incidents. By identifying these patterns, Council can implement effective traffic treatments that enhance safety for all road users.

The key points to assess include:

- High casualty crash record. Typically to receive federal black-spot funding three or more casualty crashes are required at one location.
- The severity of injuries (serious, fatal or other).
- A clear pattern. A consistent trend in the types of crashes (such as speed) can indicate the need for traffic management measures to enhance safety.
- Near misses. Evidence of a consistent and frequent issue resulting in near misses.
- Vulnerable road users. Vulnerable road users such as pedestrians and cyclists are at greater risk of severe injury in the event of a crash. A high number of casualty crashes involving vulnerable road users, makes their safety a priority in traffic management planning.

5.3.4 Composition of traffic

Evaluating the composition of traffic passing through an area is crucial to implementing LATM measures. This evaluation ensures that the measures are effective at targeting the specific safety and traffic needs of the area for all users. The key aspects to consider are:

- High volumes of 'through traffic': Origin and Destination surveys can identify areas that experience high volumes of through traffic (known as 'rat-running') or other travel patterns that contributes to congestion and increased risk of accidents. Traffic measures may seek to minimise the impacts of 'through traffic' by redirecting it onto more efficient arterial routes, away from residential areas or shopping areas.

- Commercial vehicles: The presence of a sizeable proportion of commercial vehicles, such as heavy or long vehicles, can impact road safety and may necessitate specific traffic management measures. These measures may seek to minimise the number of such vehicles passing through the area, slow speeds, or reduce wear and tear on infrastructure. However, the road may still need to accommodate all types of vehicles, including emergency vehicles, delivery trucks, garbage trucks, and buses (either regular or school bus services). Increased journey times, particularly for emergency services and bus services, also need to be considered.

- Vulnerable road users: Pedestrians and cyclists are particularly vulnerable in traffic and may require dedicated facilities such as safe crossing points, bicycle lanes and other protective measures. Child safety is a high priority in areas frequented by young people (such as around schools, parks, and playgrounds) and these areas may require specific measures that reduce traffic speeds below the speed limit. If there are older people in the area (such as near retirement communities or healthcare facilities) they may need more time to cross the road at traffic signals; safer, more accessible walkways; or accessible parking spaces.

5.3.5 Effects on the arterial road network or neighbouring municipalities and streets.

When schemes are likely to involve the removal of through traffic from local streets, their external effects must be assessed, especially on:

- adjacent arterial roads: The DTP manage these roads. DTP consideration is particularly important if the level of displacement is high and if there is limited capacity on the arterial roads, or if slow turn speed entry interrupts traffic flows or causes queues on the arterial road. Nevertheless, insufficient arterial road space to meet total traffic demand should not necessarily

prevent the introduction of LATM schemes, as local streets should only be available for the end of journeys and local circulation, and not regarded as part of the arterial road network.

- neighbouring municipalities/streets: This is to ensure that traffic problems are not simply transferred to neighbouring streets.

5.3.6 Eligibility criteria for pedestrian crossings.
Eligibility criteria (such as number of pedestrians crossing the road, vehicle flows and speeds) are required to provide different types of pedestrian crossings. These are outlined in Table 2. However, the numerical values in these eligibility criteria are not the sole factors in determining the need or suitability of a pedestrian crossing. Other considerations include:

- User groups: The design of crossing need to consider children, the elderly, people with disabilities, and bicycle riders. Pedestrians with a high blood alcohol content is another consideration as they are at risk of being involved in crashes.
- Community connectivity: Improving access to important nearby land uses such as stations, activity centres, schools, hospitals, large apartment units, recreation reserves and parks.
- Distances to other crossings.
- Queues and delay: Delays and queues to vehicle drivers can increase considerably when pedestrian flows are extremely high as pedestrian crossings give pedestrians priority over vehicles.
- Approvals: The installation of formal pedestrian crossings, such as children's crossings, zebra crossings, and pedestrian-operated signals, requires the approval of the DTP. Informal pedestrian devices, such as pedestrian refuges, do not require DTP approval if they are located on local roads.

By considering these factors, pedestrian crossings can be designed to improve safety and accessibility for all users, ensuring that the needs of vulnerable groups are adequately addressed.

5.3.7 Funding
Proposed traffic measures should be cost-effective and within the resources available to Council. Council faces competing demands for funding that result in budgetary constraints on funding for transport. LATM projects are therefore subject to the availability of Council funding or external funding (such as grants).

