

9.1 - Notice of Motion – Main Roads Speed Audit (SJ3409)

Councillor	Councillor Byas
Disclosure of Officers Interest:	No officer involved in the preparation of this report has an interest to declare in accordance with the provisions of the <i>Local Government Act 1995</i> .

Notice of Motion

A Notice of Motion was received from Councillor Byas via email on Wednesday, 3 March 2021.

The Notice of Motion is “That Council:

1. REQUESTS the CEO write to Main Roads to formally request a speed audit be conducted on the Shire of Serpentine Jarrahdale's local road network for both Rural and Urban roads.
2. REQUESTS the CEO bring a report to Council detailing Main Roads' response once received.

Reason: Given the road safety concerns raised by ratepayers it is timely that Main Roads reviews the speed limits across the local network and aligns speeds with current road safety standards and community expectations.”

Officer Comment

Review Process

Main Roads WA (MRWA) is the responsible authority for determining speed zones for all roads within Western Australia. MRWA use Australian Standards and best practice from other state road authorities to develop speed zoning guidelines. These guidelines are used to determine the most appropriate speed limits to be applied, type of regulatory signage to be installed and the most suitable location.

The Movement and Place Framework provides a basis for identifying a range for the Target Speed with reference to the form and function of a roadway. The matrix presented in Table 1 provides a high-level overview of suitable Target Speeds for different categories of roads within the broader WA network.

Each roadway provides a movement function within the road network. Movement describes the use of the roadway for travel (including traffic, freight, public transport, pedestrian and cycling movements). Generally, the higher the road hierarchy classification, the greater the movement value of the roadway.

Every road is surrounded by various land uses, from residential or commercial activity, to pastoral or remote. The degree to which a roadway forms an integral part of the place it travels through can indicate its Place value. Place values describe the significance of the destination value of the roadway and adjacent land uses.

Contact Us

Enquiries

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Table 1: Movement and Place Framework and Target Speed Range

Level of Movement Function	Increasing significance	Level of Place Value				
		Highest	High	Moderate	Low	Lowest
		←				
		Indicative Target Speed (in km/h):				
Primary/Regional Distributor*	↑	50-60	50-70	60-80	80-100	100-110
District Distributor A/B		40-50	50-60	60-80	80-100	100-110
Local Distributor		30-50	40-60	60-70	80-100	100-110
Access Roads		10-50	30-50	50-70	80-100	100-110

Following initial consideration of Movement and Place characteristics, the level of risks posed to road users must be a critical consideration in determining Target Speeds and appropriate treatment measures.

The level of risk posed to an individual road user may be used to vary the Target Speed, where treatments implemented to address the risks on that section of roadway have been unsuccessful in reducing the number of Killed or Serious Injury (KSI) crashes.

If a road section has a history of KSI crash events, it is critical to understand the nature and potential causes of crashes in order to identify and assess potential treatments. Where a pattern of crashes indicates the need for modification of the road environment, intersection types, improved advisory or warning signage, targeted enforcement, or other measures, these should be implemented as direct strategies to mitigate the underlying crash risk. Speed zoning should be considered as being one of many potential speed management measures that can be used to prevent road trauma.

Where treatments are unsuccessful at reducing KSI crashes, the Target Speed of the road section may be revised to reduce the severity of crashes.

Under Section 297(1) of the *Road Traffic Code 2000* (RTC2000) the Commissioner of Main Roads (CMR) is listed as the only person with authority to erect, establish, or display, alter or take down any road sign or traffic signal signals on the State's road network. Any person, company, consultant, contractor, utility service provider or a government instrumentality that is not an Authorised Body must obtain approval from Main Roads Western Australia to install a Road Sign, Traffic Sign or a Traffic-Control Signal on a road that the public is entitled to use.

While MRWA administer the approval, installation and maintenance of speed zone signs on all roads, requests relating to local roads must be assessed by the local government in the first instance. Should Council consider a change in speed limit is warranted, a formal request will be submitted to for review.

In order to request a speed limit review, the local government is required to provide the classified traffic count data to Main Roads including 85th Percentile Speed (showing at what speed 85% of



the road users are travelling). All data for existing 85th Percentile Speed should be reviewed by the Shire to indicate current operating speeds and will form part of the report to Main Roads.

In addition, two way single carriageway roads less than 5.5 metres cannot be speed zoned by Main Roads as per their speed zoning policy and application guidelines. Therefore, most of the rural roads (139 km) within Shire of Serpentine Jarrahdale will not qualify for speed limit review due to the narrow seal (less than 5.5m). These roads will not meet MRWA warrant requirements for either speed zoning or centre line marking.

In addition, MRWA policy is to not install 50 km/h speed zone signs on roads which are subject to the 50 km/h default Built-up Area (BUA) speed limit. Introduced in 2001, this limit applies to all roads that are defined as a Built-up Area under the RTC2000, and that have not otherwise been signposted. Signs are only considered necessary to reduce motorist confusion and maximise road user safety where the allowed speed zone changes on a continuing road.

Possible Implications

Based on the above, most of the urban local access roads will not meet the criteria for a MRWA speed limit review or posted speed limit signs.

Therefore, there is high potential that MRWA will request the Shire to identify the roads which requires speed limit review and provide the supporting data for the assessment.

Currently, Shire Officers review 10 to 15 roads every year and request Main Roads, WA to consider speed reduction of the existing speed limit based on the investigation.

Investigating the entire road network will require road data which is over and above that currently collected by Council on a normal annual basis. The additional road data if required to be supplied by Council will be at additional cost to the budget. Road data collection by WRWA will be at no additional cost.

Officers are in general supportive of the concept of requesting Mainroads WA to perform a full assessment, but would need to consider the approach taken depending on the level of support that they may or may not be offered by MRWA.

Shire Officers support the Councillor Recommendation that the MRWA response be brought back to Council for consideration of possible recourse implications.

Voting Requirements: Simple Majority

Councillor Recommendation

That Council:

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