

11 ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**11.1 COUNCILLOR MOTION**

The following motion has been proposed by Cr Rodda:

That Council, recognising the community concern with pedestrian crossing of Curtin Avenue, as evidenced by letters, emails, and personal petitions to Councillors and following public presence at Council and Committee meetings, petition the Minister for Transport and the local member of Parliament, to develop and fund pedestrian crossing solutions for the crossing of Curtin Avenue at the Forrest Street and Salvado Street intersections.

STAFF COMMENT

Councillors are aware of the community concerns regarding the Forrest Street and Savaldo Street crossings of Curtin Avenue. Aside from direct approaches to Councillors, a number of emails have been sent directly to staff regarding this concern. In addition, a community member highlighted concern at the November Works and Corporate Committee meeting and another community member noted concern at the November Community Crime and Safety Committee.

In response to an initial concern raised by a Cottesloe resident with the local member of Parliament's office, officer's drafted a letter to Main Roads, dated 27 March 2015, insisting that responsibility be accepted for the issues created by using Curtin Avenue as a major distributor and a heavy haulage route. This letter noted that the intersection of Forrest Street and Curtin Avenue already has a two meter wide median, and for a local road carrying local traffic, this should be adequate. This letter noted that the need to do more is created by Curtin Avenue being used as a major distributor road and a heavy haulage route. A copy of this letter was sent to the office of the Minister for Transport and the Premier. A copy of this letter is attached (Letter 1).

In response to the Town's letter, the Minister for Transport's office provided a response on 13 May 2015. In the response a commitment was made to have Main Roads investigate how they can assist with the issue. At the completion of this investigation, the letter from the Minister for Transport's office committed to provide details to the Town. To date, no further correspondence has been received. A copy of this letter is included in the attachments (Letter 2).

In addition to the letter from the Minister for Transport's office, the Town received a response from the Managing Director of Main Roads. The Main Roads' letter, dated 17 November 2015, is in response to the Town's original letter of 27 March 2015, although acknowledges that both the Member for Cottesloe (in his capacity as the Premier) and the Minister for Transport, had also subsequently written to Main Roads on the same matter. The letter from Main Roads, while purporting to acknowledge the concerns raised by the Town, makes no commitment to fund infrastructure upgrades or accept responsibility for the road. Also not mentioned in this letter is any effort to investigate the matter, with responsibility appearing to be shirked by requiring the Town to initiate and lead the process. Considering no officer at Main

Roads has been nominated as having responsibility for bringing the Forrest Street crossing to resolution, the effect of the letter is that the Town will need to develop a solution, at its cost, and submit a plan for approval, in accordance with normal Main Roads' processes. Essentially, after a protracted delay, there has been no progression on responsibility for Curtin Avenue and it appears that the State is expecting that the Town of Cottesloe will continue to meet the costs created by the inappropriate use of a local road. A copy of the Main Roads' letter is included as an attachment (Letter 3).

To seek to progress this matter further, officers have written to the Minister for Transport's office to express disappointment in the lack of action on this matter and to again request the State accept responsibility for the road. A copy of this letter is included in the attachments (Letter 4).

It is the case that Curtin Avenue is under the management of the Town, which passes responsibility for the problems to the Town. Ordinarily this should oblige the Town to determine and fund solutions to any issue on the road. However, in the case of Curtin Avenue, the road is a pseudo State road. Curtin Avenue connects to West Coast Highway to the north, which is a State managed road. South of the Town of Mosman Park boundary with the City of Fremantle (600m south of the Town of Cottesloe Boundary), Curtin Avenue is a State managed road. Curtin Avenue is designated a heavy haulage route, being on the Network 2, 3 and 4 Restricted Access Routes. Total traffic volumes on Curtin Avenue are as high as 25,000 vehicle per day, with up to 1,500 heavy vehicles per day. Curtin Avenue is also fed by Stirling Highway.

The use of a local road by the State as a major transport link is inappropriate. The State is expecting the ratepayers of Cottesloe to subsidise the State transport network. Existing on Curtin Avenue is Council funded infrastructure that far exceeds that required to service a population the size of Cottesloe. It is also notable that the major volume of pedestrians are visitors to Cottesloe beach. As an example of the scale of pedestrians crossing Curtin Avenue, generally heading to the beach, staff undertook a count during early October at the Forrest Street crossing (i.e. before the busy beach season). For the middle part of the day (11am to 3:30pm), pedestrian numbers ranged between 400 to over 600 per hour. In view of the non-local traffic volumes, and the heavy haulage vehicles and pedestrian volumes, the Forrest Street crossing, which is complicated by the adjacent intersection, should be upgraded, and the cost should be met by the State.

