

11. Planning and Sustainability Alliance Reports

11.1 Expansion of 40km/h Speed Zones

Responsible Officer	Maria Cooke – General Manager Planning and Sustainability
Voting Requirements	Simple Majority
Attachments	Attachment 11.1A – City of Perth 40 km/h Speed Zone Expansion Proposal Map ↓ Attachment 11.1B – PICG 40 km/h Project Overview ↓

Purpose

To present the expansion of 40 km/h speed zones in the City and seek Council’s approval to commence community consultation.

Recommendation

That Council:

1. APPROVES the commencement of community consultation on the proposed expansion of 40 km/h speed zones.
 2. ACKNOWLEDGES that community feedback will inform the most suitable approach for the City.
 3. ACKNOWLEDGES that the outcomes of the consultation and the recommended approach to be presented back to Council for approval at a future meeting.
-

Background

1. Since 2011 the City of Perth, in collaboration with Main Roads WA, has introduced 40 km/h speed zones across Central Perth, Northbridge and some neighbourhood town centres. Over the years, these zones have been expanded in response to community requests such as the recent traffic calming of Terrace Road.
2. The Perth Inner City Group (PICG) unites the Cities of Perth, Vincent, Subiaco, South Perth, and Victoria Park to advocate and collaborate on inner-city projects. In 2020, the PICG outlined priority transport and infrastructure projects, including speed reductions, in a strategic roadmap. The PICG Project Overview report is attached for reference which includes the outcomes of the City of Vincent's 40 km/h rollout out.
3. After the 40 km/h speed limit rollout on all local roads in the City of Vincent in early 2024, the PICG has been collaborating to implement the same speed limit on all local roads in neighbouring LGAs. The opportunity for funding from State Government is contingent on a uniform 40 km/h speed limit on all local roads within the inner city.

Discussion

4. The aim of the expansion of 40 km/h speed zones is to:
 - a. Improve safety – whilst vehicle collisions are always likely to occur, the collision severity outcomes will reduce between vehicles and other users along all local roads with lower speeds. Pedestrian or cyclist survival chances double if the vehicle is traveling at 40 km/h instead of 50 km/h.
 - b. Improve accessibility – provide streets with better access for all modes of transport.
 - c. Promote street-based activity – slow speed environments are more conducive for outdoor dining, walking, and cycling.
5. The expansion of speed reductions aligns with the State Government's 'Driving Change', the Road Safety Strategy for Western Australia 2020-2030, which sets out targets to reduce the number of people fatally, severely, or seriously injured by 50-70% by 2030, and to zero by 2050.
6. Traffic data recorded at the conclusion of a 12-month 40 km/h Speed Zone Trial in the City of Vincent showed an overall reduction in traffic speed. It was also identified that the total number of pedestrian and cyclists recorded increased and local street amenity improved, correlating with perceived street safety and amenity improvements reported in community engagement feedback.
7. All local roads within the municipality of the City of Perth will be included in the expansion proposal, except for road sections of regional significance. The road sections not included in the expansion project are identified in Attachment 11.1A Map of proposed 40 km/h expansion areas - City of Perth
8. The City of Perth 40 km/h expansion proposal has been formulated by a mix of lessons learnt from previous trials from neighbouring local governments as well as ultimately seeking to influence driver behaviour through intuitive and consistent road speed signage. This translates to having fewer changes in speed zones, less overall signage and providing a zoned approach rather than attempting to compensate journey times or influence travel patterns by providing higher speed arterials through lower speed areas.
9. Some major roads with little roadside activation are being excluded from the 40 km/h proposal, such as the eastern section of Riverside Drive past Governors Avenue and Kings Park Road. While these roads

are not being proposed to be reduced to 40 km/h, it does not exclude them from being reviewed for a speed limit adjustment to align with the broader road safety objectives of lowering speeds on our roads.

Consultation

10. Recognising its unique environment, community and stakeholders, the City of Perth will lead its own consultation process.
11. The following options would be explored through community consultation:
 - a. Inform and seek feedback on the proposal as shown on the attached map Attachment 11.1A *Map of proposed 40 km/h expansion areas - City of Perth*
 - b. Alternatively, reducing the extent of the 40km/hr expansion to focus on specific areas, such as neighbourhood centres or other streets with high pedestrian activity.
12. A Current Issues Briefing Note (CIBN) will be issued following the Ordinary Council Meeting outlining the community consultation engagement tools including the survey questions.
13. Main Roads WA (MRWA), the Public Transport Authority and WA Police are supportive of the project. Speed reductions on any section of a distributor road, such as Wellington Street, Plain Street, Adelaide Terrace, and East Parade would be reviewed in consultation with Main Roads WA on a case-by-case basis.
14. Following Council approval, the City will commence community consultation on the expansion of 40 km/h speed zones. This process will also involve testing alternative scenarios with the community to address feedback received from Elected Members to date.
15. If the community supports an expansion of 40 km/h streets the following would be implemented:
 - a. A monitoring program on streets that do not see an acceptable drop in operating speed.
 - b. Future surveys to understand impacts of lower speed limits on local communities.
 - c. Future crash data monitoring to review the severity of crashes before and after completion of any program.

