

Fig1A : Mann Street Speed Reduction using 4 Speed Cushion

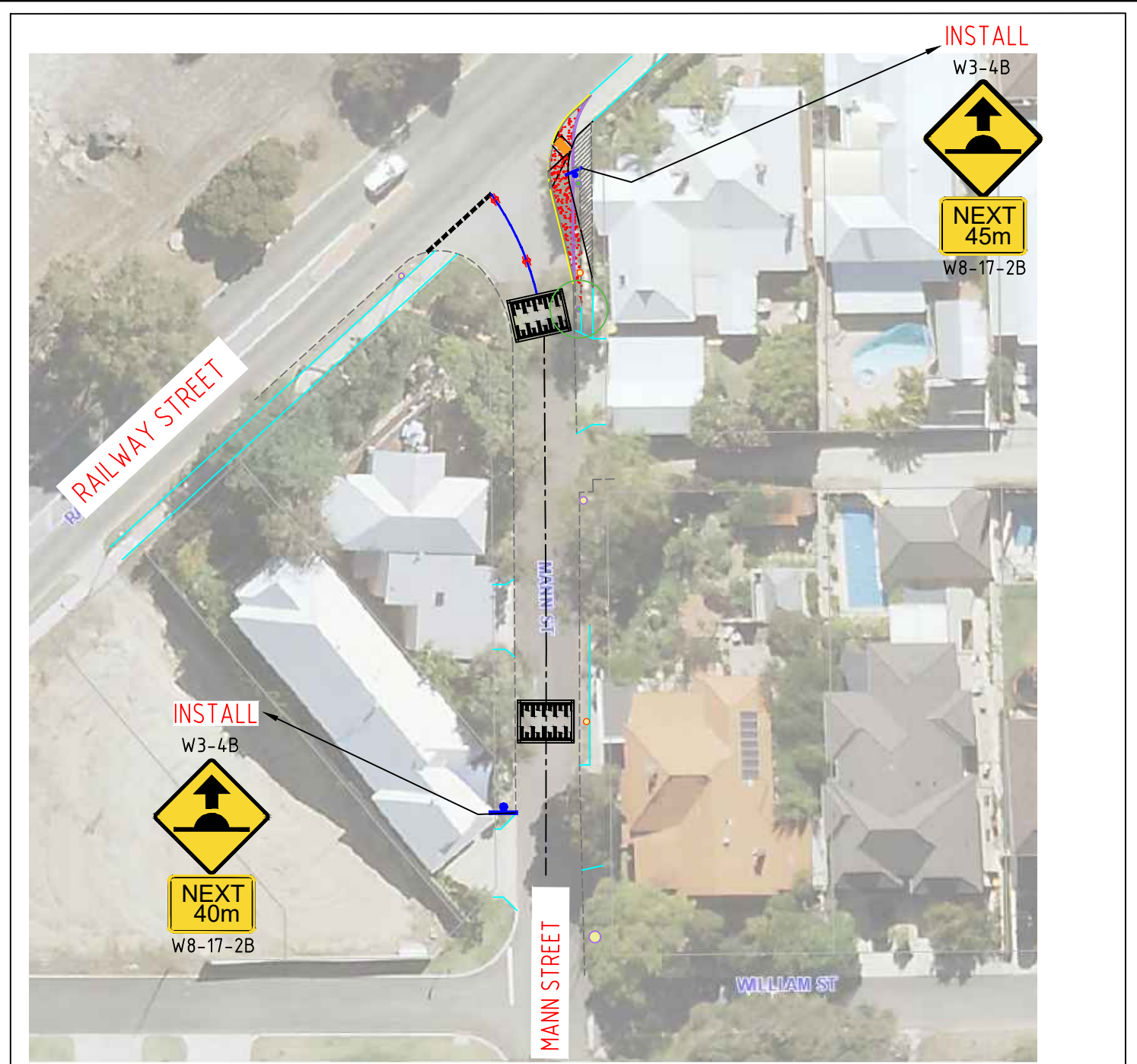
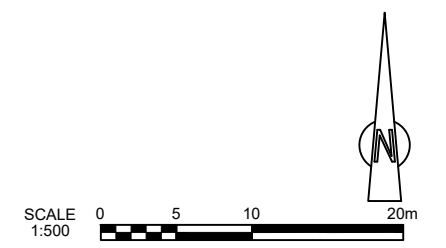