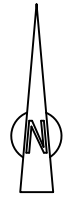
The proposed motion of Cr Rodda is considered appropriate. It is considered reasonable that the State accept responsibility for Curtin Avenue, and the cost to address the deficiencies of the road created by the inappropriate use of the road. Further, as the cost to implement greater solutions to the pedestrian crossing issues, is a substantial impost on the Town, it is unlikely that the Town will have the capacity to pay, and any solution greater than that currently in place (e.g. traffic signals, bridges or underpasses) will require external consultancies which, based on the Main Roads' letter, will be a direct cost to Council. In view of the lack of action by the State, the inappropriate use of Curtin Avenue by the State, the high cost of developing and implementing solutions, it is recommended that Council support Cr Rodda's motion.

COUNCILLOR MOTION

Moved Cr Rodda, seconded Cr Birnbrauer

That Council, recognising the community concern with pedestrian crossing of Curtin Avenue, as evidenced by letters, emails, and personal petitions to Councillors and following public presence at Council and Committee meetings, petition the Minister for Transport and the local member of Parliament to develop and fund pedestrian crossing solutions for the crossing of Curtin Avenue at the Forrest Street and Salvado Street intersections.

Carried 8/0



LOCATION PLAN



LOCATION PLAN

Amendments			
REV	Date	Details	By
B	1/12/2016	Relocation	DL
C	2/12/2016	Relocation	DL

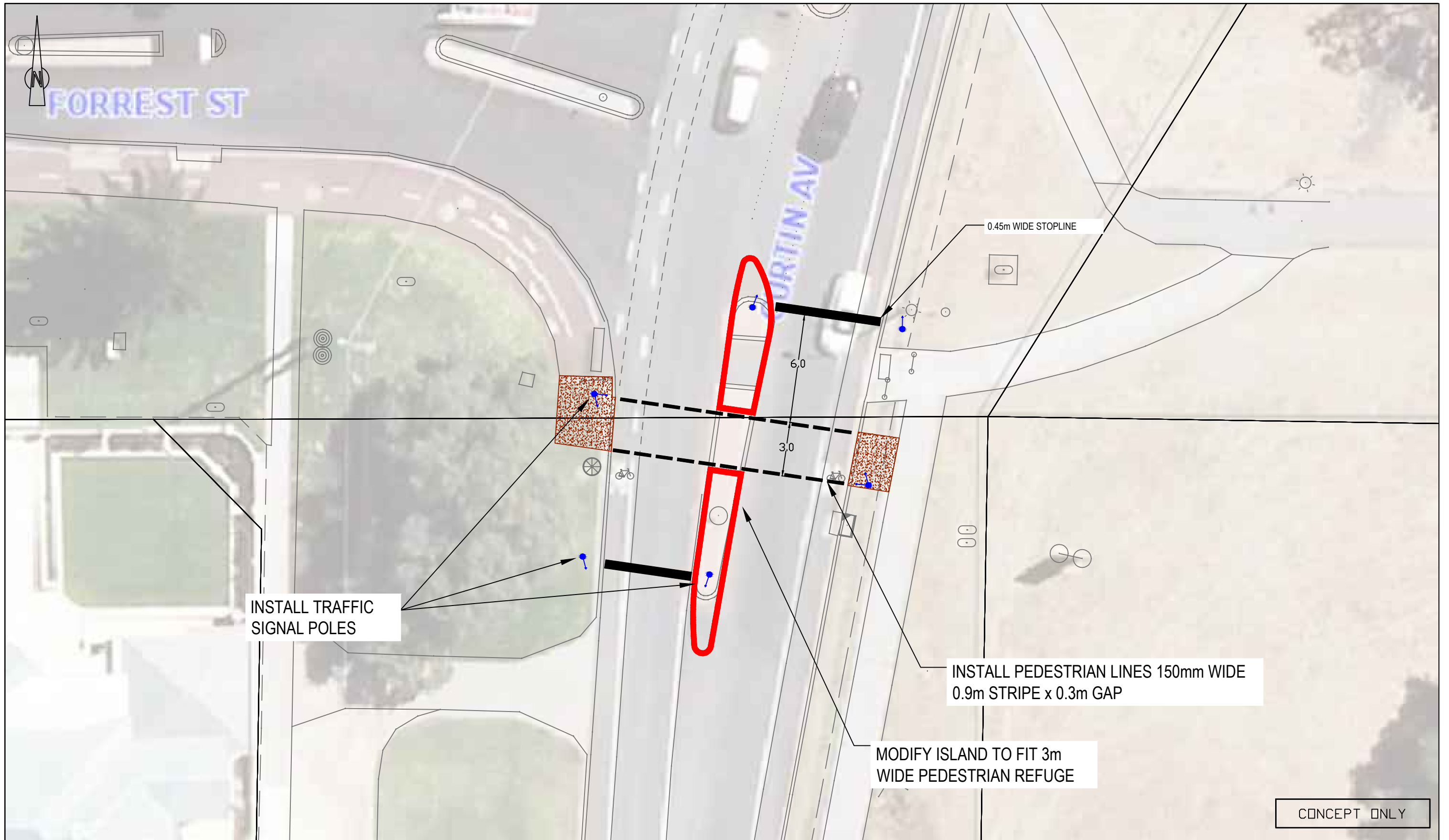
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Design	DL	AutoCAD Ref: <small>F:\Departments\Wg Engineering\Design\2016\2016-05-01 Curtin & Forrest Pelican Crossi</small>
Drawn	DL	CivilCAD Ref:
Contour Interval		Approved
Date	29/08/2016	

