

**9.2.2 Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 1**

<b>Ward:</b>	South	<b>Date:</b>	12 May 2016
<b>Precinct:</b>	Precinct 11 – Mount Lawley Centre, Precinct 12 – Hyde Park, Precinct 13 – Beaufort Precinct 14 – Forrest, Precinct 15 – Banks, Precinct – MRA, Precinct 16 – EPRA, Precinct – EPRA 15	<b>File Ref:</b>	SC466
<b>Attachments:</b>	<a href="#">1</a> – Proposed Trial Area		
<b>Tabled Items:</b>	Nil		
<b>Reporting Officer:</b>	R Lotznicker, Director Technical Services		
<b>Responsible Officer:</b>	R Lotznicker, Director Technical Services		

**RECOMMENDATION:**

That Council:

1. **ADVISES Main Roads WA and the Commissioner of Road Safety that it supports, in principle, undertaking a 40kph Area Wide Speed Zone Trial in the area bounded by Charles Street, Vincent Street, Beaufort Street, Walcott Street, Guildford Road, Stanley Street and Mitchell Street, as shown in Attachment 1, subject to the State Government, through Main Roads WA, the Office of Road Safety, or other relevant State Agency or Agencies;**
  - 1.1 **partnering with the City of Vincent to undertake community consultation with residents and ratepayers in the affected, area, in accordance with the City’s Consultation Policy, for a minimum period of four weeks;**
  - 1.2 **advertises the proposal to conduct a trial, including the lowering of the existing school zones from 40kph to 30kph within the trial area;**
  - 1.3 **bearing, or substantially contributing to the funding of all works associated with the consultation, design and, if approved, implementation of the trial;**
  - 1.4 **providing a report, to Council, at the conclusion of the consultation period outlining the comments received and recommendations thereon; and**
  - 1.5 **should the trial proceed, undertaking a formal independent assessment/review of its effectiveness; and**
2. **NOTES that a further report will be presented, to Council on this matter, once a formal response to recommendation 1, has been received.**

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**COUNCIL DECISION ITEM 9.2.2**

**Moved Cr Cole, Seconded Cr Buckels**

**That the recommendation be adopted.**

***Debate ensued.***

**MOTION PUT AND CARRIED UNANIMOUSLY (9-0)**

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2. **NOTES** that a further report will be presented, to Council on this matter, once a formal response to recommendation 1, has been received.

**PURPOSE OF REPORT:**

To consider a proposal to undertake a ‘40kph area wide speed zone trial’ in the southern part of the City of Vincent.

**BACKGROUND:**

In March 2000 Council considered a report on lowering the posted speed limit on the state's local roads from 60kph to 50kph where it supported the introduction of the lower speed limit on the proviso that:

- the proposed speed limits would be designated by appropriate regulatory signage and line marking only, to minimise the requirement for the implementation of traffic calming devices, and
- enforcement of the proposed lower speed limits would be the responsibility of the WA Police.

The posted speed limit on over 70% of the State's road network was subsequently reduced from 60kph to 50kph.

The Mayor and Chief Executive Officer met with the Managing Director of Main Roads WA (MRWA) in early 2015 to discuss the possibility of undertaking a 40kph trial in the City of Vincent.

In June 2015 MRWA advised that there was in principle support for the trial from the Minister and that officers from MRWA would be in touch with the City to discuss the implementation of the trial.

Several meetings between Administration and MRWA followed where the proposed trial area was identified and costings undertaken.

#### **DETAILS:**

##### **Lowering Speed Limits:**

The findings of a recent study by Monash University in relation to the potential impact of lowered speed limits in urban and metropolitan areas, are summarised below:

- *Lowered average travel speeds brought about by a reduction in speed limits in urban and metropolitan areas will bring about considerable reductions in road trauma;*
  - *A relatively minor impact on average travel times (mobility) is likely to occur at the individual level; at the societal level there are likely to be overall benefits depending on how values are assigned to travel times increases;*
  - *Achieving community acceptance and support for speed limit reductions is critical as is the need to encourage better safety awareness by changing attitudes toward speeding and giving greater consideration to the needs of less prioritized road users;*
  - *Vulnerable road users (pedestrians and cyclists) are likely to benefit most from reductions in average travel speeds;*
  - *Lowered speed limits encourage better and safer forms of interaction between different types of road users which in turn should lead to a more attractive and liveable environment;*
  - *Lowered average travel speeds should bring about an increase in energy efficiency with a corresponding reduction in fuel consumption and vehicle running costs, and a reduction in vehicle emissions (Greenhouse gases) and noise;*
  - *Lowering speed limits, where circumstances permit, can prove to be a highly effective way of achieving and sustaining the long-term goals and intermediate targets proposed in traffic safety strategies and action plans.*
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Table 1, from the study, shows the consensus view of the 'risk of death' and 'serious injury' with respect to impact for pedestrians struck by a car (from Scully et al., 2007)

