

Council Meeting

24 August 2026

Notice of Motion No. 196

Wellington Rd – Advocacy for Road Safety Improvements

I hereby give notice that it is my intention to move the following motion at the Council Meeting on 24 August 2026:

That Council resolve to:

1. Write to the Department of Transport and Planning (DTP):
 - Requesting an update on the safety improvements along Wellington Rd Council advocated for in April 2025;
 - Requesting DTP reconsider its position on the advanced warning signs and lights at the intersection of Wellington Rd and Braeburn Pde.
2. Write to the Department of Justice and Community Safety (DJCS) requesting the DJCS reconsider its position on the fixed road safety cameras at the intersection of Wellington Rd and Braeburn Pde.
3. Write to The Hon. Kim Wells MP, Member for Rowville and The Hon. Paul Hamer MP, Minister for Roads and Road Safety, providing a copy of the above correspondence and seeking their support.

Background to this Notice of Motion

I am providing this background information to support my Motion which has been prepared with the assistance of officers.

A tragic road accident occurred at the intersection of Wellington Rd and Braeburn Parade, Rowville on 11 January 2024.

In response to that incident, at its Meeting on 22 April 2024, Council resolved:

That council:

- 1) Receives and notes this report in response to the 26 February 2024 Ordinary Meeting of Council Notice Motion in relation to conducting a Road Safety Audit on Wellington Road between Napoleon Road and Taylors Lane;

- 2) Supports the position to engage a qualified consultant to undertake a Road Safety Audit as using funds available through the Traffic and Transport team's operational budget for 2023-24.
- 3) Note that findings from the Road Safety Audit will be directly passed onto the Department of Transport and Planning to support Council's advocacy for road improvements along Wellington Road.

Council subsequently commissioned and forwarded the Road Safety Audit to the Department of Transport and Planning for their consideration and response. Council's email to the DTP and DTP's response are included at Attachment 1. Of note, the recommendation to install advance warnings signs with flashing lights at the intersection of Wellington Rd and Braeburn Rd was not supported by DTP. There was no recommendation for the installation of road safety cameras identified in the audit.

In response to NOM 178, Council subsequently resolved at the Council meeting on 24 March 2025:

That Council resolve to write to the Department of Transport and Planning (DTP) and VicRoads requesting:

- 1) A speed limit reduction to 60km/h for heavy vehicles on Wellington Road between Napoleon and Stud Roads, Rowville (noting this will require a speed limit reduction for all vehicles); and any combination of the following:
- 2) Installation of warning lights on Wellington Road Rowville to signal to west-bound vehicles they need to prepare to stop at the traffic lights at the intersection of Wellington Road and Braeburn Pde.
- 3) Installation of a speed and redlight camera at the intersection of Wellington Road and Braeburn Pde.

In response to this resolution, Council wrote to the DTP on 29 April 2025 and made a submission to the Department of Justice and Community Safety (DJCS) specifically regarding Resolution 3 above. Responses from both departments are included at Attachment 2.

DTP advised that following their review of the road safety along Wellington Rd, that the speed limit would be reduced from 80kph to 70kph and that they would refer the implementation of other road safety improvements to future funding programs. DJCS advised that a fixed road safety camera was not supported.

In preparing this motion, I have also received advocacy from the Lysterfield Quarry Community Reference Group, who have provided their support for improved road safety at the intersection of Wellington Rd and Braeburn Parade included at Attachment 3.

Cr Susan Pearce
Taylor Ward

From: [REDACTED]
To: [REDACTED]
Subject: FW: [SEC=UNOFFICIAL] Wellington Road, Rowville - Road Safety Audit Recommendations
Date: Thursday, 20 August 2026 12:21:00 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image002.png](#)

From: [REDACTED] <[\[REDACTED\]@transport.vic.gov.au](mailto:[REDACTED]@transport.vic.gov.au)>
Sent: Friday, 10 January 2025 4:43 PM
To: [REDACTED] <[\[REDACTED\]@knox.vic.gov.au](mailto:[REDACTED]@knox.vic.gov.au)>
Cc: [REDACTED] <[\[REDACTED\]@knox.vic.gov.au](mailto:[REDACTED]@knox.vic.gov.au)>; [REDACTED] <[\[REDACTED\]@knox.vic.gov.au](mailto:[REDACTED]@knox.vic.gov.au)>; [REDACTED] <[\[REDACTED\]@transport.vic.gov.au](mailto:[REDACTED]@transport.vic.gov.au)>; [REDACTED] <[\[REDACTED\]@transport.vic.gov.au](mailto:[REDACTED]@transport.vic.gov.au)>; [REDACTED] <[\[REDACTED\]@transport.vic.gov.au](mailto:[REDACTED]@transport.vic.gov.au)>; [REDACTED] <[\[REDACTED\]@transport.vic.gov.au](mailto:[REDACTED]@transport.vic.gov.au)>
Subject: [SEC=UNOFFICIAL] Wellington Road, Rowville - Road Safety Audit Recommendations