Fig1B : Mann Street Speed Reduction using Road Hump

**LEGEND**

- INSTALL NEW KERB
- INSTALL NEW PEDESTRIAN RAMP
- INSTALL NEW CONCRETE INFILL FOOTPATH
- DEMOLISH CONCRETE FOOTPATH
- INSTALL ROAD SIGN
- EXISTING LAMP POST
- INSTALL NEW LAMP POST
- INSTALL NEW SPEED CUSHION
- INSTALL NEW ROAD HUMPS
- EXISTING TREE
- EXISTING PATH
- REMOVE EXISTING KERB
- EXISTING ROAD BOUNDARY
- INSTALL NEW CONTINUOUS LINE
- INSTALL GIVE WAY LINE

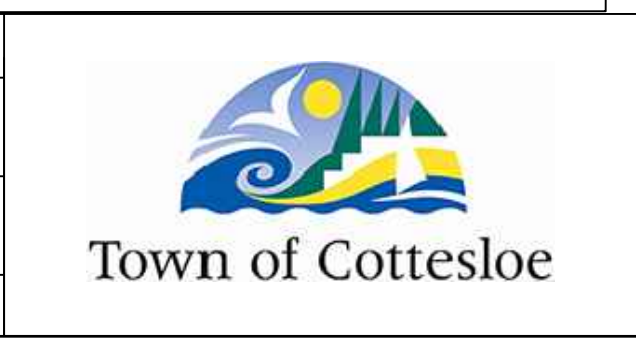


Amendments			
REV	Date	Details	By

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

Survey	N/A
Design	--
Drawn	PQ
Contour Interval	
Date	31/03/2021

Scale	1:500
AutoCAD Ref:	Mann-Railway Street Concept Design Options
AutoCAD Ref link:	F:\Departments\Works\Engineering\AA - Design Center\2021\2021-02-09 Mann-Railway st Concept Design Options
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**MANN - RAILWAY STREET  
INTERSECTION IMPROVEMENT  
CONCEPT DESIGN OPTIONS**

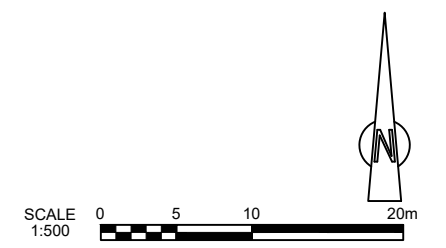
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2021-02-09 1A & 1B



Fig1c: Mann Street Speed Reduction using 2 Speed Cushions

**LEGEND**

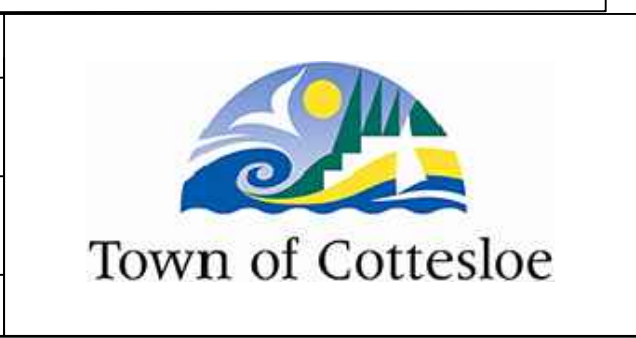
- INSTALL NEW KERB
- EXISTING PATH
- EXISTING LAMP POST
- INSTALL NEW PEDESTRIAN RAMP
- REMOVE EXISTING KERB
- INSTALL NEW SPEED CUSHION
- INSTALL NEW CONCRETE INFILL FOOTPATH
- EXISTING ROAD BOUNDARY
- EXISTING TREE
- DEMOLISH CONCRETE FOOTPATH
- INSTALL CONTINUOUS BARRIER LINE
- INSTALL ROAD SIGN
- INSTALL GIVE WAY LINE



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 TEL (08) 9285 5000  
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Survey	N/A	Scale	1:500
Design	--	AutoCAD Ref:	Mann-Railway Street Concept Design Options
Drawn	PQ	AutoCAD Ref link:	F:\Departments\Works\Engineering\AA - Design Center\2021\2021-02-09 Mann-Railway st Concept Design Options
Contour Interval			
Date	07/04/2021		



**MANN - RAILWAY STREET  
 INTERSECTION IMPROVEMENT  
 CONCEPT DESIGN OPTIONS**

Sheet No.	of 1	1
Drawing Number		
2021-02-09		
1C		

## **Mann Street traffic hazards**

After settling the purchase of [REDACTED] in mid-March 2020 the next four months were spent renovating and restoring the home before moving in mid-June 2020. Initially most of my time was spent outdoors or inside my double garage with the door fully opened onto Mann Street.