5.4 Other Evaluation Criteria

5.4.1 Site investigations
Site visits and surveys can identify contributing factors affecting traffic that help to guide the choice of effective interventions. These factors may include:

- Road geometry – e.g. width of road, number of lanes, presence of grades, bends and crests, length of road (the shorter the length of a road, the less likely the speeds drivers reach will be of concern), and alignment of intersections.
- the number of parking spaces, the types of parking restrictions and their use,
- routes frequently used by pedestrian or cyclists, or delays that add to pedestrian wait times to cross a road, and the type of users such as elderly people or people with disability.
- speed limits,
- drainage,

- existing traffic control measures,
- sight lines: parked cars and other obstructions can block the view for pedestrians and drivers.
- non-compliance to Victorian Road Rules (whether this is due to deliberate disobedience or lack of awareness), and other issues.

Site visits and surveys can also help in the consideration street character and amenity that influence active transport use, traffic, and driver behaviour. This includes evaluating:

- the surrounding land use (residential, commercial, industrial) to understand its impact on traffic patterns and compliance.
- Abutting generators of traffic e.g. schools and education facilities, playground, sports and recreation facilities, hospitals, health centres, retail and commerce, parks, and hotels.
- The function of a particular road (road hierarchy) – local road, collector road, or major local council road.
- Trees and vegetation: assessing the presence and placement of trees and landscaping for their effects on shade and aesthetic appeal to create comfortable environments to address urban heat islands.
- Street lighting: evaluating the adequacy of street lighting to enhance visibility and safety at night. Measures such as speed humps should be clearly visible to approaching motorists through appropriate lighting.
- Improving the environment: e.g. air quality and lower greenhouse emissions.
- Considering principles of Crime Prevention Through Environmental Design (CPTED) such as passive surveillance (where people feel safer when they are visible to others), identifying the possible causes of things that make people inadvertently feel unsafe or vulnerable, (such as poorly visibility or places hard to escape from - referred to as entrapment).
- Consideration of safety, violence, and harassment in public spaces particularly of women and the LGBTQIA+ community.
- Catering for a range of users though Universal Design principles (users such as young children, older people, people with walking frames, or prams, or parents with bike trailers, people who use wheelchairs, children with disabilities, people with pets, primary school children, and people who speak a language other than English).
- Identifying areas where people tend to spend more time (known as dwell time) to help plan and improve these locations to better serve the community.

5.4.2 Social and land use changes

Social changes (such as demographic changes and changes in land use) play a significant role in shaping the need for LATM schemes as they influence how local streets are used and the specific requirements for ensuring safe and accessible environments for all community members.

Demographic change includes changes in:

- population age,
- population size,
- the proportion of people with a disability, and
- household structure.

Land use change include changes in:

- the provision of local facilities such as schools, and
- dwelling types (e.g. apartment living or separate houses), and

- parking requirements at new development.

5.4.3 Design considerations: These include:
- Australian Standards,
- Austroads Guidelines,
- Road Safety Audits,
- Accessibility Audits,
- Victorian Road Safety Rules,
- Legibility.

5.4.4 Challenges

It is important that residents understand there are both advantages and disadvantages of LATM and that the disadvantages should not outweigh the advantages. LATM have known potential negative impacts that can be avoided or minimised. These may include:
- noise of vehicles negotiating the measure,
- perception of increase pollution next to traffic measures due to braking and accelerating of vehicles,
- sign clutter,
- discomfort for some vehicle passengers and bus passengers,
- impacts on parking,
- transfer of traffic from one street to another,
- increase in glare at night from car lights and additional street lighting which may impact on human health (such as sleep) and have ecological consequences on the nocturnal patterns of wildlife.
- increase maintenance cost to Council.

It is therefore necessary to consider all implications associated with the implementation of traffic measures.

5.4.5 Activity centres

Traffic management in activity centres (such as retail and commercial areas) is essential for creating vibrant, accessible, and sustainable urban spaces. The primary goal in these areas is to prioritise the purpose of the activity centre (and thus promote economic activity) by encouraging people to connect with each other and stay longer at the centre by making their stay more appealing.

Achieving this goal requires an integrated approach to traffic management where access (movement and parking) for motor vehicle drivers is balanced along-side other factors such as:
- creating environments that attract visitors and shoppers to local businesses,
- improving safety (particularly for vulnerable road users) as activity centres are places where there is high levels of activity on-foot and on bicycle.
- better integration with public transport (activity centres are often located close to train stations and bus stops).
- improving accessibility for people with disabilities (this is increasingly important as Kingston’s population ages).
- encouraging active transport options (walking and cycling) and use of public transport to decrease car usage and reduce traffic congestion.
- high population growth, leading to an increased likelihood of casualty crashes, particularly involving vulnerable road users, due to the higher number of people.
- the presence of schools in activity centres (such as Mentone), further increasing pedestrian activity (particularly younger people).

- supporting street life and activities.

