



Town of Cottesloe

**FULL COUNCIL**

**25 JUNE 2012**

**RESCISSION OF DECISION –  
2011/2012 ROAD SAFETY  
IMPROVEMENT AND SPEED  
RESTRICTION**

**ATTACHMENT 1 –  
Rescission Motion**



Town of Cottesloe

TOWN OF COTTESLOE  
- 6 JUN 2012  
RECEIVED

# Rescission of Motion

In accordance with Cl. 10(1)(b) of Local Government (Administration) Regulations 1996, we the undersign, give notice that for the following motion relating to:

Item Title:	11.2.8 2011/2012 ROAD SAFETY IMPROVEMENT AND SPEED RESTRICTION
Date of the Council Meeting:	28/11/11

We hereby support that the motion be rescinded:

Name (1):	PETER JEVES	Signature & Date:	 5/6/12
Name (2):	ROBERT RAGEL	Signature & Date:	 6.6.12
Name (3):	KATRINA DOWNES	Signature & Date:	 6-6-12
Name (4):		Signature & Date:	

I, the Chief Executive Officer of the Town of Cottesloe, receive this notice to rescind the item as described above tabled at :

Date of the Council Meeting:	25 JUNE 2012	Time:	7.00PM
CEO (Please print name)	Carl Askew	Signature & Date:	 6.6.2012

### Local Government (Administration) Regulations 1996, Cl. 10(1)(b):

Revoking or changing decisions made at council or committee meetings — s. 5.25(1)(e)

- (1) If a decision has been made at a council or a committee meeting then any motion to revoke or change the decision must be supported —
  - (a) in the case where an attempt to revoke or change the decision had been made within the previous 3 months but had failed, by an absolute majority; or
  - (b) in any other case, by at least 1/3 of the number of offices (whether vacant or not) of members of the council or committee, inclusive of the mover.
    - (1a) Notice of a motion to revoke or change a decision referred to in subregulation (1) is to be signed by members of the council or committee numbering at least 1/3 of the number of offices (whether vacant or not) of members of the council or committee, inclusive of the mover.
- (2) If a decision has been made at a council or a committee meeting then any decision to revoke or change the first-mentioned decision must be made —
  - (a) in the case where the decision to be revoked or changed was required to be made by an absolute majority or by a special majority, by that kind of majority; or
  - (b) in any other case, by an absolute majority.
- (3) This regulation does not apply to the change of a decision unless the effect of the change would be that the decision would be revoked or would become substantially different.



Town of Cottesloe

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**ATTACHMENT 2 –  
Report to Council –  
November 2011**

**11.2.8 2011/2012 ROAD SAFETY IMPROVEMENT AND SPEED RESTRICTION**

**File No:** SUB/707  
**Attachments:** Five year Road Safety Improvement and Speed Restriction Program  
Sketches of Proposed Traffic Treatment  
**Responsible Officer:** Carl Askew  
**Author:** Chief Executive Officer  
Geoff Trigg  
Manager Engineering Services  
**Proposed Meeting Date:** 22 November 2011.  
**Author Disclosure of Interest** Nil

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**SUMMARY**

Council has budgeted \$78,667 for the installation of speed restricting and / or road safety improvements on existing streets during 2011/2012. This is part of the ongoing 5 year program for Road Safety Improvement and Speed Restriction.

Given the recent reversals in Council's acceptance of such works, this item seeks to ensure that the three original listed works are still ongoing. Funds are, and will be, spent on survey and design works prior to construction.

The recommendation is that Council resolve to proceed with the budgeted road safety improvement and speed restriction works proposed for:

1. The intersection of Marine Parade and Napier Street;
2. The proposed pedestrian crossing island on Broome Street at the northern end of the tennis courts; and
3. The intersection of Grant Street and Mann Street (rubber speed cushions).

**BACKGROUND**

After the extensive public consultation program in 2008, site inspections and a search of road files for comments and complaints relating to road safety problems in the Town of Cottesloe, Council's Traffic Consultants delivered the final version of the Town of Cottesloe Traffic Study.

This study contained a list of intersection and mid block changes to the existing road network to reduce speeding and improve safety for pedestrians, cyclists and vehicles in the Town of Cottesloe.

The 5 Year Program is based on the list contained in the study plus the practical knowledge regarding safety issues gathered by staff over many years.

The 2011/2012 listed projects were taken from the approved Year 1 of the 5 Year program.

**STRATEGIC IMPLICATIONS**

The Future Plan 2006/2010 contains no major objectives or strategies relating to traffic management.

**POLICY IMPLICATIONS**

Council's Traffic Management Policy applies.

**STATUTORY ENVIRONMENT**

The care, control and maintenance of public road reserves is vested in the Town of Cottesloe. These powers however, do not include the setting of speed zones. These are determined and signposted by Main Roads WA (MRWA). The Police are then expected to enforce speed zone limits. The construction of traffic control devices on public roads normally requires some form of control or advice signage. These signs must be approved and installed by MRWA which ensures that MRWA can monitor the use of such devices.

Where high speeds are recorded and practical methods exist to reduce such speeds back to legal limits, there is a general expectation that the relevant authorities will 'design' and retro-fit the appropriate speed inhibitors into the road layout.