I was instantly alarmed by the weekday traffic racing up Mann Street towards Grant/ Eric Street between 7-9am and 3.30-5.30pm. I also witnessed and experienced serious parking issues and congestion along Mann Street between Railway Street and William Street.

Since March I have met many of my neighbours who share similar concerns about the Mann Street traffic hazards, including property owners who access the laneway on the eastern side of Mann Street, between Railway and William Streets. The 'dead-end' laneway is the only access to six double garages.

Consensus is that the traffic issue, which has been around for years, has escalated over the past two years. Hence many local residents are supportive of a request to effect appropriate modifications to Mann Street traffic patterns to eliminate the current hazards.

I have also spoken to two Cottesloe officials who were conversant with the hazards. Their advice was to make a submission to Cottesloe Council supported by local residents.

On 24 September 2020 at circa 8am I decided to video the traffic entering Mann Street from Railway Street. I was positioned on the driveway crossover of my home at [REDACTED], clear of the road. Within 30 minutes I videoed +60 vehicles that consistently cornered on the wrong side of Mann Street before proceeding at speed. I was shocked at what I witnessed, adding to my earlier concerns (as a passive observer from my garage/ garden) about the traffic pattern and safety risk relating to this Mann Street precinct. I have included a video of the first two vehicles. Unfortunately the file data size of the combined video is too large for email. The entire collection is available for viewing.

***Please view the attached video.***

Consequently as owner of [REDACTED] I, along with the support of neighbours listed at Appendix 1, urge Cottesloe Council to consider the following potential solutions as a matter of concern and priority-

1. Restrict Mann Street traffic between Railway Street and Grant Street to local traffic only. This could easily be achieved by blocking entry into Mann Street from Railway Street.
2. Pedestrian 'safety island' (median strip) to be installed at the intersection of Mann Street and Railway Street
3. STOP signs to be installed at the intersection of Mann and William Streets and Mann and Grant Streets.
4. NO PARKING yellow lines to be painted on the appropriate sections of Mann Street (between Railway Street and William Street) ensuring clear access to laneway entry/ exit and driveway crossovers
5. Traffic calming devices (speed humps) to be installed either side of the laneway entrance.

The entry into William Street from Railway Street should also be considered in the context of the above proposals to ensure the traffic flow is not merely diverted by one block.

As a self funded retiree, still involved with the renovation of [REDACTED] [REDACTED], I am freely available to meet with a representative of Cottesloe Council onsite to discuss observations and suggestions. Access to any such meetings should be open to local residents.

Additional background information is provided below.

**Proposed by-**

**Robert Lenferna de la Motte**

[REDACTED]  
[REDACTED]@g [REDACTED]  
[REDACTED]

15 October 2020

## Cottesloe Council - East Ward Councilors

Kirsty Barrett - [REDACTED]  
[Cr.barrett@cottesloe.wa.gov.au](mailto:Cr.barrett@cottesloe.wa.gov.au)

Michael Tucak - [REDACTED]  
[Cr.tucak@cottesloe.wa.gov.au](mailto:Cr.tucak@cottesloe.wa.gov.au)

## Mann Street orientation and dimensions

Mann Street runs north / south between Railway and Eric Streets

Approximate length 500 metres

Street width

Eric Street to Grant Street - 6.3 metres

Grant Street to Railway Street - 5.5 metres

Verge width

Eric Street to Grant street-

Eastern verge - 6.7 metres

Western verge - 6.7 metres

Grant Street to Railway Street

Eastern verge - **2.7 metres**

Western verge - **1.8 metres**

Pedestrian footpath

Eric Street to Grant Street

Eastern Verge - in situ - 1.6 metres wide

Western verge - in situ - 1.2 metres wide

Grant Street to Railway Street

Eastern verge - in situ - approx. 1.6 metres wide

Western verge - **none - verge not wide enough**

Aggregate verge/road verge width across Mann Street

Eric Street to Grant Street - 19.7 metres

Grant Street.to Railway Street- 10 metres (*the eye of the needle*)

## **Potential solutions**

### **1. Restrict access to Mann Street from Railway Street**

Mann Street is being used, dangerously, by non-residents as an efficient shortcut to Eric Street / Stirling Highway. A review of the road infrastructure in this precinct suggests roads like Parry, Congdon and Grant should be serving this purpose.