Traffic management measures in activity centres also impact on broader policy objectives that benefit the wider community such as:

- supporting urban planning objectives, such as mix use neighbourhoods, encouraging local travel (20-minute neighbourhoods where all needs are met within the local area), and concentrating development in activity centres close to public transport routes,
- lowering greenhouse gas emissions,
- creating more green or recreational spaces, and
- improving public health.

Activity Centres are therefore a priority for LATM studies and implementation over the life of this Policy.

5.4.6 Community participation

The purpose of community participation is to ensure that proposed LATM measures address community concerns and desires. Initiating community participation and ownership at an early stage is crucial, as proposed changes are likely to challenge traditional travel practices and beliefs. Gaining community buy-in is essential for the successful implementation of these measures. Gathering information to identify key community issues can be beneficial, especially for larger LATM projects. This initial step helps set the stage for more effective consultation on proposed traffic measures.

While residents may accept the overarching principles of an LATM scheme, they might object to specific treatments. Therefore, it is also crucial to identify and consult on specific treatments by using draft plans. This approach ensures that those affected fully understand the implications of the options. Consultation should include residents, businesses, bus operators, the DTP, emergency authorities, and other relevant stakeholders. Engaging these groups ensures that the measures meet broader traffic management and safety needs.

Conflicting inputs from different stakeholders often arise during consultation for LATM projects, making it challenging to make balanced decisions that reflect the needs of the entire community. More vocal and organised community members or groups may disproportionately influence decisions, potentially sidelining the needs and perspectives of quieter or less organised people. By adopting inclusive and proactive engagement strategies, Council can ensure that all community members have a voice in shaping their local environment, leading to outcomes that better serve the community as a whole.

It is also important to manage expectations, as there is no guarantee that a scheme will satisfy everyone's desires, particularly regarding the types of traffic calming devices used, the landscaping and planting, and the extent to which safety can be addressed by LATM measures.

Consultation methods for LATM projects may include traffic information bulletins, workshops, and neighbourhood meetings as well as the ‘Your Kingston Your Say’ website,

- Bulletins, neighbourhood meetings and co-design workshops typically target residents, schools, businesses, and other key stakeholders within the area where traffic management measures are needed.
- Feedback is also sought from other users of the streets through the Council’s website.

This comprehensive consultation process helps balance local preferences with wider community and operational requirements, leading to more effective and accepted LATM measures.

This Policy will be reviewed every four 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.

6. Implementation

The timing of how and when to implement different interventions for LATM schemes is an important consideration. Three common approaches are:

- Executing the entire plan all at once.
- Trial installations: This involves temporary measures being put in place before full implementation - to evaluate their effectiveness. This approach is used to assess the impacts of diverted traffic and to help the community to become familiar with the changes. However, the temporary measure can be unattractive and may lead to backlash from the community. Consequently, they may be combined with Open Street community events that are inviting and inclusive to the community.
- Staging: This refers to the incremental implementation of traffic management works. Staged approaches are often considered for larger LATM projects for practical reasons to assess traffic displacement effects of initial stages (to allow adjustments in future stages) or to reduce construction disruption. Funding constraints may also necessitate a staged approach. However, a staged approach may also result changing the priorities for subsequent interventions or create issues when new development occurs involving people not previously involved in the process.

Trials and staging approaches also offer flexibility and opportunities to optimise managing traffic and to ensure community buy-in. However, careful planning, clear communication with stakeholders, and responsiveness to feedback are critical to their success.

7. Monitoring, Evaluation, and Review

Council may undertake ‘before’ and ‘after’ surveys to check the effectiveness of the LATM traffic measures and determine if additional measures are needed within the area or elsewhere due to traffic diverting. This review may involve traffic counts of traffic speeds, flows or other indicators such as crash records and traffic patterns on adjacent roadways, and a review of public feedback received.

8. Key Stakeholders (if applicable)

Internal consultation was undertaken with the following teams:

- Active Kingston.
- City Development – Planning.
- City Strategy – Urban Design and Place.
- City Strategy – Strategic Planning.
- City Strategy - Environmental Planning.
- City Works.
- Compliance and Amenity.
- Engagement and Communications.
- Inclusive Communities - Diversity and Inclusion.
- Inclusive Communities - Health and Social Policy.
- Infrastructure - Roads and Drains.

- Infrastructure – Engineering Design.
- Kingston Business - City Economy and Innovation.
- Open Space.
- Project Management Office and Major Projects.

Community consultation was undertaken through Your Kingston Your Say Council web page.

9. Internal and External Assessments

9.1 Risk Assessment

This policy has been assessed by the relevant department.

9.2 Delegation and Authorisation (Compliance Framework)

There are no delegated positions with responsibilities for this Policy.