TOWN OF COTTESLOE 109 BROOME STREET PO BOX 606 COTTESLOE W.A. 6011 TEL (08) 9285 5000 FAX (08) 9285 5001		
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CURTIN AVENUE
FORREST STREET INTERSECTION
PELICAN CROSSING
LOCATION PLAN

Sheet No. 1 of 1
Drawing Number
2016-05-01
REV C
A3

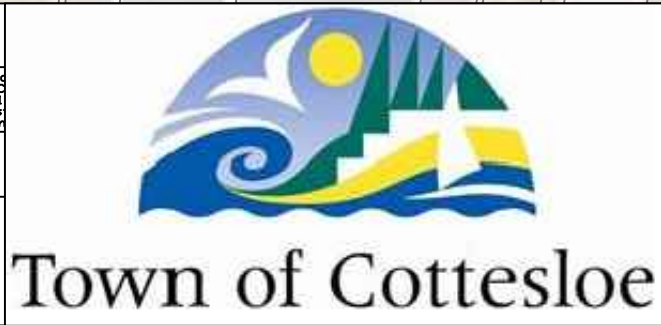


CONCEPT ONLY

Amendments			
REV	Date	Details	By
B	1/12/2016	Relocation	DL
C	2/12/2016	Relocation	DL

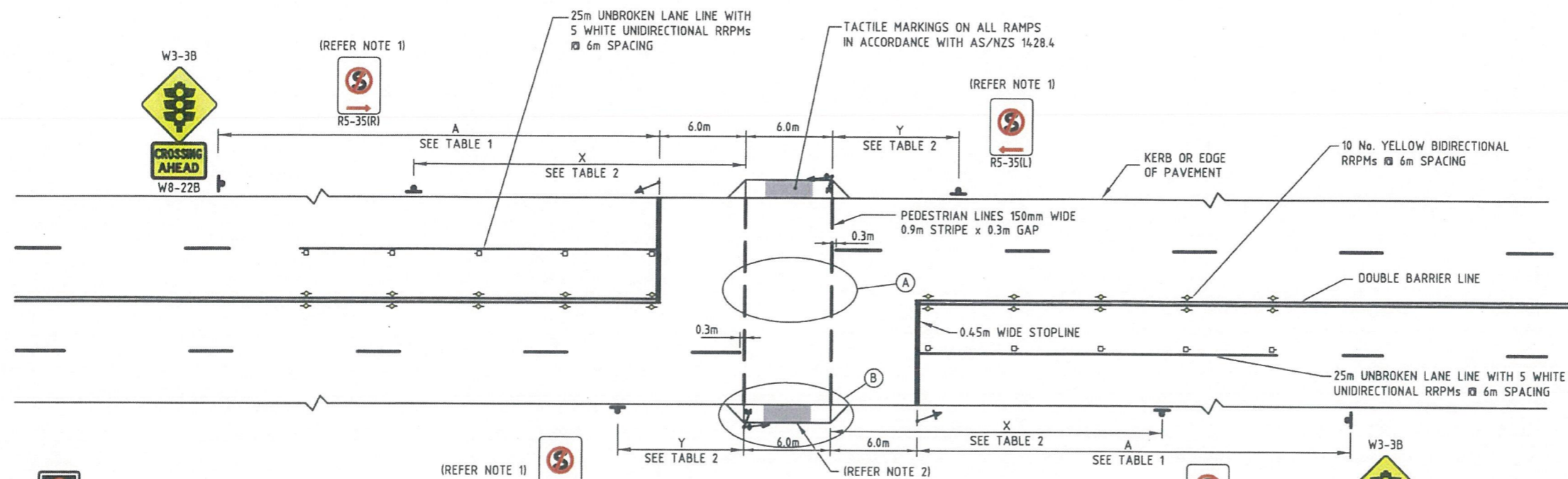
TOWN OF COTTESLOE
 109 BROOME STREET
 PO BOX 606
 COTTESLOE W.A. 6011
 TEL (08) 9285 5000
 FAX (08) 9285 5001