You don't often get email from [REDACTED] <[\[REDACTED\]@transport.vic.gov.au](mailto:[REDACTED]@transport.vic.gov.au)>. [Learn why this is important](#)
Hi [REDACTED]

I apologise for the delay in responding to your email below (sent to [REDACTED]) regarding the outcomes of a road safety audit commissioned by your office along Wellington Road between Taylors Lane and Napoleon Road.

Please note below for your records our reply to the audit recommendations.

ASSESSMENT			DTP RESPONSE
No.	Recommendation	Risk rating	
1.1	In the absence of an identified speeding problem in Wellington Road, installation of speed cameras cannot be justified. A reduced speed limit for the subject length is likely to be regarded as an anomaly by drivers and may lead to partial compliance, with attendant safety issues associated with differentials in travel speeds. It should therefore only be considered in the context of a full route review.	N/A – Note only	Noted. However, DTP has made a submission to the Department of Justice and Community Safety (DJCS) to consider installation of safety cameras at the intersection of Wellington Road and Braeburn Parade. Also, DTP has conducted a review of speed limit and endorsed a 70km/h speed limit along Wellington Road between Stud Road and east of Kelletts Road. This will be considered in a future program.
1.2	Stopping Sight Distance (SSD) requirements exceeded at sign-controlled intersections.	N/A – Note only	Noted. No action.

1.3	Approach Sight Distance (ASD) requirements exceeded at all signalised intersections.	N/A – Note only	Noted. No action.
1.4	At intersection of Wellington Road and Braeburn Parade, consider installation of advance warning signs with flashing lights on the east approach to Braeburn Parade.	N/A – Note only	It is noted the auditor indicates visibility to traffic lights to be good, and no risk rating has been provided. Such signs are typically considered at locations where road alignment impacts motorists' ability to see traffic lights or traffic queues (like forming from traffic lights located just beyond a road crest), or where motorists may not reasonably expect to encounter traffic lights (like entering an urban area from a rural area along roads where very few traffic lights are provided along the corridor). Motorists approaching this intersection first travel through the signalised intersection at Napoleon Road to the east – east of this intersection electronic intersection warning signs are provided for some of the above-mentioned reasons. Recommendation not supported .
1.5	At intersection of Wellington Road and Napoleon Road, consider installing a mast-arm with additional lanterns facing west to alert eastbound drivers of the signal status and achieve better compliance.	Likelihood = Possible Severity = Serious Rating High	Recommendation supported and will be included in DTP's network pipeline for consideration in a future program.
1.6	The suggestion for trucks to be confined to the left lane does not appear to address any current traffic safety issues and is likely to lead to an increase in weaving manoeuvres. This means of traffic control is not supported.	N/A – Note only	Noted. No action.
2.1	Remove or shield the median plantations between Taylors Lane and Le John Street.	Likelihood = Possible Severity = Serious Rating High	Recommendation supported and shared with DTP's maintenance team for consideration/action.
2.2	Trim the vegetation west of the driveway to No. 1061 to clear sight lines.	Likelihood = Possible Severity = Serious Rating High	Recommendation supported and shared with DTP's maintenance team for consideration/action.
2.3	A steep concrete-faced embankment is located adjacent to	Likelihood = Possible	Considering geometry of the embankment, it is likely that extending the barrier is not physically possible and there would be inadequate clearance between a barrier and the embankment (to