9.3 Gender Impact Assessment

A Gender Impact Assessment was undertaken. The Policy refers to safety features including lighting, passive surveillance, entrapment, good sightlines, and pathways that are accessible to people with prams, sticks, and wheelchairs. Where necessary, accessibility audits will be undertaken of proposed traffic measures. Community consultation will seek to better understand the requirements of people of all genders, non-English speaking backgrounds and collaborate with key stakeholders such as the Access and Equity Committee and the Co-design team.

9.4 Privacy Impact Assessment

A Privacy Impact Assessment is not required for this Policy.

9.5 Human Rights Charter

This policy has been reviewed against and complies with the Charter of Human Rights and Responsibilities Act 2006.

10. Roles and Responsibilities

Role	Responsibility
Council Officers	Investigate and implement Local Area Traffic Management

11. Related documents

11.1 Legislation

National

- Disability Discrimination Act (DDA) 1992

State

- Gender and Equality Act 2020.
- Local Government Act 2020.
- Planning and Environment Act 1987.
- Plan Melbourne 2017-2050.
- Road Management Act 2004.
- Road Management Act 2004 – Code of Practice.
- Road Safety (Traffic Management) Regulations 2019.
- Road Safety Act 1986.
- Transport Integration Act 2010.
- Victorian Road Safety Rules 2017.

11.2 Documents and Resources

This Policy refers to the following external standards and guides.

- Australian Standards AS 1742.4-2008 - Manual of uniform traffic control devices. Speed Controls.
- Australian Standards 1742.10 – Pedestrian Control and Protection.
- Australian Standard AS 1742.13-2009 – Manual of uniform traffic control devices. Part 13 Local Area Traffic Management.
- Australian Standards 1158.4 Lighting for pedestrian crossings.
- Austroads – Guide to Traffic Management Part 7 – Traffic Management in Activity Centres.
- Austroads – Guide to Traffic Management Part 8 – Local Area Traffic Management.
- Department of Transport – Traffic Engineering Manual Volume 3 – Additional Network Standards and Guidelines – Speed Zoning Technical Guidelines 2021.
- Kingston Planning Scheme – 56.06-8.
- Movement and Place in Victoria – 2019.
- VicRoads – Traffic Engineering Manual Vol 1, Chapter 4 Pedestrian Facilities.
- VicRoads – Supplement to AS 1742.10 – Pedestrian Control and Protection.
- VicRoads – Supplement to Austroads Guide to Traffic Management Part 8: Local Area Traffic Management (2008).
- Victorian Road Safety Strategy 2021-2030

This Policy refers to the following internal plans and strategies:

- All Abilities Action Plan – 2024.
- Activity Centre Structure Plans
- Council Plan 2021-2025.
- Kingston's Climate Change Strategy 2018-2025
- Kingston's Climate and Ecological Emergency Response Plan July 2021.
- Kingston's Integrated Transport Strategy (KITS) August 2020
- Kingston's Housing and Neighbourhood Character Study - July 2020
- Kingston's Road Safety Strategy – September 2021
- Kingston's Walking and Cycling Plan - October 2023
- Parking Management Policy – 2024
- Urban Design Frameworks for Major Transport Projects.

12. Definitions

Term	Definition
Accessibility	The ease with which cyclists, pedestrians and people with a disability can use or participate in the employment, shopping, education, health, entertainment, social and other activities available in an area.
Accessibility audit	A formal examination of existing or future road or traffic projects, in which an independent, qualified team report on access for people with a disability.
Active transport	Physically active means of transport e.g. walking and cycling, and using other non-motorised forms of mobility (such as scooters).
Activity centre	Major activity centres are suburban centres that provide access to a wide range of goods and services. They have different attributes and provide distinct functions, with some serving larger sub-regional catchments. Plan Melbourne identifies six Major Activity Centres in Kingston – these are Chelsea, Cheltenham, Mentone, Moorabbin, Mordialloc, and Southland.

