

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.*

INTRODUCTION

Anti-social driving behaviour in and around the Oakleigh Activity Centre is a persistent concern that negatively impacts the safety of all road users, the amenity of the trading precinct, and residential liveability within the Centre's local road network.

This Notice of Motion focuses on supporting improved driver compliance with the speed limits through Police intervention and enforcement.

DISCUSSION

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, albeit this was contrary to the preference of VicRoads at that time. Our principle was consistent in that when a driver leaves an arterial road to enter any local road; the thinking must automatically be 50 km/h every time.

In 2015, Council officers introduced an area-wide speed limit of 40 km/h in the very central commercial area of Oakleigh Activity Centre.

Council has responded to requests from trader groups and Victoria Police to implement a number of mechanisms aimed at reducing hoon behaviour within the Oakleigh Activity Centre such as road cushions, changing traffic lights sequences so that vehicles come to a stop at Eaton Mall, CCTV cameras and are currently looking into further measures that may be

possible. At the request of Victoria Police, Council has also conducted traffic surveys which highlight problem areas in streets leading to and from the activity centres.

Whilst Council has a role to play in installing infrastructure aimed at reducing hoon behaviour and excessive speed, Victoria Police also have a role to play via enforcement.

There are unrelenting elements of anti-social driving in and around the activity centre involving noise, spinning of wheels or motorcycles going full throttle. There is also an element of speeding along Atherton Road identified by a number of road surveys, where regular speed patrols by Victoria Police, or, preferably, mobile speed cameras, are appropriate and necessary.

Using Atherton Road survey data as an example, Table 1 below shows the last two traffic surveys in Atherton Road recorded west of John Street. Although it identifies a reduction in the proportion of vehicles exceeding the speed limit since 2017, it confirms that a staggering 40.5% of vehicles are still speeding, with 4.9% (377 vehicles) continuing to travel more than 10km/h above the speed limit.

These vehicles (and more) would, without doubt, be infringed by Police if in attendance.

Table 1

Outside No.156 Atherton Road	May-17		Dec-19	
Average Daily Traffic Volume	8376 vehicles		7757 vehicles	
85th % speed (km/h)	59		56	
% vehicles exceeding 50km/h	70.2%	5874	40.5%	3143
% vehicles exceeding 60km/h	15.2%	1269	4.9%	377

Table 2 shows the night-time period between midnight and 6am when higher vehicle speeds are more predominant which has a more disturbing impact on residential quality of life. This is also the period with which most residential complaints occur. It shows that almost 80% of vehicles in this time period during 2017 were exceeding the speed limit of 50km, with 66% of all vehicles speeding during this period in 2019.

Table 2

Outside No.156 Atherton Road	May-17		Dec-19	
Average Daily 12am-6am (vehicles exceeding 50km/h)	79.6%	177	53.3%	125
Average Daily 12am-6am (vehicles exceeding 60km/h)	33.1%	73	13.5%	32

Based on the existing surveys from 2017 and 2019, there is evidence which clearly highlights a problem exists. I believe that this data alone shows enough of a problem to justify a mobile speed camera be placed along the road by highway patrol for a two-week period.

Despite the example, these issues exist in other roads that lead to the activity centre. To assess the impacts of these patrols, Council officers have recommended that a regular survey monitoring program be established using chosen recording locations. The recorded information will be made available to the Police to assist their patrol scheduling

New surveys for the selected locations would commence after the school holidays in 2022.

CONCLUSION

Council has a good working relationship with officers at the Oakleigh Police Station. Working with them to establish a survey and patrol program would be a beneficial approach to achieving better driver compliance with the speed limits within the Oakleigh Activity Centre and to assist them in identifying and requesting mobile speed camera locations from highway patrol.