

9.2.3 Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 2

Ward:	South	Date:	5 August 2016
Precinct:	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	File Ref:	SC466
Attachments:	1 – Proposed Trial Area		
Tabled Items:	Nil		
Reporting Officer:	R Lotznicker, Director Technical Services		
Responsible Officer:	R Lotznicker, Director Technical Services		

RECOMMENDATION:

That Council:

1. **NOTES** the:
 - 1.1 Responses received from both Main Roads WA and the Road Safety Commission to Council’s decision of 31 May 2016, as contained in the report; and
 - 1.2 Funds allocated in the 2016/17 Budget of \$150,000, for the installation of 40kph signs/poles, includes a 50% contribution from Main Roads WA which, they have indicated, they will not provide;
2. **AUTHORISES** the Chief Executive Officer to liaise with both Main Roads WA and the Road Safety Commission in preparing a consultation pack to be sent to residents / businesses in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, by no later than 30 November 2016, seeking their views on undertaking a 40kph Area Wide Speed Zone Trial in streets as shown in Attachment 1; and
3. **RECEIVES** a further report at the conclusion of the advertising period.

Moved Cr Gontaszewski, Seconded Cr Buckels

That the recommendation be adopted.

Debate ensued.

PROPOSED AMENDMENT

Moved Cr Gontaszewski, Seconded Cr Cole

That Recommendation 2 be amended as follows:

2. **AUTHORISES** the Chief Executive Officer to liaise with both Main Roads WA, and the Road Safety Commission and other relevant agencies/organisations to:
 - 2.1 Prepare in ~~preparing~~ a consultation pack to be sent to residents / businesses in the area bounded by Charles, Vincent, Beaufort and

Walcott Streets, Guildford Road, Stanley and Mitchell Streets, by no later than 30 November 2016, seeking their views on undertaking a 40kph Area Wide Speed Zone Trial in streets as shown in Attachment 1; and

2.2 **Clearly define each agency/organisation's roles, responsibilities, costs, outcomes and deliverables in undertaking a proposed 40kph Area Wide Speed Zone Trial; and**

Debate ensued.

AMENDMENT PUT AND CARRIED UNANIMOUSLY (9-0)

Debate ensued.

MOTION AS AMENDED PUT AND CARRIED UNANIMOUSLY (9-0)

COUNCIL DECISION ITEM 9.2.3

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 2. AUTHORISES the Chief Executive Officer to liaise with Main Roads WA, the Road Safety Commission and other relevant agencies/organisations to:
 - 2.1 Prepare a consultation pack to be sent to residents / businesses in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, by no later than 30 November 2016, seeking their views on undertaking a 40kph Area Wide Speed Zone Trial in streets as shown in Attachment 1; and
 - 2.2 Clearly define each agency/organisation's roles, responsibilities, costs, outcomes and deliverables in undertaking a proposed 40kph Area Wide Speed Zone Trial; and
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3. **RECEIVES a further report at the conclusion of the advertising period.**

PURPOSE OF REPORT:

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

BACKGROUND:

Ordinary Meeting of Council 31 May 2016:

Council considered a report on a proposed 40kph area wide speed zone trial in all of the residential streets in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets where the following would be undertaken:

- The identification of appropriate location for the installation of new 40kph signs and poles in the trial zone
- The ‘possible’ upgrading the of existing LED signs at the two existing schools within the trial area

- An assessment of the traffic data prior to the trial and a comprehensive review during the trial by an independent road research provider.

Following consideration of the report Council made the following decision:

“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 *advertising 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.”*

DETAILS:

In accordance with Council's decision Administration wrote to both Main Roads WA and the Road Safety Commission on 14 June 2016.

MRWA Response – 6 July 2016:

“It is noted that Council now seeks State Government assistance in managing all aspects of the trial including funding the objectives. This is considered contradictory to Main Roads previous advice in June 2015 that Council would be responsible for all aspects of the trial including funding, for which I understand your officers had agreed to and were in the process of requesting.

Nevertheless, Council's proposals for 40 km/h residential areas and possible introduction of 30 km/h School Zones significantly impacts on State Government policy and legislation around the Built up Area 50 km/h speed limit and School Zones in general at a State-wide level.