Term	Definition
Area speed zone	A network of roads (e.g. a local area) to which a single speed limit (other than the default limit) applies to enhance safety and amenity. The selected speed limit will comply with AS 1742.4 Australian standards and Department of Transport Speed zoning guidelines, and align with the road geometry and street amenity to ensure that the speed limit is considered reasonable by road users. Lower speed limits on their own have a marginal effect on speeds. LATM measures are therefore necessary to reduce the speed environment to make the lower speed limit effective.
Arterial roads	These are major roads designed to deliver traffic from larger areas into and out of urban centres, focusing on efficient vehicular movement. Arterial roads carry large volumes of traffic and have higher speeds, and more through traffic. The DTP manage these roads.
Bicycle facilities	Measures that specifically help bicycle riders e.g. on-road painted bicycle lanes, shared paths, bicycle/pedestrian crossings. They also include 'modal filters,' where bicycles are excepted from traffic measures that restrict other vehicles e.g. 'no entry' signs or partial closures.
Black-spots and Black-lengths	Black-spots are typically an intersection (or specific location) with a high casualty crash record. Black-lengths have a high casualty crash record over a longer section of a road.
Blister Islands	An island positioned in the middle of a street with an oval shape that narrows the traffic lanes and diverts the angle of traffic flow around the island. It is a type of a slow point.
Bus facilities	Measures that specifically help buses such as bus lanes, bus modified traffic measures, bus only links, bus stops and shelters.
Chicanes	Artificial turns or bends in a road to slow traffic.
Collector road	Council collector roads collect traffic from local roads and distributes it to arterial roads, balancing accessibility and traffic flow. Traffic using these roads are usually going to or coming from somewhere nearby.
CPTED	Crime Prevention Through Environmental Design – A multi-disciplinary approach to crime prevention that uses urban and architectural design, and the management of built and natural environments.
DTP	Department of Transport and Planning. Formally: Department of Transport (DOT) i.e. VicRoads and Public Transport Victoria (PTV). They are responsible managing traffic on arterial road and thus any traffic measures on these roads.
Directly/indirectly affected	Those directly affected are all residents, schools, and businesses in an area where traffic management measures are required. Indirectly affected are all other users of these streets.
Eligibility criteria	Specific thresholds of traffic that, when reached, may necessitate certain actions or interventions. These interventions could include conducting studies or implementing traffic measures to address the identified issues.

Term	Definition
Entrapment	A space that inadvertently creates areas that can make people feel unsafe or vulnerable, often because they are secluded, hard to escape from, or poorly visible to others.
Freeways	Roads that have the highest speeds and flows, and where access is limited.
Grade-separated pedestrian facilities	Structures such as overpasses or underpasses, that effectively separate pedestrians from vehicular traffic.
Household structure	Characteristics of a household such as household size (single or multi-person) or relationships between people living in a household.
Isolated measures	A traffic measure such as a road hump installed in isolation rather than as part of an area-wide traffic management scheme.
Kerb extension	A kerb buildout or 'outstand' that extends the kerb, narrowing the carriageway.
Left in/left out island	A form of partial road closure that involves a raised triangular traffic island located at an intersection, which aims to obstruct right turns and through movements to and from the intersection.
Legibility	Measures designed and positioned to be noticeable to all road users, so that negotiating them is easy to understand.
LGBTQIA+	Lesbian, gay, bisexual, transgender, queer, intersex, asexual, plus anyone not listed in the acronym but still identifies as part of the community.
LXRP	Level Crossing Removal Project.
Local area	An area bounded by arterial roads, significant roads, or barriers such as creeks, railways, reserves, or impassable terrain.
Local area traffic management (LATM)	The analysis of traffic characteristics and the implementation of vehicle control measures within a local area.
Local road	Local streets usually with properties beside it (such as residential dwellings) with low speeds and traffic volumes and many accesses to property (such as driveways). They prioritise access to properties and safety over through-traffic.
Low traffic neighbourhoods	An area that uses 'modal filters' to reduce through traffic in residential areas.
Major local council roads	Busier council roads that collect traffic from local roads/collector road and distributes it to arterial roads, balancing accessibility and traffic flow. Traffic using these roads are usually going to or coming from somewhere nearby.
Modal filters	A road design that restricts the passage of certain types of vehicles whilst maintain access for other vehicles e.g. a road closure for motor vehicles that maintains access for cyclists.

Term	Definition
Modified T intersections	This is a type of T intersection modified to: - deflect traffic movements, and/or - change the traditional priority of the T intersection (from giving way to the main road) to a staggered arrangement. The design needs to be signed and clearly marked to avoid drivers being confused about the appropriate priority.
Movement and place	A framework to assess and plan transport networks that balance movement and place functions of a street in a holistic, integrated, safe, environmental, and sustainable way. It recognises roads move people between A to B, and also serve as key destinations. Movement therefore considers the mix of transport modes and defines priority for moving people and goods. Place is about the land-use vision and the experience of users of a street.
One-way streets	A partial closure restricting traffic to one direction only (using 'no entry' signs) to discourage 'through traffic' or implemented on roads considered too narrow to carry two-way traffic safely. Bicycles may be excepted.
Open streets	Temporary closures (over a day or series of days) that provide safe spaces for community events and activities e.g. around schools (with the support of the school community) or shopping centres (with the support of the business community). They help to bring vibrancy to the street in ways that are inviting and inclusive to the community. They may also support longer-term 'place' objectives for an area.
Partial closure	Closures that partially restricted traffic by kerb extensions and/or signs (such as 'no entry' signs). Bicycle may be exempted (modal filter) from these closures through 'bicycle excepted' signage, and/or bicycle access around the closure, or a contra-flow bicycle lane in one-way streets.
Pedestrian crossings	Designated areas for pedestrians to cross the road safely, often marked and sometimes raised (see wombat crossings).
Pedestrian facilities	Measures that specifically help pedestrians, such as pedestrian crossings.
Pedestrians	Under Victorian Road Rules pedestrians include people driving/pushing a motorised/non-motorised wheelchair/wheeled recreational toy/electric personal transporter (such as a Segway).
Perimeter	The outer extremity of a local area, across which vehicles travel to enter or leave the local area.
Raised intersection	Elevating the entire intersection to slow vehicles and enhance pedestrian safety.
Raised platforms	Like flat top speed hump but the flat part of the platform extends over a longer length and are typically used on road with higher speeds.
Rat-running	Refers to when drivers use residential streets as shortcuts.