The decision to restrict access to Mann Street from Railway Street would be in line with many similar precedents within Cottesloe-

- Margaret Street - access to and from North Street has been blocked to prevent non-local residents from taking a short cut through a tight Margaret Street. North Street would have similar traffic volumes to Railway Street while Margaret Street dimensions and residential orientation are very similar to Mann Street.
- Wentworth and Burt Streets - access to Stirling Highway has been blocked to prevent non-residents taking a short cut via unsuitable residential streets for the sake of avoiding the Eric Street roundabout / bridge congestion.
- Hamersley and Hawkstone Streets - I understand Hamersley is in the process of being blocked to prevent non-residents exiting the beach and pub / restaurant facilities via Hawkstone Street.

Based on discussions with Cottesloe Council staff it is my understanding that such a request may take up to two years to be implemented given the sign-offs required by Cottesloe Council, local communities and Main Roads. Whilst this remains the absolute priority of the residents within the Mann Street precinct discussed above the current traffic hazards still need to be managed as a matter of urgency and concern. Therefore as a precursor to blocking access to Mann Street via Railway Street it is requested that the following proposals be pursued as soon as possible.

## **2. Pedestrian safety island (median strip) to be installed at the intersection of Mann Street and Railway Street - diagram attached**

Due to the circa 135 degree entry bend into Mann Street from Station Street the crossover at this juncture is 14 metres wide from kerb to kerb. This is a very dangerous intersection for pedestrians to cross. Many school children, commuters and mothers pushing baby strollers use this footpath. It is the only footpath on Railway Street. Council is well aware of this issue having recently effected modifications to the footpath, at this intersection, on the western side of Mann Street.

Installation of such a pedestrian safety island and median strip will greatly improve pedestrian safety with the added benefit of forcing motorists entering Mann Street to corner more safely, keeping to the left side of the road.

There are many excellent precedents in Cottesloe including the Marmion / Hawkstone Street intersection.

## **3. STOP signs**

The only Mann Street road signage between Railway Street and Eric Street is a 'Give Way' sign at the intersection of Grant Street. Given the excellent visibility at this intersection and the low volume of Grant Street traffic, motorists barely slow down before continuing through to Eric Street.

This favoured 'shortcut' of approximately 500 metres through to Eric Street is a 'no-brainer' compared with the lengthier option of some 810 metres via North Cottesloe Primary School, the school day speed limit of 40kmph, the Eric Street roundabout and considerably more traffic congestion.

STOP signs would improve road safety and contribute to calming traffic along Mann Street. This will be another short term, cost-effective deterrent to speeding motorists on Mann Street.

## **4. Parking considerations**

There is no capacity for verge parking on Mann Street between Railway Street and Grant Street. Verges on both sides are too narrow. The width across this section of Mann Street (inclusive of verges) is merely 10 metres. Whereas between Grant Street and Eric Street

residents enjoy verge parking on both sides of Mann Street as the street/verge width is 19.7 metres.

The very short and narrow section of Mann Street from Railway Street to William Street (approx. 70 metres) has

- a dedicated 4.8 metre long kerbside concrete strip (adjacent to the laneway) to accommodate many of the local refuse bins,
- four double garage crossovers
- laneway access (between 106 Railway Street and 2 William Street) to six double garages. Hence the laneway entry/ exit is another critical safety consideration. Inappropriately parked vehicles restrict visibility for traffic exiting and entering the laneway.

Currently parking is permitted on both sides of Mann Street. On the one hand the 'chicane' effect of having a vehicle parked on either side of the road, dramatically slows down the traffic. On the other hand inconsiderate parking on this narrow strip creates traffic logjams.

