

**6.2 PROPOSED ROAD CLOSURE – CHESTER STREET, OAKLEIGH****OFFICER'S REPORT**

Submitting Councillors: Stuart James, Josh Fergeus & Theo Zographos

**MOTION**

*That Council:*

1. *Notes the response from the Oakleigh Village Traders Association (OVTA) in its letter to Oakleigh Ward Councillors on 18 March 2021 regarding community safety concerns in the Oakleigh Activity Centre, in particular to anti-social behaviour and hooning on Chester Street near Eaton Mall.*
2. *Notes that the OVTA have agreed 'in-principle' to consider a range of community safety interventions, including road humps on Chester and Portman Streets, to reduce anti-social behaviour and hooning in these streets.*
3. *Notes that on 25 March 2021, the Department of Transport announced funding to implement a range of pedestrian safety related initiatives in Oakleigh Activity Centre, including road humps on Chester and Portman Streets.*
4. *Directs officers to continue discussions with the OVTA, Chester and Portman Street traders and the Department of Transport to further develop the design for road humps on Chester and Portman Streets.*
5. *Notes the opportunity for increased amenity and safe pedestrian movement by closing Chester Street near Eaton Mall.*
6. *Notes the closure of Chester Street near Eaton Mall could potentially have a number of unknown traffic and safety related impacts and a traffic impact assessment is required to properly assess the extent of these potential impacts.*
7. *Directs officers to further investigate the feasibility of closing Chester Street near Eaton Mall and engage a traffic consultant to provide the required traffic impact assessment noted above and refers consideration of a further \$15,000 to the 21/22 budget process to enable this work to occur.*
8. *Directs officers to provide a further report in June 2021 on the traffic impact assessment for Council decision.*

**BUDGET IMPLICATIONS**

As identified in the motion, a budget allocation of \$15,000 from the 2021/22 budget is required to enable the identified work to be undertaken.

**IMPACT ON INTERNAL RESOURCES**

If passed, there will be an impact on internal resources managing external resources and reviewing the work that is undertaken. This component can be managed within existing resources.

**COUNCIL PLAN AND COUNCIL POLICIES**

The Motion relates to the following Council Plans and Strategies:

**1. Community Action Plan – Oakleigh**

- a. Theme 3: the built and natural environment
  - I. Advocate for improved pedestrian linkages between key locations within the Oakleigh Activity Centre
- b. Theme 4: community safety
  - I. Crime Prevention through Environmental Design Audit (CPTED) in and around Oakleigh Station
- c. Theme 5: recreation and leisure
  - I. Improve connectivity to cycling networks and increase bike parking options
  - II. Create convivial 'community encounter zones' as well as creating opportunities for celebrating street life
  - III. Increase footpath widths and slow traffic. Put pedestrians first with less emphasis on cars

**2. Age Friendly Monash**

- a. An identified group of actions (Domain 1) in this plan relates to the creation of more safe and accessible outdoor environments and public spaces, which are important for the mobility, independence and quality of life of seniors.

**3. Environmental Sustainability Strategy**

- a. Urban environments are designed and planned to promote and encourage integrated and active transport.

**4. A Healthy and Resilient Monash: Integrated Plan**

- a. Promote active transport.
- b. Create safe, inclusive and accessible spaces.

**5. Monash Integrated Transport Strategy**

- a. Review conditions (such as lighting, sightlines, activation, public surveillance, vegetation) affecting perceived safety around public transport hubs and make improvements where required.
- b. Implement mechanisms to increase the number and quality of public space connections and capacity for priority walking and cycling routes within and to Activity Centres.

**RELEVANCE TO WORK ALREADY UNDERTAKEN BY OFFICERS OR COMMITTEES**

Council officers have received, and continue to receive, a number of requests by members of the community to reduce vehicle speeding on Portman and Chester Streets. In every case, members of the community are advised that road humps will be considered with regards to any developed response on Chester and Portman Streets as the most appropriate mechanism to reduce speeding.

**FURTHER CONSIDERATIONS**

Should Council decide to pursue the temporary closure of Chester Street following the completion and reporting of the traffic impact assessment, the level of assessment required by the Department of Transport pursuant to the *Local Government Act 2020* to determine the potential impacts and undertake the necessary community consultation is estimated to cost in the order of \$50,000.

The process for a mid-block closure of Chester Street is challenging and requires a lengthy and formal process under the *Local Government Act 2020*. Consultation with the wider community is required. Approval must also be given by the Department of Transport and emergency services. The cost of a mid-block closure varies from \$50,000 to \$200,000 depending on the treatment.

**CONCLUSION**

The recommendations in the motion can be delivered subject to the allocation of budget to do so.