Term	Definition
Risk identification	A process used to help determine when Council may consider intervening with traffic calming measures. This involves a calculation of the likelihood of occurrence and the severity of the consequences.
Road authority	The governing body that owns, maintains and manages the road.
Road closures	Fully closing a road to vehicular traffic to remove through traffic to create safer areas for people accessing schools, shopping streets, or residential areas. This approach is also associated with 'low traffic neighbourhoods,' 'open streets' and 'modal filter' permeability, where traffic flows are managed to prevent cars from cutting through areas while still allowing access for cyclists and pedestrians or residents.
Road cushions	A form of speed hump that occupies only part of the roadway. It is designed to be more sympathetic to cyclists, buses, and commercial vehicles.
Road hierarchy	The road network in Victoria is divided into a hierarchy of roads based on function, speeds, volumes, geometry, and construction standards. The hierarchy includes: - Local roads (at the bottom of the hierarchy). - Council collector roads. - Council major local council roads. - Arterial roads. - Freeways (at the top of the hierarchy) Melways identifies DTP's arterial roads in black or red. Freeways are coloured green. Orange roads are major Council roads. Grey roads are Council collector roads. All other roads local council roads.
Road narrowing	A section of the carriageway narrowed in width through an extension to a kerb or road markings to create narrower traffic lanes to slow traffic, create a safer environment for pedestrians (by reducing crossing distance), provide protected parking areas, or create space for trees planting.
Road safety audit	A formal examination of existing or future road or traffic projects, in which an independent, qualified team report on safety of a road or project for all road users.
Roundabout	Circular intersections that promote continuous flow of traffic while reducing speeds. They simplify priority through the 'give way to the right' rule, and reduce the number of points where two vehicles can potentially collide with each other.
Safe routes to school	A program for primary schools responding to safety issues that function as barriers to students using active transport to get to school. This may involve (in partnership with the local school community) determining safer walking and cycling routes to school, improve safety, and reduce congestion. Where appropriate, traffic management measures may be developed and implemented to improve school safety.

Term	Definition
School zones	A sign-posted section of road adjacent to or in the vicinity of a school in which a reduced speed limit applies - typically 40 km/h in urban areas during school drop-off and pick-up times.
Shared paths	Where pedestrians and bicyclists share the same path.
Shared zones	A specially designed area where both pedestrians and vehicular traffic coexist, and drivers are required to give-way to pedestrians. The street environment in a shared zone is adapted to ensure very low-speed vehicular traffic, prioritising pedestrian safety and comfort. A speed limit of 10km/hr complements the changes.
Signs and line-markings	Signs and line-markings used to regulate, prohibit, guide, or warn traffic movements, or used in association with LATM measures e.g. give-way and stop signs, speed limit signs, no left turn, and one-way signs.
Slow points	Narrowing the road using extensions to the kerb (often staggered and on opposite sides of the road) to narrow the driving lane width to: - one lane (whilst retaining two-way traffic access) or - two lanes (in combination with a median island to separate opposing traffic flows).
Speed hump	Raised sections of the road that extend across full width of the road designed to slow down traffic. Flat tops (have a flat raised platform) and Watts profile (have a more curved shape). Typically spacing between humps ranges between 80 and 120m.
Splitter islands and refuge islands	Splitter island (at intersections) and refuge island (mid-block) are located in the middle of the road and improve safety by: - allowing pedestrians or cyclists to cross the road in two stages; - improving intersection conspicuity; and - providing motorist with a clear indication that they are entering a local street. They may be raised physical islands or flush (marked using painted road markings).
Tactile surface treatments	Low bumps, or rumble strips closely spaced across or immediately adjacent to streets or paths that draw attention to a feature or hazard such as a bend or intersection. They have a vibratory and audible effect when travelled over to alert drivers to take greater care.
Threshold treatments	These traffic measures commonly implemented at the entry points into the local area. Use of colour and/or tactile surfaces create contrast with the adjacent roadway to alert drivers that they are entering a driving environment different from the one they have just left. The treatments may be raised or at grade with the road surface, and may include kerb extensions or islands.
20-minute neighbourhoods	Accessible, safe, and attractive local areas where people can access most of their everyday needs with a 20-minute walk, cycle, or local public transport trip to create a more inclusive city.