A solution to current parking issues would be a combination of yellow lines on both sides of the road ensuring easy access to laneway and driveway crossovers. There are many similar precedents in Cottesloe including-

- the southern length of Grant Street between Parry and Congdon Streets
- Grant Street on either side of Pennefather Lane
- Margaret Street.

## **5. Traffic Calming devices**

In the event that proposed solutions #2, 3 and 4 are not effective in slowing the speed / volume of traffic entering Mann Street from Railway Street then it is proposed that traffic calming devices be installed.

Virtually all traffic entering Mann Street from Railway Street is south bound, travelling at 50-60kmph. Neither the gentle left hand bend of circa 135 degrees into Mann Street, nor the entry point road width of 14 metres, provide any deterrent for motorists to slow down. Many motorists corner at approximately 40kmph, drifting across to the wrong side of the road before accelerating up Mann Street to the give way sign on Grant Street. This section of Mann Street is merely 5.5 metres wide. Many motorists corner and immediately accelerate at



breathhtakingly dangerous speeds in large, high-powered, 4X4 vehicles. I fear for the lives and safety of any pedestrians, especially as there is no footpath on the western side on this section of Mann Street. The PLC school bus used Mann Street at least four times the other morning. The driver knows it is the shortest and quickest way home.

The installation of traffic calming devices such as the 'bolt-on' speed humps used in shopping centres like Cottesloe Central and Claremont Quarter will instantly slow traffic without any costly road modifications. They are merely 350mm wide with a net vertical height of circa 50mm, yet highly effective. Available at Hunnings. Whilst some in the community may be concerned that the bumps could generate considerable noise as vehicles cross them, there is virtually no nighttime traffic along this section of Mann Street. My bedroom is on Mann Street, directly opposite the laneway, so I am acutely aware of nocturnal traffic. There is virtually none.

**Appendix 1**

**Supported by -**

Name	Address	Signature
Robert Lenferna de la Motte	[REDACTED]	<i>[Handwritten Signature]</i>
Mike and Sue Erickson	[REDACTED]	<i>[Handwritten Signature]</i>
Dr Dorothy Erickson	[REDACTED]	<i>[Handwritten Signature]</i>
Martin and Judy Toovey	[REDACTED]	<i>[Handwritten Signature]</i>
Mark and Felicity Henderson	[REDACTED]	See below *
Linley Smith	[REDACTED]	<i>L.S. Smith</i>
John and Carolyn Murdoch	[REDACTED]	<i>[Handwritten Signature]</i>
BEV and FRANK SHANNON	[REDACTED]	<i>B. Shannon</i>
JOHN & DEBORAH CARO	[REDACTED]	<i>[Handwritten Signature]</i>
Sophie & Daniel Costanzo	[REDACTED]	<i>[Handwritten Signature]</i>