	the left turn lane at the west approach to the medical centre entry at No. 1101. Extend the adjacent guard fence installation to shield the embankment.	Severity = Serious Rating High	ensure the barrier would function appropriately if struck. It is likely that this was a reason for limiting the length of the barrier at this location when it was originally designed and installed. Recommendation not supported .
2.4	Arrange for permanent closure of access at rear of No.1115 (opposite Gearon Avenue) to prevent the associated hazardous vehicle movements.	Likelihood = Possible Severity = Serious Rating High	While it is unclear whether this access is subject to a planning permit, this is a matter for Council to consider/manage/action (including using planning-related enforcement powers).
2.5	East of Gearon Avenue. relocate half of the current guard fence installations along the eastbound carriageway to shield the exposed trees or remove the trees.	Likelihood = Possible Severity = Serious Rating High	Recommendation supported and will be included in DTP network pipeline for consideration in a future program.
2.6	Arrange for Hanson Quarries to improve tyre cleaning operations for departing trucks.	Likelihood = Possible Severity = Serious Rating High	DTP has shared these observations with quarry operators, who have shared their truck cleaning regime and commitment to ensure this is implemented regularly.
3.1	The westbound on-road bicycle lane abruptly terminates at the Taylors Lane signals, with no exit ramp onto the shared path for continued westbound travel. Provide an exit ramp at the end of the westbound on-road bicycle lane.	Likelihood = Possible Severity = Serious Rating High	Recommendation supported and will be included in DTP's network pipeline for consideration in a future program. Such a change would likely require considerations relating to extending the shared path (which commences west of Taylors Lane) and impacts vegetation, utility services and traffic signal infrastructure.
3.2	Shrubs adjacent to the shared path along the north side of Wellington Road encroach over the path at several locations. Trim the vegetation along the shared path	Likelihood = Rare Severity = Moderate Rating Low	Recommendation supported and shared with DTP's maintenance team for consideration/action.
3.3	Undertake a program for the consistent treatment of pedestrian crossing locations with tactile ground surface indicators (TGSIs) at the following	Likelihood = Rare Severity = Serious	Recommendation supported and will be included in DTP's network pipeline for consideration in a future program.

	locations where these are absent – (i) Taylors Lane, (ii) Clauscen Drive, (iii) Le John Street, (iv) Gearon Avenue, and (v) Napoleon Road (part only).	Rating Medium	
3.4	For the bus stop located along the eastbound carriageway opposite Gearon Avenue, upgrade and relocate this bus stop to a more accessible location (near the signalised crossing of Wellington Road).	Likelihood = Possible Severity = Serious Rating High	Recommendation shared with DTP's bus team for further consideration. It should be noted that relocating this bus stop closer to Braeburn Parade will likely impact the operation of this intersection (with stationary buses likely to impact movement of other road users and causing disruption through the intersection).
3.5	Install pedestrian fencing along the Silkwood Way footpath to direct path users to the signalised crossing.	Likelihood = Unlikely Severity = Moderate Rating Medium	This path is located only a few metres from pedestrian crossings at the nearby intersection. It is noted that fences exist across the path to help ensure cyclists slow their travel speeds and both pedestrian and cyclists are provided with a physical cue of a change in the path prior to reaching Silkwood Way. Introduction of additional fencing close to traffic lanes would introduce another potential roadside hazard. Recommendation not supported . <u>Alternative</u> – It appears that some pedestrians/cyclists divert off the concrete path and onto adjacent grassed area to directly access paths and crossings at the intersection of Wellington Road/Silkwood Way as evidenced by grass deterioration (see image below). It is recommended that Council consider providing a new footpath connection at this location. 
3.6	Consider the use of wombat crossings at all left turn slip lanes at all signalised intersections.	N/A – Note only	Recommendation supported and will be included in DTP's network pipeline for consideration in a future program. Such changes would need to consider risks to the stability of trucks travelling over raised pavement treatments.
4.1	The sign in Taylors Lane advising of the 40 km/h school speed limit on Wellington Road is turned parallel to approaching traffic and is unable to fulfil its warning purpose. Rotate this sign to face north.	N/A – Note only	Recommendation supported and shared with DTP's maintenance team for consideration/action.
4.2	A misaligned two-way chevron sign at the departure from Gearon Avenue appears to indicate an ability to conduct left and right turn exit movements. This could lead to a head-	Likelihood = Rare Severity = Serious	Recommendation supported . However installation of a Left ONLY sign may distract motorist attention from the need to give way. Instead, it is considered the installation of a left turn arrow pavement marker is more appropriate. Also, there is an opportunity to relocate the one-way sign located within the centre median to a position directly opposite and more in line with left turning motorists. The changes will be considered in a future program.

	on crash with westbound traffic in Wellington Road. The Give Way sign at this intersection is not augmented with an R2-14 Left ONLY sign. Realign the hazard marker to face east and install a Left ONLY sign below the Give Way sign at the exit from Gearon Avenue.	Rating Medium	
4.3	The R3-1 Pedestrian Crossing signs at the zebra crossing of the eastbound left slip lane out of Napoleon Road are old and faded. Replace the faded signs	Likelihood = Rare Severity = Serious Rating Medium	Recommendation supported and shared with DTP's maintenance team for consideration/action.
5.1	Ensure that lighting levels are maintained.	N/A – Note only	Noted. No action.
5.2	Attend to the faulty lights identified at the following (at an early date at the following locations – (i) JUP in the median immediately west of the Taylors Lane intersection, and (ii) third median pole east of Gearon Avenue.	Likelihood = Possible Severity = Moderate Rating High	Recommendation supported and shared with DTP's maintenance team for consideration/action.