**FINANCIAL IMPLICATIONS**

The 2011/2012 budget includes an allocation of \$78,667 for the installations at three sites for speed reduction and / or traffic control.

**SUSTAINABILITY IMPLICATIONS**

Nil

**CONSULTATION**

The basis of the 5 Year Program comes from the 2008 Town of Cottesloe Traffic study, which included a substantial consultation program.

**STAFF COMMENT**

Council has previously committed to a long term plan to reduce speeding traffic and install controls at unsafe intersections within the Town of Cottesloe, based on the Traffic Study completed in 2008. A number of issues listed have or will be dealt with via State and Federal Government Black Spot funding applications.

This is the second year of the ongoing program.

The three projects are:

- 1) Installation of a central island in Napier Street, at the Marine Parade intersection, including widening on one side to allow width for the island. This is to allow pedestrians a central island where crossing the intersection and to stop vehicles on Marine Parade using the intersection as a 'U' turn.
- 2) Installation of a pedestrian crossing island on Broome Street, at the northern end of the tennis courts, to line up with the pedestrian path accessing Bryan Way and Marine Parade. This island would also have a slowing effect on traffic in Broome Street.

- 3) The installation of rubber speed cushions in Mann Street and Grant Street at the intersection. This installation was adopted by Council as an alternative to the State Black Spot funded intersection treatment abandoned in 2009/2010.

Sketches of the proposals are included in 'Attachments', however the final design will depend on Main Roads WA requirements for line marking, signage, shape and length of islands etc.

Council's design consultant is currently working on these designs. Once completed, the designs would normally be sent to Main Roads WA for approval. Once approval is given, a survey layout occurs at each site and quotations are received for the construction.

Council had previously agreed with these works, and included funding in the 2011/2012 budget. Given the abandonment of several such works in recent years, and in order to prevent the wastage of funds on works, possibly now not required by Council, this matter is presented as a further opportunity to either commit to or cancel further expenditure.

#### **VOTING**

Simple Majority

#### **COMMITTEE DISCUSSION**

Mayor Morgan advised that in his opinion the intersection of Mann Street and Grant Street is a "bad intersection" with the potential to cause accidents, especially for those not familiar with the intersection and the fact that it is a dual lane intersection and may look in the wrong direction for traffic.

Councillor Strzina commented that speed cushions do ensure people travel slower, reducing the risk of accidents, however the Mayor commented that speed cushions cause noise pollution for neighbouring residents and the lesson learnt from Broome Street was that lateral deflection is a preferred option. The Manager for Engineering Services advised that the original approved solution by Main Roads was not accepted by Council and confirmed that previous accidents had been the result of side collisions.

Cr Strzina questioned whether a roundabout with the right design could be a possible solution, as it would work to both slow traffic and make it obvious which direction other traffic is coming from. The Manager for Engineering Services commented that there are significant costs associated with installing roundabouts.

#### **OFFICER RECOMMENDATION**

Moved Cr Rowell, seconded Cr Pyvis

THAT Council resolve to proceed with the budgeted road safety improvement and speed restriction works proposed for:

1. The intersection of Marine Parade and Napier Street;
2. The proposed pedestrian crossing island on Broome Street at the northern end of the tennis courts; and

3. The intersection of Grant Street and Mann Street (rubber speed cushions).

**AMENDMENT**

Moved Cr Pyvis, seconded Cr Rowell

Amend the recommendation by:

- 1) Add a point (1) before the word "resolve"
- 2) Renumber points (1) and (2) as sub points (a) and (b)
- 3) Delete point (3)
- 4) Create a new point (2) to read "Request Officers to investigate alternative traffic treatments for the intersection of Grant Street and Mann Street and report back to Council".

Carried 5/0

**COMMITTEE RECOMMENDATION & COUNCIL RESOLUTION**

**THAT Council:**

1. **Resolve to proceed with the budgeted road safety improvement and speed restriction works proposed for:**
  - a) **The intersection of Marine Parade and Napier Street;**
  - b) **The proposed pedestrian crossing island on Broome Street at the northern end of the tennis courts; and**
2. **Request Officers to investigate alternative traffic treatments for the intersection of Grant Street and Mann Street and report back to Council.**