Term	Definition
Universal design	A design philosophy that ensures that products, buildings, environments, programs, services, and experiences are accessible to as many people as possible, regardless of their age, level of ability, cultural background, or any other differentiating factors.
Vulnerable road users	Road users who are most vulnerable to serious injury in the event of a crash – typically pedestrians, cyclists, older people, and people with a disability.
Walking and cycling network	The network of walking and cycling trails, paths and lanes which exists in Kingston.
Wombat crossings	These are flat top speed humps with a zebra crossing markings.

APPENDIX 1 – Figures and Tables

Figure 1: Local Area Traffic Management – Evaluation Process

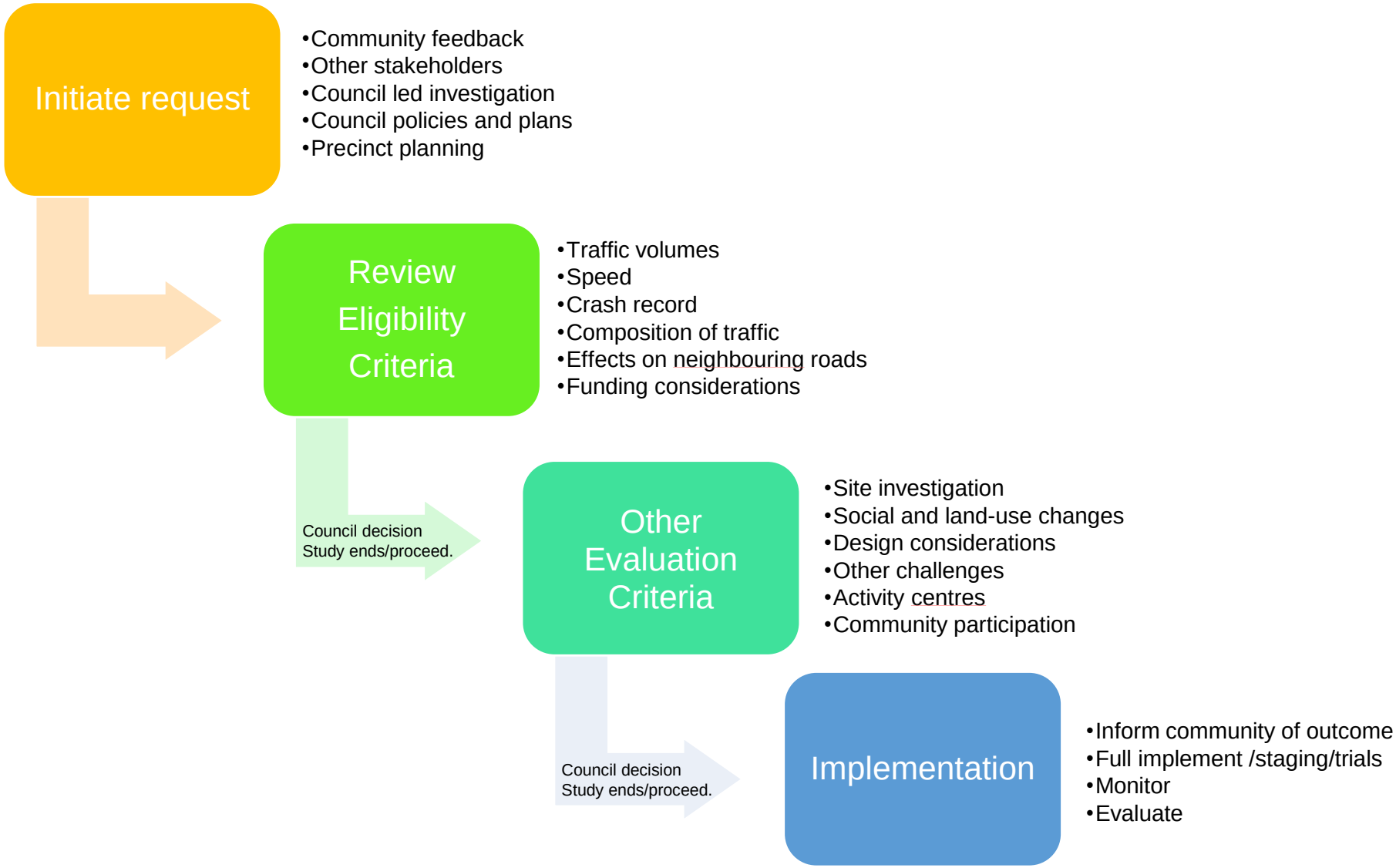

Table 1: Traffic Eligibility Criteria –Traffic flows expected on Council Roads compared with Section 56.06 of the Kingston's Planning Scheme Access and Mobility Management (Table C1) for the design of new roads and neighbourhood streets.