Consequently, Main Roads has written to the newly (July 2015) formed Road Safety Commission to consider leading a review of such speed zoning changes with a focus on legislative changes to bring about reducing road trauma. This is considered a more appropriate approach in enabling an informed, quantifiable and structured way forward in setting lower speed limits to achieve the desired outcomes.

To assist the Commission's deliberations, Main Roads has engaged ARRB to undertake an investigation of speed zones nationally to capture current issues and directions.

Considering the above, Main Roads cannot accept Council's current resolution however previous agreements continue to have Main Roads support.

I will advise the City of Vincent the outcome of discussions held with the Road Safety Commission in due course”

Road Safety Commission Response – 3 August 2016:

“After careful consideration I can advise that the Road Safety Commission supports the proposed trial by the City of Vincent. I would however note the following in relation to recommendation 1:

- *The Road Safety Commission (RSC) accepts recommendation 1.2 contingent on consultation regarding the form and content of any proposed advertising.*
- *In relation to recommendation 1.4 the draft report be provided to the RSC for review prior to finalisation.*
- *In relation to recommendation 1.3 and 1.5, the RSC requests that should the trial proceed, a working group be formed to develop any potential implementation plan and assessment methodology, chaired by the City of Vincent and featuring representation from the relevant State Government agencies. “*

Discussion:

MRWA consider that Council will be responsible for all aspects of the trial, including funding, and if so previous agreements continue to have their support. Also they have engaged the Australian Road Research Board (ARRB) to undertake an investigation of speed zones nationally to capture current issues and directions.

Following receipt of the RSC letter, further clarification was sought regarding who would be responsible for the advertising, what funding will be provided, who would be preparing a draft report following the advertising and who would be undertaking a formal independent assessment/review of the trial's effectiveness, should the trial proceed.

From the responses received, should Council wish to continue with the trial the following would be required:

Task	Responsibility	Funding	Comments
Advertising the proposal to conduct a trial, including the lowering of the existing school zones from 40kph to 30kph within the trial area;	City of Vincent	City of Vincent / RSC	The City would undertake the advertising, with assistance in terms of funding and communications advice from the RSC if required.
Bearing, or substantially contributing to the funding of all works associated with the consultation, design and, if approved, implementation of the trial;	City of Vincent	City of Vincent / RSC	The Road Safety Commission is willing to provide funding in this regard, contingent on Ministerial approval (if required).
Providing a report, to Council, at the conclusion of the consultation period outlining the comments received and recommendations thereon	City of Vincent	City of Vincent / RSC	RSC is willing to commit funds to enable this trial to take place, but would ultimately see the City of Vincent owning the process.
Assessment of traffic prior to trial	City of Vincent	City of Vincent / RSC / MRWA	All streets in the trial area would need to be

			assessed prior to the trial commencing
Trial Implementation	MRWA	City of Vincent	Signs and poles will be installed by MRWA.
Formal independent assessment/review of the effectiveness of the trial	RSC	RSC / City of Vincent / MRWA	RSC have suggested that a working group, chaired by the City, be formed, to develop an implementation plan and assessment methodology with representation from the relevant State Government agencies. They will assist in funding a formal evaluation of the trial, however the preference would be a collaborative process involving all relevant stakeholders.

CONSULTATION/ADVERTISING:

In accordance with Policy No. 4.1.5 'Community Consultation', 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 accordance with the City's *Strategic Plan 2013-2023*, Objective 1 states:

"Natural and Built Environment

"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:

Council has allocated \$150,000, in the 2016/17 budget, which includes a 50% contribution from both MRWA and the Road Safety Commission.

As it is unlikely that the 50% contribution will be received, Council may need to allocate additional funds, either in the midyear budget review or in 2017/18 (depending on project timing) should they still wish to proceed with the project.

The estimated cost to install new signage in the trial area is \$150,000. With regards to the school zones, this will need to be further determined however the estimated cost to upgrade the LED school zone signage is in the order of \$80,000,

With regards to advertising prior to the trial, and review and monitoring during the trial the Road Safety Commission has indicated that they would part fund the advertising and fund a formal independent assessment/review of the effectiveness of the trial as the trial results would have state wide significance.

COMMENTS:

As previously reported to Council 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.