Survey	DL	Scale	1:500 @ A3
Design	DL	AutoCAD Ref:	F:\Departments\Wg Engineering\Design C 2016\2016-05-01 Curtin & Forrest Pelican Crossin
Drawn	DL	CivilCAD Ref:	
Contour Interval		Approved	
Date	29/08/2016		



CURTIN AVENUE
 FORREST STREET INTERSECTION
 PELICAN CROSSING
 CONCEPT PLAN

Sheet No. 1 of 1
Drawing Number
2016-05-02
REV C
A3



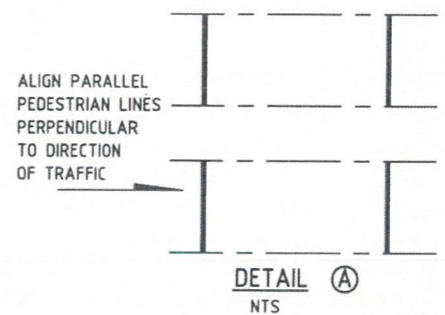
PLAN (WITHOUT PEDESTRIAN REFUGE ISLAND)
1 : 250

POSTED SPEED LIMIT (km/h)	A (m)
≤ 60	80-120
70-80	120-180
≥ 90	180-250

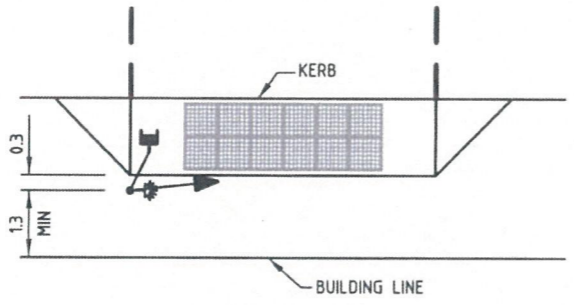
TABLE 1

	DIMENSIONS	
	X(m)	Y(m)
MINIMUM	10	3
DESIRABLE	15	6
AT SCHOOL	20	10

TABLE 2

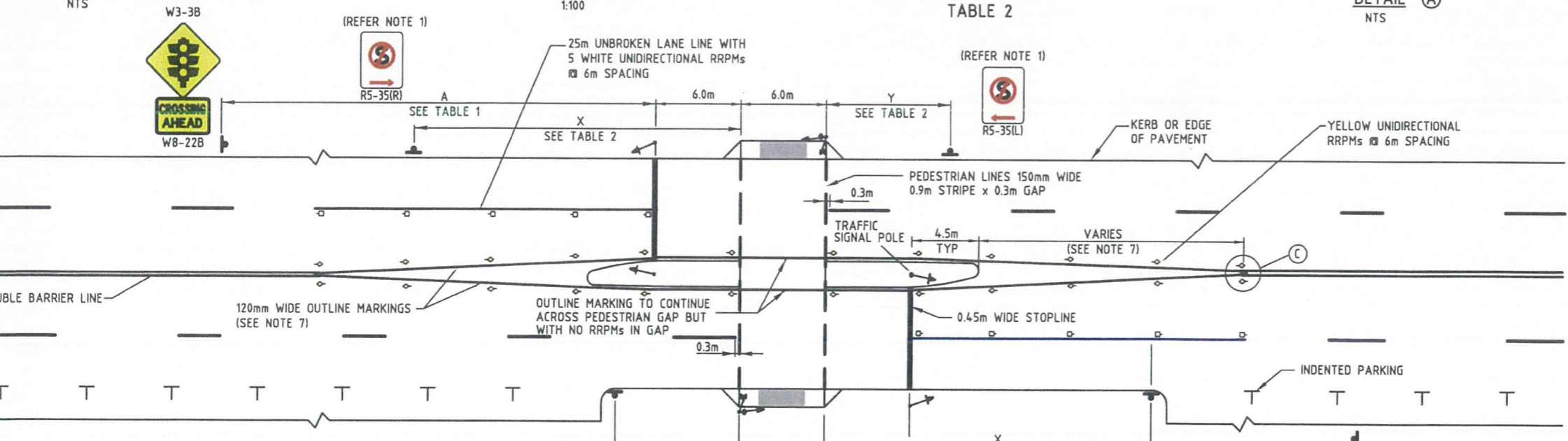


DETAIL A
NTS

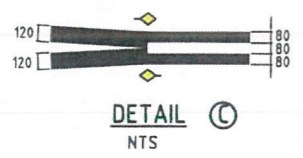


DETAIL B
1:100

TRAFFIC SIGNAL POLE DETAIL (SEE NOTE 6)
NTS



PLAN (WITH PEDESTRIAN REFUGE ISLAND AND INDENTED PARKING)
1 : 250



DETAIL C
NTS

AMENDMENTS		
No.	DESCRIPTION	APPROVED & DATE
2	RRPMs REARRANGED ON SOLID LANE LINES, PEDESTRIAN LINES REDRAWN TO REPRESENT 100/200 STRIPE AND GAP.	D. LANDMARK 03.11.07
3	PEDESTRIAN LANE WIDTH CHANGED FROM 80m TO 105m. STATE LOGO CHANGED.	D. LANDMARK 14.10.09
4	UNBROKEN SEPARATION LINE ON APPROACH TO PEDESTRIAN REFUGE ISLAND CHANGED TO OUTLINE MARKINGS. RRPMs CHANGED TO UNIDIRECTIONAL DETAIL C AND NOTE 7 ADDED.	D. LANDMARK 06.04.10
5	TSDY AND BARRIER LINE TABLE ADDED. TABLE 1, NOTE 7 AND OUTLINE MARKING DIRECTION AMENDED.	

- NOTES
- TOTAL 24 HOUR PARKING RESTRICTIONS TO BE APPLIED.
 - PEDESTRIAN RAMPS TO BE IN ACCORDANCE WITH DRAWING 9831-5649.