**AMENDED SUBSTANTIVE MOTION WAS PUT**

Carried 9/0



Town of Cottesloe

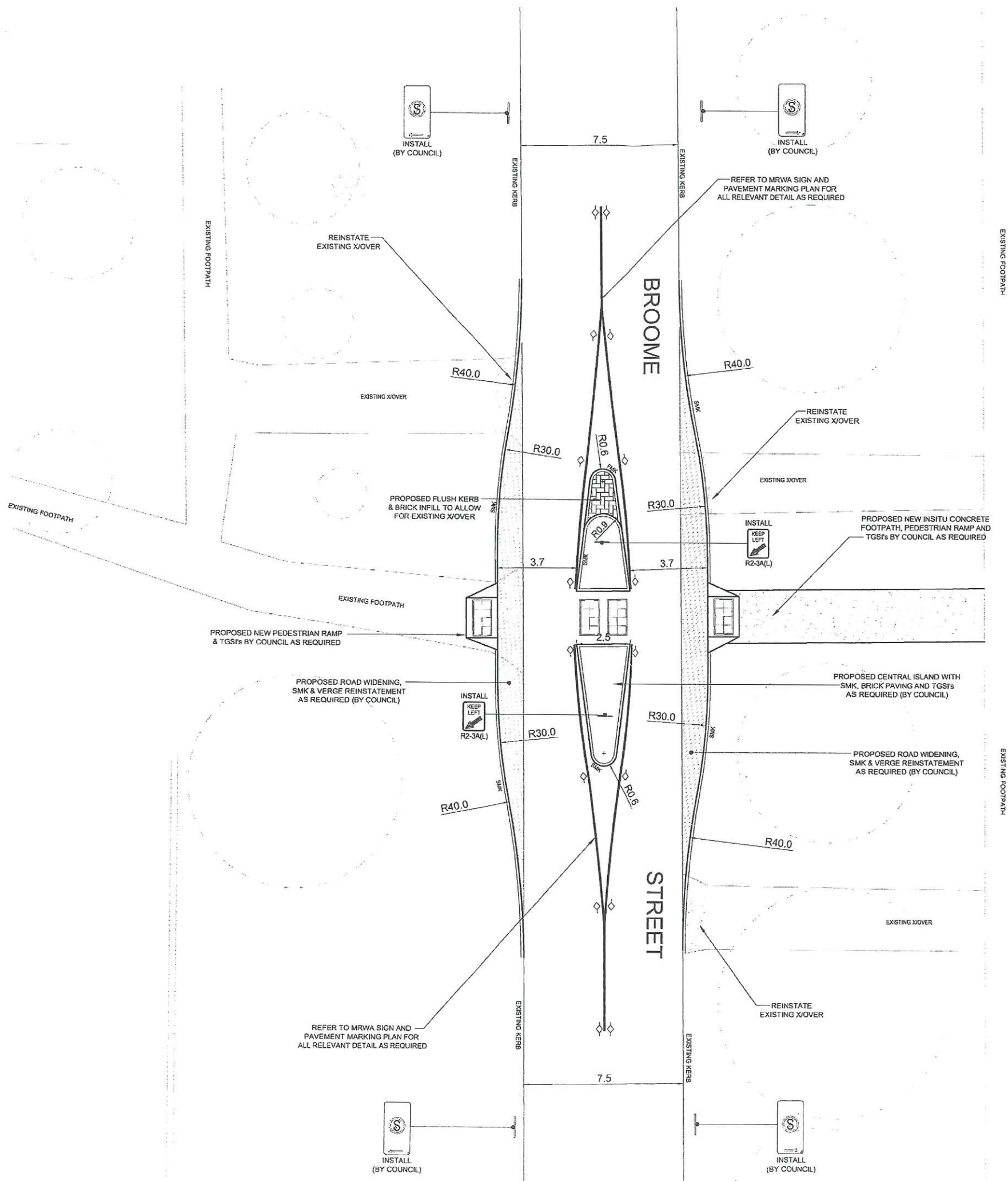
## **FULL COUNCIL**

**25 JUNE 2012**

**RESCISSION OF DECISION –  
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**ATTACHMENT 3 –  
Design as approved by  
Main Roads**





**LINEMARKING LEGEND:**

SEPARATION LINES	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0
LANE LINES	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	2.10
EDGE LINES	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	3.10
CONTINITY LINES	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	4.10
TURNING GUIDE LINES	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	5.10
DUBLIC MARKING	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	6.10
STOP LINES	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	7.10
OVERHEAD LINES	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	8.10

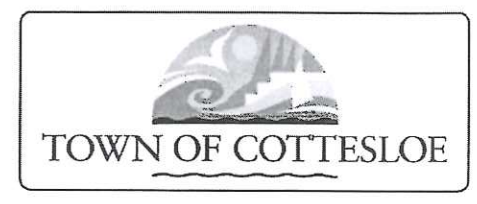
**LLDS**  
L & L Design Services Pty Ltd

200 BUNNICKY  
MURFREESBORO  
NSW 2585  
PH: 02 9312 1234  
FAX: 02 9312 1235  
EMAIL: info@llds.com.au



No.	DATE	REVISION NOTES & AMENDMENTS

DRAWN:	L T E
DESIGNED:	L T E
DATE:	November 2011
SURVEY:	Topo only
CHECKED:	
APPROVED:	G. Trigg



<b>CONSTRUCTION DETAIL PLAN</b>	
PROPOSED TRAFFIC CALMING - SLOW POINT BROOME STREET, COTTESLOE BETWEEN NAPIER AND GERALDINE STREET	
SCALE: 1:100	DRAWING No.
SHEET: 2 OF 2	03-2011-02



Town of Cottesloe

## **FULL COUNCIL**

**25 JUNE 2012**

**RESCISSION OF DECISION –  
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**ATTACHMENT 4 –  
Traffic Management  
Policy**

**TRAFFIC MANAGEMENT**

**(1) OBJECTIVES**

The objectives of this policy are:

- (a) The establishment of appropriate traffic flow and access into and through the Town of Cottesloe, which maximises road safety and local amenity.
- (b) The establishment of a procedure from which necessary traffic management works are undertaken in a cost effective and equitable manner.
- (c) Integration of the traffic management policy into the Council's Strategic Plan.