Regards,

[Redacted Signature]

[Redacted Name]

transport.vic.gov.au



Department
of Transport
and Planning

From: [Redacted] [@knox.vic.gov.au](mailto:[Redacted]@knox.vic.gov.au)>

Sent: Monday, November 25, 2024 11:10 AM

To: [Redacted] [@transport.vic.gov.au](mailto:[Redacted]@transport.vic.gov.au)>

Cc: [Redacted] [@knox.vic.gov.au](mailto:[Redacted]@knox.vic.gov.au)>; [Redacted] [@knox.vic.gov.au](mailto:[Redacted]@knox.vic.gov.au);

[Redacted] [@transport.vic.gov.au](mailto:[Redacted]@transport.vic.gov.au)>; [Redacted]

██████████@transport.vic.gov.au>

Subject: Wellington Road, Rowville - Road Safety Audit Recommendations

Dear ██████████,

I write in relation to a fatality crash earlier this year within the Greater Metro region at the Wellington Road and Braeburn Parade intersection, Rowville.

This crash attracted great interest from our community and Council engaged an independent Road Safety Auditor to undertake an existing road conditions audit for Wellington Road that includes nearby signalised intersections but giving particular interest to the fatality.

We understand that DTP officers have also carried out an investigation on the crash but the attached may also assist in improving traffic safety for the area.

As DTP is the coordinating authority for Wellington Road, Council seeks DTPs position on the safety recommendations before any of the recommendations are implemented in line with the management responsibilities of the roadway.

I look forward to hear back from your teams on this matter.

Please do not hesitate to contact me on ██████████ to discuss.

Regards,

██████████
██████████

511 Burwood Highway
Wantirna South
Victoria 3152
Knox.vic.gov.au

knox
your city



Knox City Council acknowledges the Traditional Custodians of the City of Knox, the Wurundjeri Woi-wurrung and Bunurong people of the Kulin Nation.



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511 Burwood Highway, Wantirna South. 3152. Australia

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The Traffic Works road safety audit attached to this email has been excluded from this attachment however the document can be viewed as part of the Agenda for the Council meeting on 24 August 2025, a link to the Agenda for Council Meetings can be found here: <https://www.knox.vic.gov.au/our-council/councillors-and-meetings/council-meetings/agenda-and-minutes/current-agendas-and-minutes>

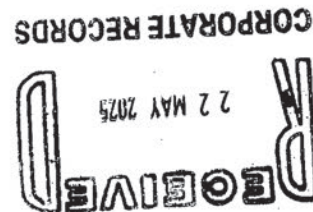


Department of Transport and Planning

GPO Box 2392
Melbourne, Victoria 3001 Australia

Ref: CORG-1-25-2748

Cr Lisa Cooper
Mayor
Knox City Council
511 Burwood Highway
WANTIRNA SOUTH VIC 3152



Dear Cr Cooper

Thank you for your letter dated 29 April 2025 regarding safety concerns along Wellington Road in Rowville.

The Department of Transport and Planning (DTP) was deeply saddened to learn of the tragic fatality at the intersection of Wellington Road and Braeburn Parade in January 2024. I understand how distressing this incident has been for the local community and acknowledge the heightened concerns about heavy vehicle traffic along this corridor.

In response, DTP conducted a comprehensive speed limit review of Wellington Road between Stud Road and Kelletts Road, which currently operates under a consistent 80 km/h speed limit. The intersection of Wellington Road and Braeburn Parade is located within this section. The review concluded that a reduced speed limit of 70 km/h is more appropriate for this stretch of road. A project to introduce this speed reduction is currently in the delivery stage and is expected to be completed by June 2025.

Also, DTP has included in its network planning pipeline a range of safety improvements along Wellington Road between Taylors Lane and Napoleon Road. These improvements would need to be considered in a future funding program.

