

1.6 **SPEEDING VEHICLES – OAKLEIGH ACTIVITY CENTRE** (TT/RE)

Responsible Director: Peter Panagakos, Director City Development

EXECUTIVE SUMMARY

PURPOSE

This report presents the findings of a traffic survey monitoring program conducted to improve road user safety through compliance with speed limits in Oakleigh Activity Centre.

KEY CONSIDERATIONS/ISSUES

Council has been concerned with reports of speeding vehicles that impact road user safety and directed officers to establish a regular traffic survey monitoring program. The survey locations included Atherton Road, Atkinson Street, Golf Links Avenue, and Drummond Street. Traffic surveys were undertaken in May 2022, December 2022, and March 2023, with data analysis showing poor compliance with speed limits on Atherton Road and Drummond Street. On the other hand, Chester Street showed exceptional compliance with the speed limit, and Golf Links Avenue showed improvement since the last survey.

FINANCIAL IMPLICATIONS

Council's traffic survey program to monitor and improve compliance with speed limits will cost \$5,000 (excluding GST) for additional traffic counts in Oakleigh Activity Centre over the next year. This will be covered by the 2023/24 Council operational budget.

CONCLUSION/RECOMMENDATION

The report concludes that addressing concerns through improved compliance with speed limits will help create a safer environment and officers will continue to work with Victoria Police to monitor and enforce speed limits in particular Atherton Road and Drummond Street and plan for future adjustments to infrastructure to support speed reduction.

**SPEEDING VEHICLES – OAKLEIGH ACTIVITY CENTRE
(TT/RE)**

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RECOMMENDATION

That Council:

- 1. Notes the results of the traffic survey monitoring program.*
- 2. Directs officers to continue to work with Victoria Police to provide detailed survey information in order to further identify focus times for enforcement.*
- 3. Directs officers to conduct additional traffic counts over the next 12 months in the Oakleigh Activity Centre.*
- 4. Notes the cost to conduct these additional counts will occur within the 2023/24 annual traffic survey program.*

INTRODUCTION

The purpose of this report is to provide Council with the findings of a traffic survey monitoring program on the main roads leading into Oakleigh Activity Centre commenced in early 2022.

The intent of the program is to work to improve road user safety and amenity through improved compliance with the speed limits.

BACKGROUND

Council was a strong supporter of the Victorian Government's introduction of the 50 km/h urban speed limit in January 2001. Through our advocacy, the "collector" local roads - Atherton Road, Atkinson Street, Golf Links Avenue and Drummond Street – were also reduced from 60 km/h to 50 km/h. Our aim was for consistency so that when a driver leaves an arterial road to enter any local road, their thinking must automatically be 50 km/h every time.

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

At its meeting on 14 December 2021, Council resolved that it:

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.

DISCUSSION

Atherton Road had been the focus road of traffic speed concern and the survey data for this road was used in the previous report to Council. For the traffic monitoring program, survey locations were selected at Atherton Road, Atkinson Street, Golf Links Avenue (all with a 50km/h speed limit) and Drummond Street (a 40km/h speed limit). More recently, a location in Atherton Road within the 40km/h Area speed limit was also included.

Further to this, survey results for Chester Street have been included to highlight the reduction in traffic speed since the installation of road humps in November 2022.

The survey locations are shown in Attachment A

Traffic Survey Data

Traffic surveys were undertaken in May 2022, December 2022, and March 2023. Where available, data from surveys undertaken outside the program have also been included.

Atherton Road No 156

Speed Limit 50km/h	May-17	Dec-19	May 22	Dec 22	Mar 23
Ave Daily Vol	8,376	7,549	7,947	7,736	7,778
85th %tile (km/h)	59.0	55.1	57.3	54.9	57.0
Above Limit (km/h)	9.0	5.1	7.3	4.9	7.0
> 50km/h %	70.2%	40.1%	55.7%	38.7%	52.9%
vol	5,874	3,031	4,430	2,991	4114
> 60km/h %	15.2%	4.8%	8.0%	4.6%	7.6%
vol	1267	360	637	356	590

Atherton Road No 76

Speed Limit 40km/h				Oct 22	Mar 23
Ave Daily Vol				8151	8282
85th %tile (km/h)				45.1	42.5
Above Limit (km/h)				5.1	2.5

> 40km/h %				37.4%	25.1%
vol				3,052	2,079
> 50km/h %				4.7%	2.3%
vol				381	190
> 60km/h %				0.33%	0.18%
vol				27	15

Atkinson Street No 106

Speed Limit 50km/h	May-16	May 21	May 22	Dec 22*	Mar 23
Ave Daily Vol	13,816	11,257	12,296	5,283	12,027
85th %tile (km/h)	54.7	56.5	53.9	52.3	53.7
Above Limit (km/h)	4.7	6.5	3.9	2.3	3.7
> 50km/h %	34.7%	50.3%	33.8%	27.8%	33.6%
vol	4,794	5,657	4,159	1,47	4,024
> 60km/h %	3.7%	6.3%	3.1%	1.5%	3.2%
vol	511	708	384	77	381