**(2) PRINCIPLES**

- (a) Establish an agreed road hierarchy, from which to base future traffic management.
- (b) Minimise the impacts of through traffic on the community.
- (c) Minimise the impacts of commercial vehicles on the community.
- (d) Provide for good access to property and business.
- (e) Provide for pedestrians and cyclists.
- (f) Develop an intervention policy for the conduct of local area management schemes.
- (g) Ensure adequate data is available to effectively consider traffic management issues.
- (h) Ensure full consultation is undertaken when assessing traffic management issues.
- (i) Provide cost effective traffic management solutions.
- (j) Maximise access to business and recreation facilities with minimum impact on local residents.
- (k) Integrate the traffic management policy with other Council policies.
- (l) Establish a basis from which decisions on outstanding traffic management issues can be made.
- (m) Establish a mechanism for regular policy review.
- (n) Provide a means by which the traffic management strategy can be coordinated and facilitated.

**(3) ISSUES**

The issues, which Council has considered in establishing the Traffic Management Policy, are:

**(a) Road Hierarchy**

An agreed road hierarchy is fundamental to general traffic management and planning within the Town of Cottesloe. In determining a road hierarchy, the Town of Cottesloe will consider issues such as:

- through traffic;
- local access;
- land use;
- commercial traffic;
- bus routes;
- base traffic data;
- accident statistics;
- parking;
- socio/environmental issues; and
- funding options.

Council will liaise with the Main Roads WA on these issues to ensure access to optimum road funding.

**(b) Traffic Management Strategy**

The basis of the traffic management strategy is the establishment of an assessment procedure that meets Council policy objectives.

Council therefore recognises that a traffic management strategy should be an integrated approach, which considers issues such as:

- precinct traffic management assessment;
- full consultation with interested parties;
- establishment of a traffic data base;
- establishment of intervention guidelines for traffic management implementation;
- integration with other Council policies;
- consideration of regional traffic issues;
- nomination of a review mechanism. (Sample process - Schedule 2, is attached.)

**(c) Pedestrian and Cyclists**

Council wishes to encourage pedestrian and cycle use within the Town of Cottesloe. Therefore, Council will include usage surveys, community consultation and liaison with the Department of Transport to fulfil this objective.

**(d) Road Classification & Design**

Stirling Highway is classified as a Primary Distributor. West Coast Highway and Curtin Avenue are classified as District Distributors and as such will be subject to any review of the road hierarchy as outlined in 3(a).

Stirling Highway

Council supports the retention of the Stirling Highway as the major traffic route through the Western Suburbs. (See Stirling Highway Concept Plan reports.)

Curtin Avenue

Over the past few years Council's planning for the Town Centre and environs has entailed:

- The initial Town Centre Study.
- Proposed LPS3, including the Enquiry by Design (EbD) which produced a Preliminary Structure Plan (PSP) for the railway lands incorporating the railway line and Curtin Ave.
- Extensive liaison and technical studies with State agencies and consultants towards a solution for Curtin Ave and improved east-west connectivity.

Specifically regarding Curtin Avenue, Council received status reports in September 2007 and March 2008 on the Town's progress working with the (then) DPI and MRWA to explore the options. Council's outlook is to pursue an integrated solution for Curtin Avenue, the railway and Town Centre to ensure connectivity and foster the Town Centre and adjacent Development Zone. Curtin Avenue was fully-considered at the EbD in relation to the railway line, surplus lands, connectivity and Town Centre. Given the EbD consultant's outcomes report, Council has resolved to pursue a Railway Lands Structure Plan including the future of Curtin Avenue for implementation over time.

The railway lands PSP is a broad vision which would require the commitment of substantial resources and funds to take to the next level of planning, consultation and decision-making, leading to implementation, necessitating a range of statutory processes and the participation of various stakeholders. Hence this means a longer term, collaborative approach to achieve results on the ground.

These initiatives have provided an ongoing framework and direction assisting strategic planning and facilitating development proposals.

In the broad consideration of Traffic Management, within the Town of Cottesloe, when addressing the issues of road

## TOWN OF COTTESLOE POLICY

classification and design, the following will be taken into consideration:

- traffic forecasting;
- physical design and cost;
- social and environmental impact;
- land use (current and potential);
- rail crossing locations;
- community consultation;
- local access;
- regional traffic;
- pedestrian and cyclist access and amenity;
- rail proposals;
- urban recreational needs; and
- previous studies and recommendation.

Any studies relevant to the wider western suburbs region should be scrutinised by a western regional councils group, with input from the Public Transport Authority, Department of Planning, Main Roads WA and the Department of Transport. Community consultation and acceptance on any proposed design will form the basis of Council support. Once completed, the recommendations should form the basis of a conceptual approach to addressing the issues.

Council also supports an ongoing review of the through traffic issue on Marine Parade, particularly during peak periods.

**(e) Policy Review**

Council supports a formal review of the policy at regular intervals.

**(f) Incorporation in the Strategic Plan**

Council supports the inclusion of the traffic management policy into the Town of Cottesloe Strategic Plan.

**(4) POLICY STATEMENT**

**(a) Road Hierarchy**

Council has adopted a formal road hierarchy for the Town of Cottesloe. See Schedule 2.

**(b) Traffic Management Strategy**

That Council allocate funds at regular intervals for a data collection consultancy, to establish a formal traffic database for use in traffic management assessment work.

