

10.2 REVIEW OF COLVIN LANE SIGNAGE AND SPEED LIMIT

Attachments: Nil

RECOMMENDATION:

That Council:

1. **RECEIVES** the report containing additional information on Colvin Lane signage and speed limit as requested at the Ordinary Council Meeting of 5 April 2022,
2. **NOTES** that the Administration will be installing a sign at the entrance to Colvin Lane at the request of the resident, designed to remind motorists to drive slowly; and
3. **NOTES** that Administration do not support further intervention in Colvin Lane.

PURPOSE OF REPORT:

To provide Council with further information as requested at the Ordinary Council Meeting of 5 April 2022.

BACKGROUND:

Council received a request at this year's AGM from a concerned resident in relation to perceived safety issues in relation to the speed of motorists who use Colvin Lane.

Administration was tasked with investigating further as Council resolved (in part):

REQUESTS that Administration undertake further investigation into additional signage, repainting of the carriageway and the addition of a safety mirror. To be reported to Council no later than June 2022: and

REQUESTS that Administration contact Main Roads regarding the suitability of a reduced enforceable limit in the laneway. To be reported to Council no later than June 2022.

DETAILS:Enforceable Speed Limit

Administration has contacted Main Roads Western Australia (M.R.W.A) who have advised that the request to place signage on Laneways and create enforceable speed limits has been made from other Local Government Authorities with similar environments. Main Roads has provided the same response to these requests that they have in this instance to City of Vincent Administration, Main Roads does not support the implementation of regulatory signs for speed limits in lane ways.

To be considered by Main Roads to place posted speed limits so that it may be enforceable certain criteria is required to be met, the most crucial of them being that:

- it shall be a minimum of 5m of sealed carriageway, and
- it shall be a dedicated/gazetted road

Colvin Lane does not meet either of these criteria.

Main Roads indicated that as Colvin Lane falls within a 40km/h Area/Zone then the speed limit would be that of the area.

It is important to note that even when the above criteria are met, MRWA Policy is not to install regulatory signage on Laneways as their speed limit should be dictated by the standard residential speed limit or the area/zone speed limit, as well as naturally with the environment informing motorist's decisions on the travelling speed. Colvin Lane is narrow in width with speed humps already installed and vehicles are already

travelling at a low velocity. Past investigations have shown that speed in Colvin Lane is low and is not considered to be an issue that requires further intervention to reduce speed.

Safety Mirror

A mirror could be installed to benefit the particular resident with a concern to assist that resident in exiting their garage that fronts onto the laneway.

The cost of initial installation for a safety mirror are as follows:

Purchase Safety Mirror- \$700

Pole and footings to mount Safety Mirror- \$350

Total- \$1,050

There will be ongoing lifecycle costs as safety mirrors are easy targets for vandalism which reduces their effectiveness. Administration would allow \$3,200 for four mirror replacements a year at a cost of \$800 per replacement. If the pole was also damaged, then this cost would rise to \$1,050 per replacement (as per the initial installation cost).

Additional signage

The only signage that would be potentially enforceable in the laneway would be a 40kph sign and this option would not be allowed by Main Roads WA as previously discussed. There is some concern that additional signage would set a precedent and also add clutter and reducing the useable width for motorists. For example, the City of Vincent waste truck (small rear loader), that needs to use Colvin Lane as part of the pickup route.

Additional signage would cost the City \$125 per pole and sign install; this does not include the manufacturing cost of the sign as this is dependent on the specific nature of the sign itself. The City intends to add an additional sign on the verge at the entrance to Colvin lane at the request of the resident, designed to remind motorists to drive slowly, the specific design yet to be finalised.

Repainting of the carriageway

The cost of repainting the speed humps located within Colvin Lane is done so using the operational budget that already exists for line marking renewal within The City of Vincent. This is done as required.

Repainting the non-enforceable 8km/h speed limit at the entrance to Colvin Lane is approximately \$350 per application, inclusive of required traffic control. It would be expected to be repainted twice a year depending on wear and tear.

CONSULTATION/ADVERTISING:

No public consultation has been undertaken in relation to the information in this report

LEGAL/POLICY:

Nil

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to receive the information in this report.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Thriving Places

Our physical assets are efficiently and effectively managed and maintained.

SUSTAINABILITY IMPLICATIONS:

This does not contribute to any environmental sustainability outcomes. This action/activity is environmentally neutral.

PUBLIC HEALTH IMPLICATIONS:

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025*.

FINANCIAL/BUDGET IMPLICATIONS:

The cost of each option is contained in the body of the report.

COMMENTS:

Administration has investigated the measures requested by Council and the information in relation to each option is contained in the report. Administration does not support further traffic management intervention in Colvin Lane for the following reasons:

- Speeds in this location are already considered low, safe and appropriate for the location
- Additional signage would be unenforceable and ineffective and if related to speed will not be approved by Main Roads WA
- Installation of additional measures may set a precedent and unrealistic expectations for other laneways
- Installation of a mirror will be ineffective and costly due to vandalism