LATM		Planning Scheme 56.06			
Road Hierarchy Expected Daily Flows*	Road hierarchy Definition	Street type	Purpose	Carriageway widths and parking.	'Indicative' maximum traffic volume a day***
Local Road Less than 3,000	Local streets usually with properties beside it (such as residential dwellings) with low speeds and traffic volumes and many accesses to property (such as driveways). They prioritise access to properties and safety over through-traffic.	Access St Level 1	Provides residential access where traffic is subservient, speed and volume are low, and pedestrian and bicycle movements are facilitated.	- 5.5m carriageways width.	1,000-2,000
		Access St Level 2		- 7m-7.5m carriageway width. - Parking on both sides of carriageway.	2,000-3,000
Collector Road 3,000-7,000	Council collector roads collect traffic from local roads and distributes it to arterial roads, balancing accessibility and traffic flow. Traffic using these roads are usually going to or coming from somewhere nearby.	Connector St Level 1	A street that carries higher volumes of traffic. It connects access places** and access streets through and between neighbourhoods.	- 3.5m minimum lane width in each direction of travel. - dedicated parking lane or indented parking where parking is required.	3,000
		Connector St Level 2			3,000-7,000
Major Local Council Roads Up to 15,000	Major local council roads are busier council roads that collect traffic from local roads/collector road and distributes it to arterial roads, balancing accessibility and traffic flow. Traffic using these roads are usually going to or coming from somewhere nearby.				
DTP Arterial Roads/Freeways	Major roads designed to deliver traffic from larger areas into and out of urban centres, focusing on efficient vehicular movement. Arterial roads carry large volumes of traffic and have higher speeds, and more through traffic. The DTP manage these roads.	Arterial Road			Greater than 7,000

*The comparison of Road hierarchy to the Kingston Planning Scheme 'street type' is an approximation based on the road hierarchy definition, the purpose set out in 56.06, carriageway widths, parking arrangements and known traffic volumes. For example, Station St is a Major Local Council Road, yet parts of Station St in Aspendale and Edithvale may have flows greater than 7,000 a day. However, the road is not part of the DTP 'Arterial' Road Network.

**Access places are minor 'local roads' such as laneways and streets that have low traffic volumes - typically less than 1,000 vehicles a day.

**These indicative volumes depend on location. Rates vary between existing and newly developing areas.

Table 2: Pedestrian Crossing Eligibility Criteria

Crossing type	Pedestrians crossing within 20m of proposed crossing per hour	Vehicles flow per hour	Speeds limit	Other
Children's crossing	20+ children during any hour on a school day at Primary or Secondary Schools.	50+ in same hour.	60km/hr or less.	DTP subsidised adult crossing supervision assessed through eligibility criteria/risk matrix.
Zebra crossing without flashing lights	20+ per hour*.	200+ in same hour.	50km/hr or less	Street lighting to Australian Standard.
Zebra crossing with flashing lights	60+ for any one hour - average weekday*.	500+ in one bound.	Lower speed environments e.g. shopping strip	Supplementary lighting to Australian Standards 1158.4
Pedestrian Operated Signals	100+* 50+ for crossings intended for school children.	500+ on undivided road 1000+ with median/ pedestrian refuge. 500+ in that hour. P*V = 25,000 for primary P*V = 34000 secondary		A zebra crossing is needed but the zebra crossing would interfere with traffic flows/be hazardous/or the site has a pedestrian casualty crash record. Street lighting Australian Standards.
Pedestrian overpass and underpass	Grade-separated pedestrian facilities, such as overpasses or underpasses, can be a beneficial investment when their construction cost is justified by significant safety and efficiency improvements. These structures effectively separate pedestrians from vehicular traffic, reducing the risk of accidents. However, they also come with drawbacks, such as higher construction costs and potential inconvenience for pedestrians. This inconvenience can manifest as increased walking time and distance, as well as the need to navigate access ramps, which may not be ideal for all users, particularly those with mobility impairments. In many cases, lower-cost alternatives to grade-separated facilities can provide adequate safety and convenience. Ultimately, the decision to implement grade-separated pedestrian facilities should be based on a thorough cost-benefit analysis, taking into account factors such as pedestrian volume, traffic speed and volume, accident history, and the specific needs of the local population e.g. high proportion of pedestrians under 12 years of age or over 60 years of age.			

*Older people/person with a disability, and unaccompanied children of primary school age count as two.