**(c) Pedestrian and Cyclists**

For all traffic management matters reference should be made to the Cottesloe Local Bike Plan 2008-2013 and the Perth Bicycle Network Plan.

**(d) Road Classification & Design**

Council supports the retention of Stirling Highway as the major traffic route through the western suburbs.

For other roads, changes to classification and/or design will be managed as part of the ongoing precinct planning process.

Council does not support an extension to the West Coast Highway as a four-lane road through the entire length of its eventual alignment in the Town of Cottesloe.

**(e) Traffic Management Policy Facilitation**

That Council commission a traffic specialist on an as required basis, to coordinate and facilitate the traffic management policy recommendations and report on matters of speed control and traffic flow safety.

**(f) Policy Review**

That the policy be formally reviewed at regular intervals.  
(See attachments for Schedules 1 2 & 3.)

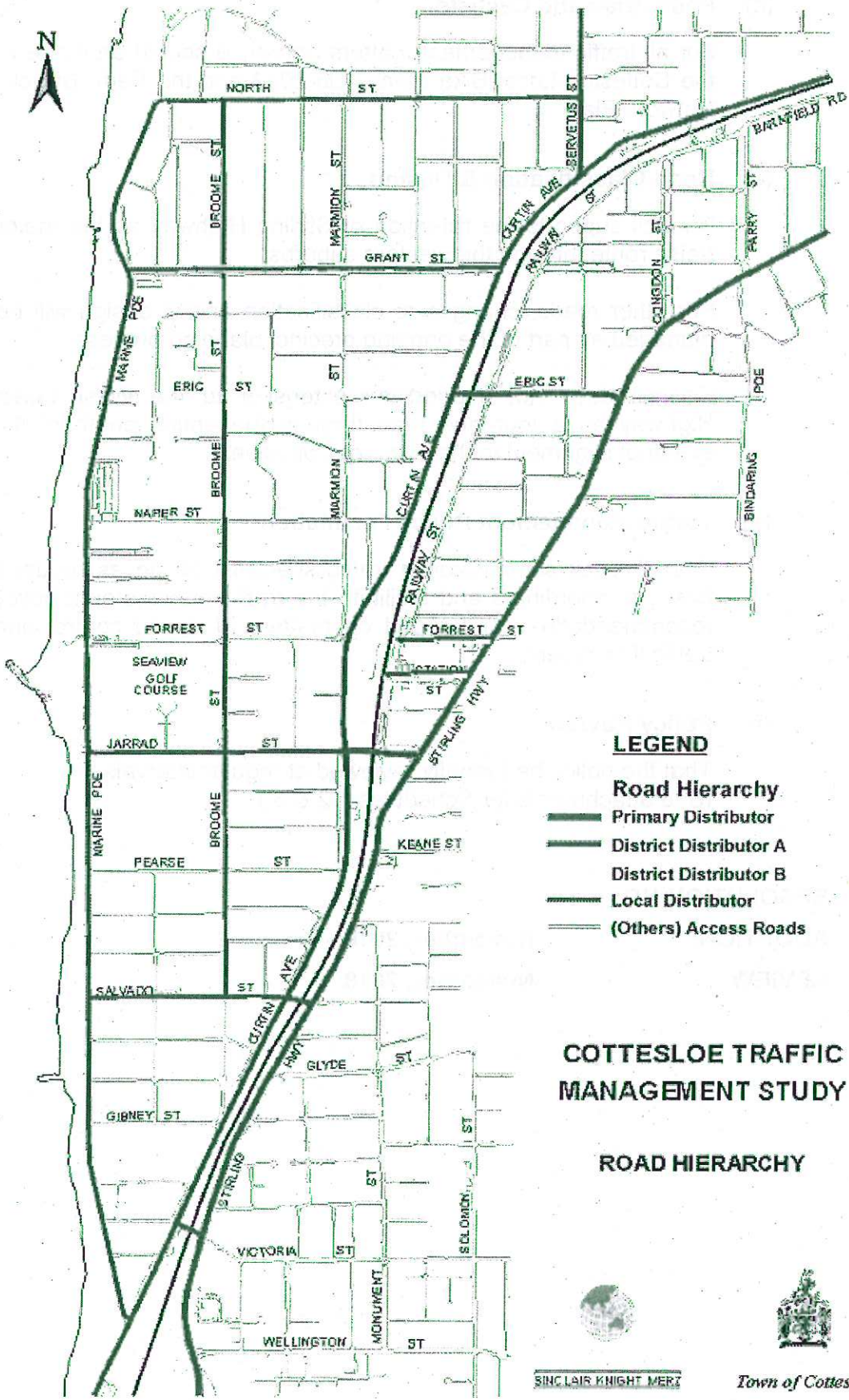
**RESOLUTION NO:**

**ADOPTION:** November, 2010

**REVIEW:** November, 2018

**TOWN OF COTTESLOE POLICY**

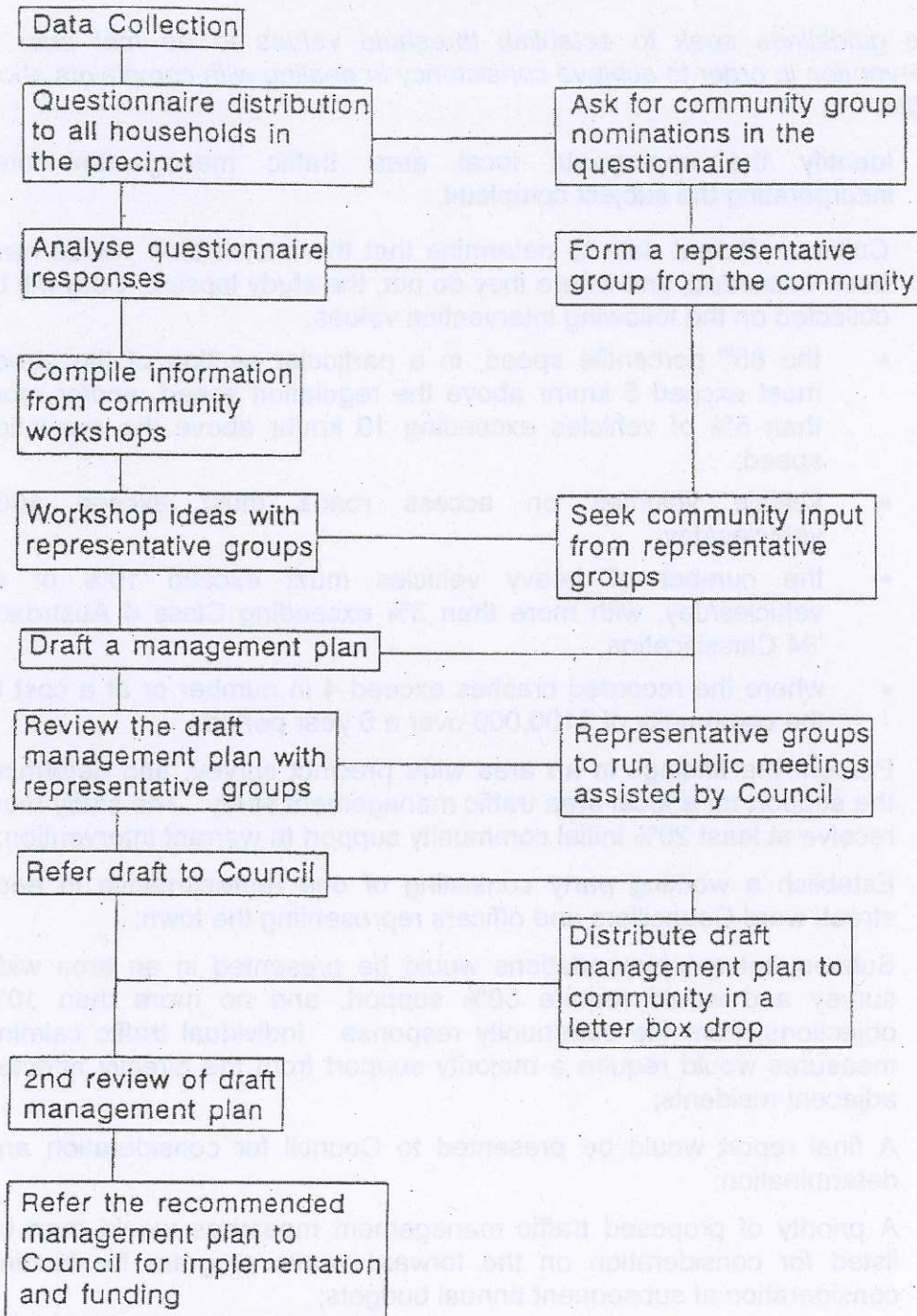
**SCHEDULE 1**





TOWN OF COTTESLOE POLICY

SCHEDULE 2  
TRAFFIC MANAGEMENT ASSESSMENT PROCEDURE



Public Consultation  
Precinct Traffic Management

**SCHEDULE 3**

**INTERVENTION GUIDELINES**

*The guidelines seek to establish threshold values to be met prior to intervention in order to achieve consistency in dealing with complaints about traffic.*

- (1) Identify the appropriate local area traffic management area incorporating the subject complaint;