 - TRAFFIC SIGNALS TO BE IN ACCORDANCE WITH MRWA SPECIFICATION 712.
 - FOR TYPICAL SIGNAL ARRANGEMENTS REFER TO DRG. No. 200431-0120.
 - FOR TYPICAL CONDUIT LAYOUT REFER TO DRG No. 200431-0138.
 - FOR SIGNAL POST INSTALLATION DETAILS REFER TO DRG. No. 200431-0147.
 - LENGTH OF OUTLINE MARKINGS DEPENDS ON POSTED SPEED LIMIT AND WIDTH OF SPLITTER ISLAND. FOR POSTED SPEED ≤60km/h, REFER TO DWG No 200331-0184. FOR POSTED SPEED ≥70km/h, REFER TO DWG No 201031-0004. FOR SPLITTER ISLAND >3m WIDTH, REFER TO DWG No 200331-0191.

POSTED SPEED (km/h)	LENGTH OF BARRIER LINE (L)		
	MINIMUM (m)	DESIRABLE (m)	MRWA PREFERRED (m)
60	96	120	132
70	108	145	156
80	120	170	180
90	132	190	204
100	144	215	228
110	168 *	240 *	252 *

* FOR ROAD TRAIN ROUTES USE MINIMUM 300m.

- LEGEND
- WHITE SINGLE SIDED RAISED PAVEMENT MARKER
 - ◁ YELLOW BI-DIRECTIONAL RAISED PAVEMENT MARKER
 - ▷ YELLOW UNI-DIRECTIONAL RAISED PAVEMENT MARKER
 - ⊠ WALK DON'T WALK LANTERN
 - ♣ AUDIBLE PUSH BUTTON

mainroads
 Government of Western Australia
 WESTERN AUSTRALIA
 PLANNING AND TECHNICAL SERVICES
 ROAD AND TRAFFIC ENGINEERING
 WATERLOO CRESCENT EAST PERTH 6004
 Telephone (08) 9323 4111 Fax (08) 9323 4449

FILE NUMBER	06/6303
DESIGNED / DRAWN	F. WINKLER / K. GREUDA
VERIFIED	D. LANDMARK 18/05/07
APPROVED	R. GROVE 21/05/07

STANDARD DRAWING
 TRAFFIC CONTROL SIGNALS
 PUFFIN AND PELICAN CROSSINGS
 SIGNS AND PAVEMENT MARKING

LOCAL AUTHORITY
 DRAWING NUMBER
 AMENDMENT
200431-0116-5

SCALE 1:250

MORPHUM DATE
A3