Decision Implications

16. If Council supports the recommendation, the community will be engaged for consultation and a Report will be provided to Council for June 2025, advising of the outcome of community consultation.
17. If Council does not support the recommendation, consultation will not commence. Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	Liveable
Related Documents (Issue Specific Strategies and Plans):	Transport Strategy 2017 Strategic Community Plan 2022 - 2032 Corporate Business Plan 2024/25 – 2027/28 Sustainability Strategy 2022 - 2032 Social, Health and Wellbeing Strategy 2023 – 2033 Walking in the City Plan 2025 – 2035 Bike Plan 2025 - 2035

Legislation, Delegation of Authority and Policy	
Legislation:	Nil.
Authority of Council/CEO:	Nil
Policy:	Nil

Financial Implications

18. All community engagement work will be cost neutral, carried out by city administration with the use of the Engage Perth website.
19. If the expansion of 40 km/h speed zones proceeds in a uniform fashion across the inner city, the costs for new signage will be fully funded through the Road Trauma Trust Account.
20. It is understood that taking a different approach to the roll out of speed zone reductions would require the City to negotiate a separate funding agreement with the State Government.
21. Costing of signage, including installation necessary to define areas covered by the 40 km/h speed zone are still to be concluded. These costs will be refined and provided in the report to be submitted to the OCM of 24 June 2025.

Further Information

22. Questions and Responses forming part of the Agenda Briefing Session on 18 March 2025 are as follows:

	Question	Response
1.	Do they believe that 50km/h on Riverside Drive and Plain Street will have any detrimental effect on the changing of speeds?	No. Lower traffic speeds have little effect on travel time. Since the construction of Elizabeth Quay, Riverside Drive no longer functions as a key arterial road. Lower speed limits on some sections of Plain Street will be necessary to ensure primary school children can walk and ride to school safely.
2.	Would the administration consider an amendment to the report to exclude Riverside Drive from the proposed 40km/h?	The administration does not recommend an amendment to its current Officer's recommendation. Should the current Officer recommendation be approved, administration will commence community consultation on the expansion of 40km/hr speed zones. Administration will provide the results of community feedback received on these roads and others to Elected Members at a future Engagement Session to inform a Council decision on the scope and staging of any potential 40km/hr speed zone expansion. Should you wish to consider raising an amendment to the Officer's

		recommendation the administration can assist you in drafting an amendment.
3.	Can I add Plain Street to that amendment?	<p>The administration does not recommend an amendment to its current Officer's recommendation. Should the current Officer recommendation be approved, administration will commence community consultation on the expansion of 40km/hr speed zones. Administration will provide the results of community feedback received on these roads and others to Elected Members at a future Engagement Session to inform a Council decision on the scope and staging of any potential 40km/hr speed zone expansion.</p> <p>Should you wish to consider raising an amendment to the Officer's recommendation the administration can assist you in drafting an amendment.</p>
4.	Can I receive some advice on the previous iterations of the map and what have been the changes in the past and the rationale for the updated map? In order to see what feedback we have taken on board which would be useful for us to consider what the rationale is particularly with some of those arterial roads. I think it would be useful to highlight what considerations have been already incorporated. To clarify if there have been other earlier versions where arterial roads have changed that would be useful. As far back as possible.	<p>On 18 November 2024, the Perth Inner City Group (PICG) paper was presented to Elected Members at the Elected Member Engagement Sessions. This presentation focussed on the overall collaboration with the PICG and reported on the evaluation of the City of Vincent Trial. The City of Perth 40km/hr map was first produced in January 2025 to align with the PICG approach to reducing traffic speeds on local streets to 40 km/h. Following feedback from an EMES in January 2025, the map was updated to exclude streets like Wellington Street, West Perth and Fitzgerald Street, Northbridge.</p> <p>Other roads that have been excluded are either not under the City's control or are arterial roads eg. Mounts Bay Road.</p>
5.	Our Council boundary extends over Newcastle Street, is it correct that Newcastle street would be a 40km/h speed zone?	We have confirmed with City of Vincent that Newcastle Street adjacent to the City of Perth boundary will be kept at 50/km/hr. The map has been updated to reflect this as part of the Ordinary Council Meeting consideration.



Expansion of 40 km/h Speed Zones
City Wide

North
Date: 28.02.25
Rev: C
Scale: NTS