- (2) Collect sufficient data to determine that the intervention values have been exceeded, and where they do not, the study lapses. Data will be collected on the following intervention values:
  - the 85<sup>th</sup> percentile speed, in a particular section of the street, must exceed 5 km/hr above the regulation speed, and/or more than 5% of vehicles exceeding 10 km/hr above the regulation speed;
  - vehicle volumes on access roads must exceed 1000 vehicles/day;
  - the number of heavy vehicles must exceed 10% of all vehicles/day, with more than 3% exceeding Class 4 Austroads '94 Classification;
  - where the recorded crashes exceed 4 in number or at a cost to the community of \$100,000 over a 5 year period.
- (3) Present the findings in an area wide precinct survey, and determine the support for a local area traffic management study. The study must receive at least 20% initial community support to warrant intervention;
- (4) Establish a working party consisting of one representative in each street, ward Councillors and officers representing the town;
- (5) Subsequent recommendations would be presented in an area wide survey and would require 50% support, and no more than 10% objections, from the community response. Individual traffic calming measures would require a majority support from the directly affected adjacent residents;
- (6) A final report would be presented to Council for consideration and determination;
- (7) A priority of proposed traffic management measures would then be listed for consideration on the forward works program for funding consideration at subsequent annual budgets;
- (8) Traffic treatments that are warranted on traffic safety grounds would be exempted from meeting the criteria of this policy.