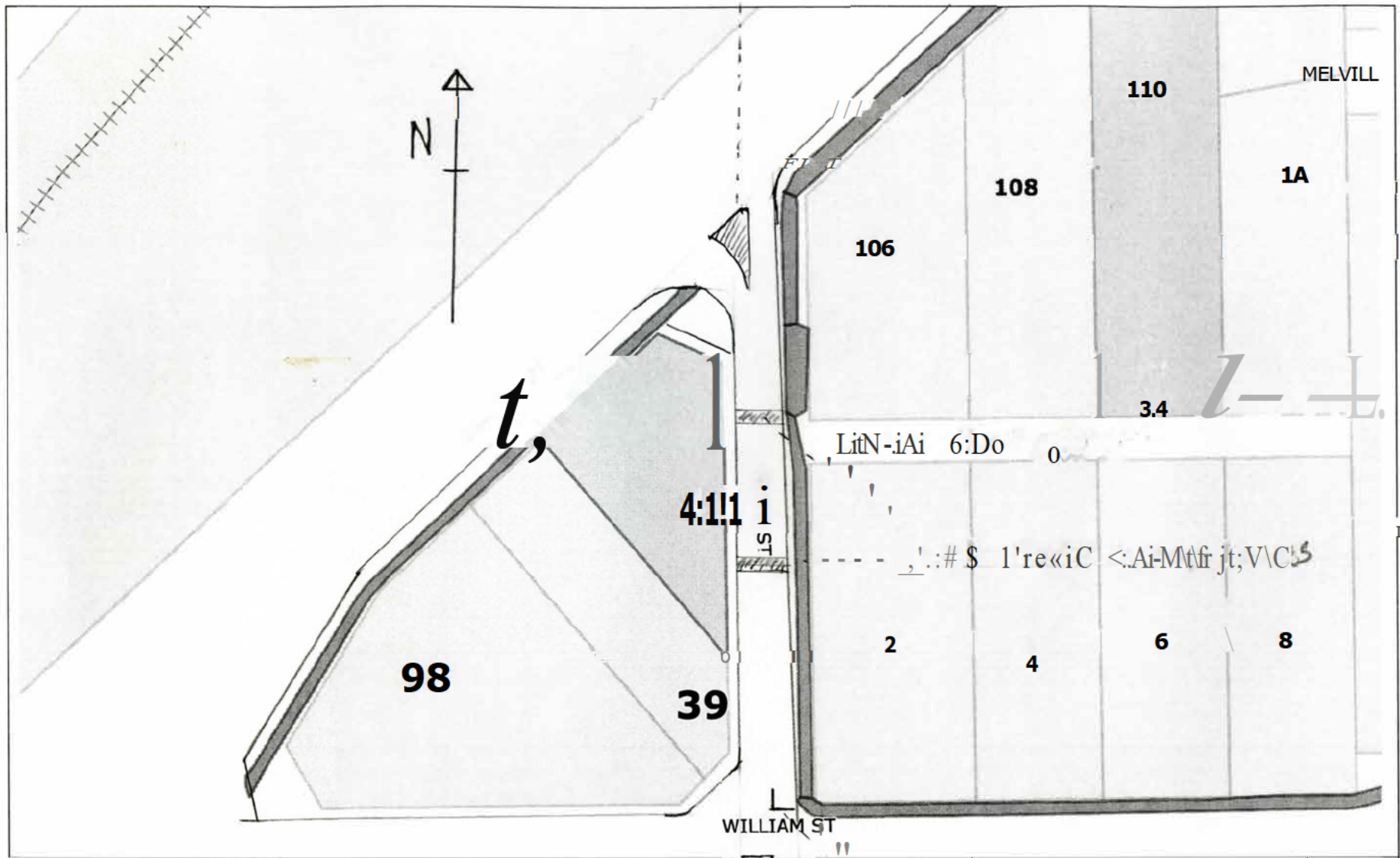
From: Mark Henderson [REDACTED] ♦  
 Subj.,ct: RE: The first few videos  
 O.:rc: 5 October 2020 at 8:35 AM  
 To: Robert de la Motte [REDACTED]



Morning Bob, both Felicity and I support the submission and have signed the table at the rear of the document.

Thanks for you're your efforts thus far, all the best Mark and Felicity

#-2 PEDESTRIAN ISLAND

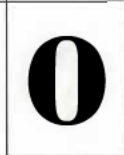


1:00:00 VS DIAGRAM



**Disclaimer:** The Town of Cottesloe will not accept any responsibility for inaccuracies or errors within the data

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 Projection: GDA94 / MGA zone 50  
 Date: 29/09/2020>



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## Mann Street Traffic Problems - Letter of support

As a resident of Claremont Hill at [REDACTED], corner of Mann St since 1986 I have noticed with alarm the increase in traffic in Mann Street over recent years. It has become a "RAT RUN" - short cut for vehicles travelling north and south over Swanbourne Bridge, to or from - presumably Stirling Highway. For the most part the vehicles appear to be servicing those children and staff attending schools on the north side of the railway line such as Scotch College and John XXIII<sup>rd</sup> who live south of the line and on the south side PLC, St Hilda's and Iona who have students resident in the northern suburbs. Of late an increasing number of trade vehicles are seen, which may only be temporary, and then there are those of the "5' o'clock rush" from goodness-knows-where to where-ever who use this narrow lane.

Traffic has increased over the years as the schools have expanded their numbers, particularly now that students rarely walk or cycle to the secondary schools in the area and are instead ferried by parents or drive themselves. The average size of vehicles has also increased with many driving large off road "people movers" in what is actually a narrow lane with minimal verges in the part of Mann between Grant and Railway Streets and is quite unsuited to the size or volume of traffic currently using it.