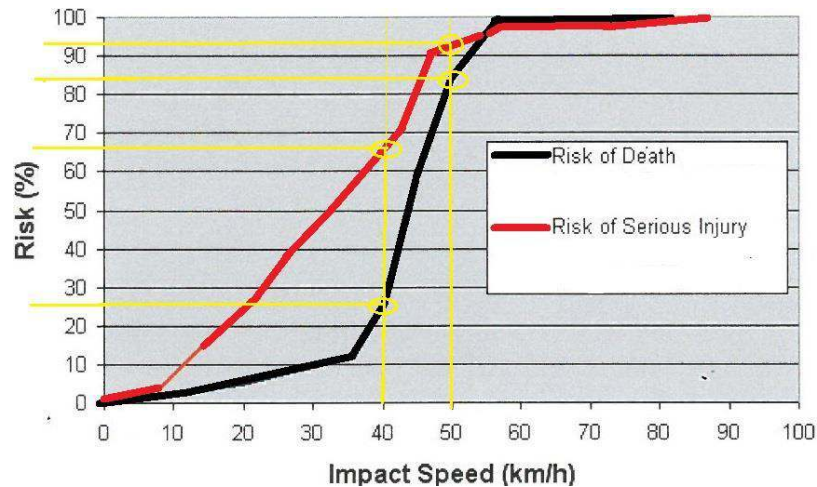


Table 1

As can be seen from the above table at 40kph (compared with 50kph) there is almost 60% lower risk of a fatality and 17% lower risk of serious injury to a pedestrian struck by a car.

**Proposed '40kph Area Wide Speed Zone Trial':**

The area under consideration for the trial is all the residential streets in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets as shown in **Attachment 1**.

The proposal would comprise the following:

- The identification of appropriate location for the installation of new 40kph signs and poles in the trial zone;
- Possible upgrading the existing LED signs at the two existing schools within the trial area\*; and
- An assessment of the traffic data prior to the trial and a comprehensive review during the trial by an independent road research provider.

Note:\* With regards to the school zones, this created an issue having speed differential which may compound and confuse the trial results. In addition MRWA have indicated this is likely to cause significant state-wide logistic, cost and political implications. MRWA have subsequently advised that they do not support the 30kph school zone at this stage and are arranging for a position paper to be prepared by a leading road research consultant to assess the benefits and costs associated with introducing 30kph school zones in WA before proceeding further with this.

**CONSULTATION/ADVERTISING:**

It is considered that the community in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets be consulted prior to progressing further with the proposal.

**LEGAL/POLICY:**

All streets in the proposed trial area except for Charles Street, Guildford Road and East Parade are under the care, control and management of the City. Stanley and Mitchell Street are boundary roads with the City of Bayswater.

**STRATEGIC IMPLICATIONS:**

In keeping with the City's *Strategic Plan 2013-2023*, Objective 1 states:

"1.1: *Improve and maintain the natural and built environment and infrastructure*

1.1.5 *Take action to improve transport and parking in the City and mitigate the effects of traffic. (d)Promote alternative methods of transport."*

**SUSTAINABILITY IMPLICATIONS:**

Lowering of speed limits on roads would result in reduced pollution and improved safety.

**RISK MANAGEMENT IMPLICATIONS:**

**Low.** The risk to the community is considered to be low as the proposal is likely to reduce traffic speeds and possibly volumes and provide a safer environment.

**FINANCIAL/BUDGET IMPLICATIONS:**

The estimated cost to install new signage in the trial area is \$150,000. The estimated cost to upgrade the LED school zone signage is \$80,000 and it is being requested that MRWA fund and undertake the consultation and the supply and installation of the signage.

With regards to review and monitoring during the trial the Road Safety Commission has indicated that they would arrange this, in partnership with MRWA as the trial results would have state wide significance. The cost of this has not been determined.

**COMMENTS:**

As mentioned in the report a recent study by Monash University concluded that even a small reduction in travel speeds brought about by a reduction in speed limits in urban and metropolitan areas will result in considerable reductions in road trauma.

In addition the study found that while relatively minor impacts on average travel times is likely to occur, at the individual level, at an overall collective level there are likely to be overall benefits depending on how values are assigned to travel times increases.

It is considered that implementing a 40kph trial would have many benefits for the community including a potential reduction in rat running due to the lower speed zoning.

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