Town of Cottesloe

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**25 JUNE 2012**

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2011/2012 ROAD SAFETY  
IMPROVEMENT AND SPEED  
RESTRICTION**

**ATTACHMENT 5 –  
Resident correspondence**

11. 6. 12

Mr Geoff Trigg  
Manager Engineering Services  
Town of Coleraine

Dear Geoff the Traffic Control Island  
scheme at Junction 50.8/4.31

Mr Kingston has been in touch with me  
regarding the above works.  
I agree with him that roundabouts  
at major and line streets are sufficient  
to calm traffic and the above island  
is not warranted

Yours faithfully,  
Bob Dawson

D12/10496

01/06/2012

Attention,

Cottesloe Council,

I am writing to request a cessation of works to Broome Street at the intersection of Bryan Way. We have received no appropriate consultation and information. I have grave concerns regarding the process through which this has been approved, and the validity of this project

Please contact me and confirm that works will be stopped until correct consultation can occur regarding this project.

Kindly provide confirmation in writing today.

Kind Regards,

Gerard Hodgkinson.

01/06/2012

Geoff T

2

Manag

Town

P. O. E

Cotte

OBJEC

TRAFFIC CONTROL ISLAND BROOME STREET

Dear Geoff,

I wish to register my strong objection to the works proposed above. I present my concerns on two aspects of the plan.

- BLISTER

I believe the "blister" is an un-necessary and expensive intrusion into Broome Street. As you are well aware, there are roundabouts on Napier and Eric Streets, to the north and south of the proposed construction. These devices have already reduced traffic speed and I submit, the effect on traffic would be so slight, as to make the "blister" a superfluous and expensive exercise.

- PATH (Extension east side of Broome St to footpath)

Once again, I refer to need. Foot traffic has passed along Bryan Way for over 80 years. Pedestrians reaching Broome Street, have had the choice of turning to the left (along the existing footpath) or right (and proceeding south along the lawn verge in front of the Tennis Courts. People wishing to cross Broome Street to reach the existing eastern footpath, have proceeded on a slight diagonal path to the existing cross-overs in front of 132 or 134. I submit, the construction of this path would be wasteful and an un-necessary burden on Council finances.

I appreciate the Council's prior advice of these proposed changes and hope my objection will resonate with the Planning Committee and lead to the abandonment of this project.

Yours sincerely,

Roderick Eagleton.

27/4/2012

012/8208

**Lydia Giles**

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**From:** Ceo Cottesloe  
**Sent:** Thursday, 14 June 2012 8:27 PM  
**To:** Lydia Giles  
**Subject:** FW: PROPOSED CONSTRUCTION OF "SPLITTER' ISLAND< BROOME STREET COTTESLOE - OBJECTION

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**From:** Rod Eagleton [  
**Sent:** Thursday, June 14, 2012 5:27 PM  
**To:** Ceo Cottesloe  
**Cc:** Geoff Trigg  
**Subject:** PROPOSED CONSTRUCTION OF "SPLITTER' ISLAND< BROOME STREET COTTESLOE - OBJECTION

ref Sub/431

I wish to re-affirm my objection to the proposal to build what was initially presented as a 'Traffic Blister' (now a 'Splitter Island') and associated works, level with Bryan Way in Broome Street. Please refer to my previous correspondence of April 24th and May 30th on this matter.

Sincerely,  
Rod Eagleton

9285 5001.

1/6/12

Attn Geoff Trigg

Town of Cottesloe  
109 Broome St  
Geoff Trigg

Dear Geoff,

Re: Broome St Blister Island (near 134 Broome St)

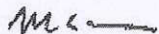
I am surprised that approval has been given for this to proceed as it seems at odds with council policy.

Could you please forward me the relevant documentation which shows correct approval procedure has been followed?

Could you please make sure work is stopped until this matter has been resolved?

Could you please reply by Tue 5/6/12?

Yours sincerely,

  
Mark Eagleton

n



Attch40

Jeremy

After receiving your SMS I confirm that I have tried to send you an email requesting deferral of the works pending further consultation/assessment.

I have now also received the f/ing SMS from my son

" They have painted the road and removed the curbs. They have marked it out and it is right in front of our drive way making it dysfunctional for reversing out of"

It sounds from this description that the work being done will have a far greater impact than was explained to me by Geoff Trigg so i will try again to send our email from Ecuador but if I fail you have our permission to quote this SMS in your representations to TOC. Regards Ashley & Marilyn Lewis

## Lydia Giles

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**From:** Ceo Cottesloe  
**Sent:** Friday, 22 June 2012 1:09 PM  
**To:** Lydia Giles  
**Subject:** FW: Broome street works

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**From:** Julian Donaldson  
**Sent:** Tuesday, June 05, 2012 9:04 AM  
**To:** Robert Rowell; Peter Jeanes; Katrina Downes; Ceo Cottesloe  
**Subject:** Broome street works

Councillors and Carl

I write to express my dismay at the road works currently underway on Broome Street. Can you please advise me if there is evidence which substantiates this work. I have to say that this looks to me like a pretty benign stretch of road and would hardly warrant the intrusion of the work currently underway.