To my knowledge three sets of traffic counters have been placed across Mann Street in probably the last 10 years but each time for some unfathomable reason they have been placed there in school holidays when the traffic is at least 10 times maybe twenty times or more less than endured at the daily rush hours during term time.

The problem is compounded by the fact that what passes for verges are minimal - about 70 cm plus a footpath on the east and about a metre (inset with trees that were planted illegally by a Grant Street resident) on the west. There is no off-street parking available except on my property where I have paved two areas for my visitors and there is a small grassed area on the corner of the home opposite mine on the west. Visitors and trade vehicles are therefore obliged to park in the street. This is particularly acute for the two most northerly homes with frontages to Mann Street and busy Railway Street which have only driveway access to Mann. Added to this the visitors of the people who have their subdivided frontages to the service lane that comes into the north end of Mann Street on the east also park in the street as there is no room to park in this back lane. About 18+ vehicles belong to homes that only have access to the wider world via Mann Street between William and Railway Street.

There is no off-street parking for the cross-street (William Street) either. At the narrow West end of William on either side of the Mann St crossing there is no verge on the north side - just a pavement for part of it and on the south the verge slopes steeply and it is not possible to park upon it. Both the northern end of Mann and the west end of William Streets are therefore often obstacle courses with parked vehicles.

The speed limit on Railway Street is 50kmph and cars driving west along it swing into Mann Street across into the right lane hardly reducing speed and accelerate up the hill. They have been known to swipe the bins left for collection on the driveway of [REDACTED]. They

could easily collide with a vehicle attempting to enter Mann Street from the dead-end service lane (with numerous garages), which is only a few metres from the Railway Street corner and obscured by the garage on the lane boundary. This is a particular problem as there is no verge to provide a view of the traffic swinging around the corner and roaring up the street.

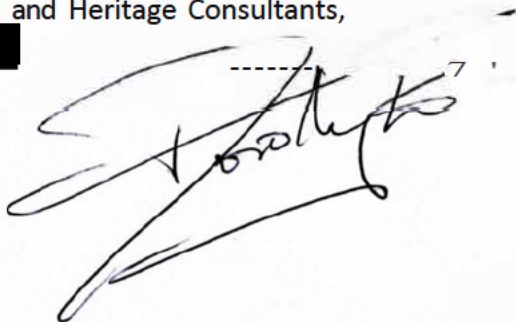
I am cognisant of the fact that something was planned or attempted to be implemented some years ago to divert traffic at the Grant Street crossing of Mann Street using Federal Black Spot money, but no satisfactory solution could be found that suited all nearby residents. The suggestions below would also fix that problem.

1. A useful solution would be to create a cul-de-sac at the north end of Mann Street forcing the traffic going north to use the parallel (wide dual carriageway with verges) Congdon Street. South bound traffic would need to learn to use Railway Road (on the north side of the railway line) Railway Street, Congdon Street or Parry Streets with traffic lights on Congdon Street or Parry Street (another wide 2 carriageway street) to facilitate entry at Stirling Highway. A 'Local traffic only' sign would be needed at the Eric Street end of Mann Street and a warning (for a while at least) that Mann was a no through road at Railway Street.
2. An alternative solution would be to provide a safety island with steel pipe railings in the centre of Mann Street at the north end which would protect and assist pedestrians many of whom are small children attending North Cottesloe Primary School who walk along Railway Street each way each school day. This solution would prevent the wide swinging of vehicles to the wrong side of the road. It would cause these vehicles to slow down to enter Mann Street. If a 'local traffic only' sign were there and/or a stop sign were also placed in Mann Street at William Street drivers of vehicles would not then be inclined to accelerate up the hill in the dangerous manner that they do at present.
3. A third and possibly best solution would be to block the southbound lane at the Railway Street junction with a footpath and raised section extending to the centre of the roadway with a "No Entry" sign plus a tree or two, a stop sign at William Street for north bound traffic and at the Eric Street end of Mann Street a Local Traffic only sign and perhaps a warning "no through road" sign.
4. While these options are being considered perhaps bolt on speedhumps could be used on the south bound lane north of the Railway Street property's crossover and also south of the laneway entrance (past the hardstand for bin collection) to deter the speeding of south bound vehicles. North bound traffic slows automatically as it is a T junction.
5. To prevent the problems of access to properties that are occurring at present yellow lines to prevent parking could be painted on the east side of Mann Street from the corner of Railway Street south to past the driveway entrances of no [redacted]. I assume no yellow lines are necessary across driveways, though people have been known to park across mine in Mann Street.
6. Please note option 3 would have minimal disruption to local traffic as about 18 local vehicles would only need to bypass Mann St north and turn a few yards further along into William Street to make their way to their homes compared