*December 22 Southbound only

Golf Links Avenue No21

Speed Limit 50km/h			May 22	Dec 22	Mar 23
Ave Daily Vol			9,401	9,656	9,472
85th %tile (km/h)			51.6	57.6	50.1
Above Limit (km/h)			1.6	7.6	0.1
> 50km/h %			21.9%	54.1%	15.4%
vol			2,060	5,219	1,460
> 60km/h %			1.3%	8.8%	0.88%
vol			126	851	83

Drummond Street No 132

Speed Limit 40km/h			June 22	Dec 22	Mar 23
Ave Daily Vol			2,315	2,523	2,433
85th %tile (km/h)			51.1	48.9	48.6
Above Limit (km/h)			11.1	8.9	8.6
> 40km/h %			57.1%	48.6%	47.5%
vol			1,321	1,225	1,156
> 50km/h %			18.2%	12.5%	11.4%
vol			421	314	278

Chester Street No 18

Speed Limit 40km/h	May 17	Feb 20			Feb 23*
Ave Daily Vol	2,570	3,479			3,098
85th %tile (km/h)	35.0	30.4			22.1
Below Limit (km/h)	-5.0	-9.6			-17.9
> 30km/h %	36.9%	16.4%			0.74%
vol	948	574			23
> 40km/h %	6.2%	1.9%			0.16%
vol	159	68			5

> 50km/h %	0.6%	0.4%			0.03%
vol	16	15			1

*February 23 with road humps

The highlighted “Above Limit” row in each table is the numerical difference between the Speed Limit and the 85th Percentile Speed recorded from each survey. These figures can be used as a basic measure of performance and identify any trends in the traffic speed profile.

Policing

The eastern end of Atherton Road is an approved mobile safety camera location. Nunawading Highway Patrol intermittently checks speeds at this location with the mobile safety camera and the Oakleigh Police occasionally patrol Drummond Street with a handheld laser speed gun.

Data Analysis

The traffic surveys do not identify any clear trend in traffic speed reduction. Speed limit compliance for each location can be summarised as follows:

Location	Current Speed Limit Compliance	Comments
Atherton Rd No 156 50km/h	Poor	High % of drivers remain above speed limit
Atherton Rd No 76 40km/h	Good	Drivers generally compliant with 40km/h speed limit
Atkinson St No 106 50km/h	Moderate	Moderate improvement since 2016 but high % of drivers travel above speed limit
Golf Links Ave No 21 50km/h	Very good	Recent survey positive. Need to monitor due to some differences between surveys
Drummond St No 132 40km/h	Very poor	Drivers consistently travelling well above speed limit
Chester St No 18 40km/h	Exceptional	Drivers consistently travel below speed limit

Moving Forward

Atherton Road and Chester 40km/h sections are generally working well, and Golf Links Avenue recent surveys are positive. Survey highlights Atherton Road 60km/h section, Atkinson Street and Drummond Street need further attention to ensure compliance with speed limits.

Officers will continue to provide Victoria Police detailed survey information and work together to identify focus times for patrol. We will include re-survey of each location on a 6 monthly basis within Council’s

current annual traffic survey program. The March 23 survey data shows Atherton Road at No 156 to have the highest speed profile and this will remain the priority. Discussion regarding patrol of Atkinson Street and Golf Links Avenue will follow.

At its meeting of 30 September 2022 Council directed officers to commence preliminary planning and community consultation for a 30km/h area trial on Chester Street and the surrounding streets. A Transport Accident Commission grant \$20,000 for a 30 km/h Speed Limit Pre-trial Study has now been obtained with the view to commencing in May/June. The study will encompass the streets currently within the 40km/h area speed limit, including Drummond Street.

The surveys above show poor compliance of the 40km/h speed limit in Drummond Street, and this will be an influencing factor on any further lowering of the speed limit. The new road humps have successfully reduced speeds on Chester Street (and Portman Street). This strengthens the case for physical measures to achieve the road safety environment we are striving for.

SOCIAL IMPLICATIONS

The findings of the traffic survey monitoring program on the main roads leading into Oakleigh Activity Centre highlight the implications of speeding vehicles that negatively impact road user safety and amenity. Addressing these concerns through improved compliance with speed limits will help create a safer environment.

HUMAN RIGHTS CONSIDERATIONS

Council has a responsibility to ensure the safety of road users and the community by taking measures to address speeding and improve compliance with speed limits.

GENDER EQUITY ASSESSMENT

A gender equity assessment is not required with any enforcement to improve compliance with speed limits, and this does not disproportionately affect one gender over another.

CONSULTATION

Council should continue to consult with Victoria Police to identify the most effective measures to address speeding and improve compliance with speed limits.

FINANCIAL IMPLICATIONS

The traffic survey monitoring program, aimed at addressing speeding and improving compliance with speed limits, will have financial implications for Council. The cost of undertaking additional traffic counts in Oakleigh Activity Centre over the next 12 months is estimated to be \$5,000,

excluding GST. However, this cost can be absorbed within the existing operational budget (annual traffic surveys program).

CONCLUSION

The traffic survey monitoring program has provided valuable data on the speed of vehicles entering and exiting Oakleigh Activity Centre, highlighting the need for measures to reduce speeding to improve road safety and environmental amenity. Council should continue to work with Victoria Police to monitor and manage traffic speed to raise awareness of the importance of complying with speed limits and plan for any future adjustments to infrastructure to support speed reduction.

Attachment A

Traffic Survey Locations