The Department of Justice and Community Safety (DJCS) is responsible for the installation of speed and/or red-light road safety cameras. DTP made representation to DJCS to consider installing a camera at the intersection of Wellington Road and Braeburn Parade. DJCS has since advised that this site will not be considered for camera installation at this time. However, Council may choose to make a separate representation to DJCS to install a safety camera for further consideration.

Thank you once again for your continued advocacy on this important road safety matter.

Yours sincerely

Alex Green
Executive Director Greater Metro

Date: 16/05/2025

From: [Cameras Saves Lives \(DJCS\)](#)
To: [REDACTED]
Subject: Outcome available for new camera location suggestion
Date: Wednesday, 15 October 2025 11:53:22 AM

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Dear Sir/Madam,

Thank you for your correspondence in which you request consideration of a road safety camera. We apologise for the delay in responding to your request.

Your recommendation for the placement of a road safety camera has been assessed by the Road Safety Camera Site Selection Committee (the Committee), which has representatives from Victoria Police, Department of Justice and Community Safety and Department of Transport and Planning.

This Committee considers a range of factors such as the relative crash history of a site compared to other locations, engineering and environmental suitability and existing enforcement options before determining if a road safety camera should be recommended for installation.

The Committee has decided not to recommend the installation of a fixed road safety camera at this location at this time. Whilst the installation of a fixed road safety camera will not proceed at this time, the site may be considered for alternate enforcement including mobile road safety cameras, distracted driver and seatbelt (DDS) road safety cameras and Victoria Police tasking.

For further information about the operation and impact of Victoria's road safety cameras including information on where road safety cameras are positioned and why, please visit vic.gov.au/cameras-save-lives.

Thank you for your patience and for taking the time to raise your concerns for consideration by the Committee.

Yours sincerely

The Road Safety Camera Program

This email address is not monitored. Please do not reply to this e-mail.

Please direct any future queries to the government website vic.gov.au/cameras-save-lives, and complete the contact form under the category "contact us".

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5 August 2026

The Hon. Paul Hamer MP
Minister for Roads and Road Safety
24 Rutland Road,
BOX HILL, VIC. 3128

Sent via email: paul.hamer@parliament.vic.gov.au

Dear Minister,

The members of the Heidelberg Materials Australia (HMA) Lysterfield Quarry Community Reference Group (CRG) write to reiterate longstanding concerns regarding traffic safety on Wellington Road, Rowville, particularly at the intersection of Braeburn Parade and Silkwood Way. Over the past decade, these concerns have been raised with successive Ministers for Roads, the Member for Rowville, VicRoads, and Victoria Police.

Since the CRG's establishment in 2016, we have advocated for improvements to road safety at this location. The intersection serves Wellington Village Shopping Centre, several schools, and kindergartens, yet continues to experience issues associated with speeding vehicles, particularly westbound traffic approaching the traffic signals.

Tragically, a young woman was killed in 2018 when her stationary vehicle was struck at the intersection, and in January 2024 a father of two lost his life while turning from Braeburn Parade onto Wellington Road.

Following representations from the CRG, VicRoads undertook a traffic assessment in 2019 and adjusted the signal timing to extend the red-light clearance interval from 1.5 to 2.5 seconds. While welcome, this measure has not fully addressed community concerns.

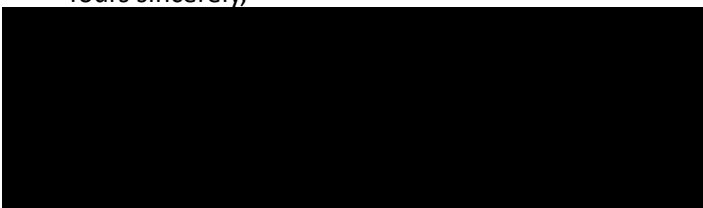
HMA has also taken steps to improve conditions by installing a wheel wash facility reducing mud drag onto Wellington Road, engaging regular street sweeping services, and implementing a Driver Code of Conduct for quarry transport operators.

For many years, the CRG has advocated for the installation of speed cameras and flashing warning signs alerting motorists to the traffic signals on the western approach to the intersection. To date, these requests have not been actioned.

We understand that Knox City Councillor Susan Pearce is preparing a Notice of Motion seeking State Government support for these measures. We write to formally endorse that request and urge the Victorian Government to give serious consideration to these much-needed road safety improvements.

Thank you for your consideration. We look forward to your response and to meaningful action that enhances the safety of all road users at this intersection.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Approved for distribution at HMA Lysterfield Quarry Community Reference Group Meeting #54