

OFFICERS' ADVICE**6.2 SPEEDING VEHICLES – OAKLEIGH ACTIVITY CENTRE**

Submitting Councillor: Stuart James

MOTION

That Council:

- 1 Notes the ongoing community concerns related to speeding vehicles in roads leading into the Oakleigh Activity Centre that negatively impact road user safety and environmental amenity*
- 2 Notes that based on traffic survey data from both 2017 and 2019 referred to in the report, there is a significant issue with speed entering and exiting the activity centre, predominately at night-time*
- 3 Directs officers to seek an ongoing commitment from Victoria Police for traffic speed management around the Oakleigh Activity Centre, including mobile speed cameras in problem areas identified by traffic survey data*
- 4 Directs officers to establish a regular traffic survey monitoring program to assist Victoria Police over a 12 month period commencing February 2022.*
- 5 Directs officers to provide an evaluation report to Council on the results of the monitoring program by April 2023*

BUDGET IMPLICATIONS

The Notice of Motion initiates a traffic survey monitoring program that will likely involve around eight traffic surveys and cost around \$2,000. This cost can be absorbed into Council's annual budget allocation for traffic surveys.

IMPACT ON INTERNAL RESOURCES

This work is aligned with existing activities of the Transport Engineering group and can be absorbed by current resources.

COUNCIL PLAN AND COUNCIL POLICIES

Prioritising pedestrians and active transport over vehicles within Council's activity centres is a strategic objective under Enhanced Places within the draft Council Plan. Monitoring and enforcement of speed limits in the Oakleigh Activity Centre will help provide a safer environment for vulnerable road users and encourage people to walk and cycle within the Centre.

One of the Monash Integrated Transport Strategy's key directions is to provide a safer transport network with a specific action to assess speed limit non-compliance and work with Victoria Police to implement strategies to increase compliance where speed has been identified as a problem or where an area has a recently lowered speed limit. This proposal directly relates to this action.

RELEVANCE TO WORK ALREADY UNDERTAKEN BY OFFICERS OR COMMITTEES

Council was a strong advocate for introducing the 50 km/h urban speed limit in January 2001. Through our persistence, the wider “collector” local roads, including Atherton Road, Atkinson Street, Golf Links Avenue and Drummond Street, were reduced from 60 km/h to 50 km/h.

These roads have also been reconstructed to enhance the streetscape and channel traffic into narrower travelling lanes to promote lower vehicle speeds.

The monitoring program, which will embrace a partnership with the Victoria Police, will support previous efforts to improve driver compliance with the speed limit.

FURTHER CONSIDERATIONS

Council’s role in this monitoring program will essentially be gathering data and liaising with the Victoria Police. The outcomes will depend on their constraints and the level of traffic patrol that they are able to provide.

Depending on the period of time and what level of speed reduction is achieved, this program may conclude that traffic management treatments might need to be considered to more effectively alleviate the speeding of vehicles in Atherton Road, Atkinson Street, Golf Links Avenue and Drummond Street.