

## Advice Note

Responsible Officer:	Director Technical Services
Date of Meeting:	20 October 2020
Meeting of the:	Ordinary Meeting of Council
Item:	<b>Response to Motion without Notice – Upgrade of Non-compliant Cycle Lane Markings at 79 Bus Stops</b>

### DETAIL

The Motion without Notice regarding the above proposes the following:

#### That the Council:

**Directs the CEO to request Main Roads Western Australia to forthwith carry out a standardisation compliance upgrade of all non-compliant on-road cycle lane markings at bus stops, to conform with the current Australian Standard AS 1742.9. 2018, “Manual of Uniform Traffic Control Devices, Part 9 Bicycle Facilities”, Austroads Guides “Cycling Aspects of Austroads Guides, and \*Main Roads Standard Drawing No.200331-092-3 “Continuity Lines at Bus Bays”, which prescribes a yellow broken continuity line.**

Main Roads WA is solely responsible for the maintenance and installation of new line marking on all State and Local roads. In seeking the reinstatement of existing line marking on roads, the City is required to request such works and assist with the preparation of the planned amendments by providing designs to submit to MRWA. If approved by MRWA, the works to install the line marking and the associated traffic management would be undertaken by an MRWA approved Contractor at the cost of MRWA. The City would cover the costs of any grinding off of existing line marking, spotting and traffic management costs associated with that operation.

The Motion without Notice above relates to the reinstatement of existing line marking.

City officers have received information from senior MRWA staff confirming the position of MRWA for such a request, and their feedback on the matter is as follows:-

*“In regards to the responsibility for pavement markings on local roads it the Commissioner of Main Roads Western Australia who is the sole authority for the approval, installation and maintenance of these markings, (with the exception of parking related lines).*

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*On roads such as Marmion Street under the care and control of the City of Melville it the City's responsible to submit a request to Main Roads for any changes or modifications they wish to make.*

*Changes in standards such as the yellow bus bay markings are typically only implemented when a roads is resurfaced, as with the section of Marmion Street you mentioned. Main Roads doesn't require the local government to grind off solid edge line to retro fit this standard as this can damage the asphalt and leave "ghost" markings that will look like a solid edge line in certain conditions.*

*I hope this information helps clarify your enquiry. Please be assured that Main Roads considers the safety of all its road users as paramount and all efforts are made to provide a safe and efficient road network. "*

As per advice above, it should be noted that there are associated ongoing safety risks with the removal (grinding off) of existing lines, which may appear as solid lines after grinding under certain conditions (e.g. wet weather, low light levels).

The line-marking installation process involves two sets of contractors, one to grind off lines and spot mark, and another to install the line marking, with each step incurring its own associated OHS risks associated with working on roads with traffic.

Each activity will require a site specific traffic management plan to be prepared and implemented which is time consuming and an expensive exercise, especially for busy roads.

The Motion without Notice included information and costings on the bus line marking work from the City of Nedlands which suggested that in order for Main Roads to carry out this work on the apparently 79 bus stops in the City of Melville would cost between \$7,500 to \$20,000.

The figures quoted for the City of Nedlands would require further investigation, however on face value they appear to only represent a fraction of the actual costs required to undertake this entire line-marking renewal process, including traffic management planning and implementation.

The motion seeks to recommend that all Bus Stops along roads with cycle lanes should be re-marked to ensure compliance with the current standards. The City can make this request however, the decision to agree, approve and fund this request, is the sole responsibility of Main Roads WA. Should MRWA agree to this request there would be a cost to the City regarding the grinding, spotting and associated traffic management at all the sites.

Furthermore, in terms of expenditure of funds to address road safety issues in the City this work would be considered low on the list of road safety priorities compared to other higher priority road safety initiatives that the City is directly responsible for undertaking. On this basis, the City would be better placed to direct its resources toward the higher priority road safety issues that have a more beneficial road safety outcome.

In regards to the reference to the Palmyra cyclist who sadly died following a collision with the rear of a stationary bus on Marmion Street, and the MRWA Fatal Crash investigation concluded that the road environment was not a contributory factor in this tragic incident.