with the hundreds of through traffic that now make the turn into Mann at speed. It is highly unlikely that through traffic that currently travels south from Railway Street up Mann Street to Grant and Eric Streets would take this circuitous route around Railway Street and then uphill into William Street, particularly with the stop sign at the corner of Mann and William Streets.

Dr Dorothy Erickson, Dip. Ed, Assoc. Art, BA Design, PhD, PHA, FRWAHS, FCCWA.

Erickson & Taylor,  
Art, Design and Heritage Consultants,  
[REDACTED]  
Cottesloe,  
6011

A handwritten signature in black ink, appearing to read 'D. Erickson', is written over a horizontal dashed line. The signature is stylized and cursive.

**Notes of meeting convened by residents of *Mann Street precinct*  
(between Grant Street and Railway Street)**

**Venue – [REDACTED] – 8am**

**Attendees – Cottesloe Council**

Cr Lorraine Young – Deputy Mayor  
Cr Kirsty Barrett – East Ward  
Cr Michael Tucak – East Ward  
Mr Shaun Kan – Head of Engineering Services  
Mr David Lappan – Project Manager

**Residents**

Dr Dorothy Erickson – [REDACTED]  
Mike Erickson – [REDACTED]  
Sophie Costanzo – [REDACTED]  
Gray Porter – [REDACTED]  
John and Caroline Murdoch – [REDACTED]  
Martin and Judy Toovey – [REDACTED]  
Mark and Felicity Henderson – [REDACTED]  
Linley Smith – [REDACTED]  
Robert de la Motte – [REDACTED]

**Apologies**

Bev and Frank Shannon – [REDACTED]  
John and Deborah Caro – [REDACTED]

At 8.00am the meeting commenced with a short walk around the precinct. Firstly up the lane way that accommodates six double garages. Shaun Kan met Linley Smith in the laneway. Unfortunately Linley is unwell and after informing Shaun of her increased safety fears over the past two years about entering Mann Street from the laneway (between 8-9am) she excused herself from the meeting and returned home. She has been a resident for more than 30 years.

We then proceeded to walk south along Railway Street crossing William Street, before turning left into Grant Street. We walked up Grant Street turning left into Mann Street before returning to [REDACTED].

Robert de la Motte welcomed Cottesloe Council attendees before requesting local residents to introduce themselves highlighting their

length of residence within the precinct and their particular concerns about Mann Street traffic hazards.

After much discussion and input from every resident present, the priorities were agreed to be-

1. Safety issues surrounding the intersection of Mann Street and Railway Street.
2. Traffic volumes 'shortcutting' up Mann Street during peak school hours.
3. Parking and the possibility of introducing yellow lines.

Shaun Kan outlined the consultative approach to be adopted with residents plus the need to consult with Main Roads in addition to budget restraints within Cottesloe Council. Notwithstanding the above he committed to making submissions to the April and May Council meetings.

Council Meeting – 27 April 2021

- Approval of kerbing modifications (intersection of Mann and Railway Streets) to improve the pedestrian safety of the corner and reduce the speed of vehicles heading south on Railway Street turning left into Mann Street.
- Installing a STOP sign with appropriate road markings on Mann Street at the intersection of Railway Street
- Commencing community consultation regarding the installation of speed humps in Mann Street between Grant and Railway Streets.

Council Meeting – 25 May 2021

- Initiation of the community consultation process to kerb the Grant Street median strip on either side of Mann Street. This would include traffic studies and input from Main Roads.

Cr Kirsty Barrett encouraged attendees to garner the support of other Councilors as the three Councilors present did not represent a majority. Mr Shaun Kan encouraged all residents to attend the appropriate Council meetings.

Mr Shaun Kan thanked the attendees for input and an agreement to work collaboratively towards appropriate solutions.

Meeting ended 8.55am