I am deeply concerned that our precious resources are expended on works of this nature which, while in the minds of engineers seem important, but in the grand scheme of what really needs done in Cottesloe, would be low priority.

I hope that this is not work rushed because there's money in a budget that needs expending by June 30!

Cottesloe's pleasant boulevards are being spoilt for future generations by the intrusion of these kind of work.

Please spend the money improving the public realm where it will add benefit – I suggest bollards and street furniture in Napoleon Street for starters, and pavement on the beach front would follow a close second.

Sincerely

**Julian Donaldson**  
**General Manager**

al

**Perth International Arts Festival: 8 February–2 March 2013 | Lotterywest Festival Films: From 26 November 2012 | Perth Writers Festival: 21–24 February 2013**

This email together with any attachments is confidential. If it is not intended for you please reply immediately and destroy it. Do not copy, disclose or use contents in any way. ♻ Please consider the environment before printing this email.

D J HAWTIN

22 June 2012-06-22

Mr Geoff Trigg  
Manager Engineering Services  
Town of Cottesloe  
109 Broome St  
COTTESLOE WA 6011

Dear Geoff,

**RE: 'SPLITTER' ISLAND, BROOME ST, COTTESLOE**

Thank you for your letter of 11 June 2012.

I would like to clarify my position on this proposal, especially with regards to my original conversation with you on site a few weeks ago.

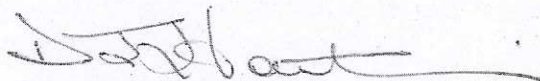
Prior to you arriving on site, I was talking to your Ground Staff who informed me that the proposed construction was a 'done deal' and approved by full council. As I had been interstate and overseas for over 7 weeks, I presumed that the proposal had already been open to public comment and that I had 'missed out' on commenting by my absence. On that basis, I made no objection. Subsequent to that, one of my neighbours contacted me and indicated that he was endeavouring to halt the proposed works.

You have now asked for my comments, if any, and on that basis I offer the following:

- I do object to the Proposal for several reasons, not the least being, I consider that placing this 'splitter' on the crest of the hill is dangerous especially for pedestrians.
- I do not believe these 'splitters' slow the traffic down at all. In fact, a lot of drivers, for various reasons, actually accelerate as they go through them. A prime example of this is the one on North St just east of the Broome St 'T' junction.
- I have watched the 'traffic calming' debacle in Carrington St, Nedlands for over 30 years where the council put speed humps in, took them out, put them in again, put 'splitters' in and they still have not got the problem under control.
- Traffic that does slow down will be accelerating and de-accelerating in front of my property which will be very annoying in itself.
- I have never had a problem with people speeding in Broome Street or had cause to complain to the police or Cottesloe Council about same.
- I am of the opinion that the roundabouts at Eric St and Napier St are sufficient.

I must apologise for not submitting these comments to you earlier but as originally explained I was unaware that I could.

Yours sincerely,



DENNIS HAWTIN



Town of Cottesloe

## **FULL COUNCIL**

**25 JUNE 2012**

**RESCISSION OF DECISION –  
2011/2012 ROAD SAFETY  
IMPROVEMENT AND SPEED  
RESTRICTION**

**ATTACHMENT 6 –  
Town of Cottesloe  
correspondence**

012/18620



# Town of Cottesloe

109 Broome Street Cottesloe WA 6011  
PO Box 606 Cottesloe WA 6911  
Telephone (08) 9285 5000  
Facsimile (08) 9285 5001  
Email [council@cottesloe.wa.gov.au](mailto:council@cottesloe.wa.gov.au)  
Website [www.cottesloe.wa.gov.au](http://www.cottesloe.wa.gov.au)

Our Ref: Sub/431  
Contact: Geoff Trigg

14 May 2012

**Re: Proposed blister island, Broome Street, Cottesloe**

I write in regards to your objections relating to the proposed 'blister' median island in Broome Street adjacent to your property, 134 Broome Street, dated 27<sup>th</sup> April, 2012.

Council's decision to install this island was not taken lightly. In 2008, after extensive public consultation, site inspections and a search through our files for comments on dangerous or speed-problem streets and intersections, Council's Traffic Consultants delivered the Town of Cottesloe Traffic Study.

The Study provided a list of intersection and mid-block changes to the existing road network to reduce speeding and improve safety for pedestrians, cyclists and vehicles in the Town of Cottesloe.

Council adopted the contents of the Traffic Study and then agreed to a rolling 5 year program to install the recommended changes. This current financial year is the second year of that program. Council had previously agreed to three projects for this year. Council subsequently considered the three projects proposed at its November 2011 meeting and, again, agreed that this blister island plus footpath connection to the Broome Street east side path should be installed.

Plans were then drawn up and approved by Main Roads WA for the required signage and line marking.

At the November 2011 meeting, Councillors were unanimous in agreeing that this blister / pedestrian crossing island and short footpath extension was required and should be installed.

On that basis, it is intended that the works will be undertaken and completed by the end of June.

All efforts will be made to have the works cause minimal impact on affected properties, including your own.

Thank you for your comments.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'G Trigg', written in a cursive style.

Geoff Trigg  
Manager Engineering Services

**Cc: Mayor & Councillors**