

### In attendance

Peter Sewell	Main Roads, Director Road Operations Metropolitan Region
Lindsay Broadhurst	Main Roads, Director Road Network Planning
Mat Humfrey	Chief Executive Officer
Shaun Kan	Manager Engineering Services
Freya Ayliffe	Manager Compliance and Regulatory Services
Elizabeth Nicholls	Senior Administration Officer

- Introductions
- Housekeeping
- Background

### Reclassification of Curtin Avenue

**1. Is this the report you would have received the request from Main Roads before the March Ordinary Council meeting?**

Yes, at that time, it was received from Main Roads but the Town did not have State Government permission to release the document.

**2. Does Main Roads have any plans? A resident has contacted Main Roads and the Ministers office but have not received a response.**

No. An independent two staged approach would be required to develop any plans. Firstly, the Metropolitan Regional Scheme would need to be amended for any changes to occur. Secondly, funds would need to be sourced to develop a design.

**3. If it is taken kerb to kerb, does the give up any leverage the community has on future plans?**

A separate community engagement process would need to take place for any road alignment changes.

**4. What is Main Roads long term strategy?**

There is no long term strategy. Public consultation will be undertaken to develop the future road corridor.

**5. What community consultation has been done by Main Roads?**

No consultation has occurred as there is nothing to consult on at this time.

**6. What is the definition of a kerb to kerb reclassification?**

All asphalt surfaces and drainage bounded by the Curtin Avenue kerb line will fall under the jurisdiction of Main Roads.

**7. Which areas will be maintained by the Town?**

The Town will maintain everything within verges behind the kerb up to property boundaries.

**8. Is it possible to be provided concept plans or figures for the Curtin Ave corridor and gross land holdings? It is unusual that a road is to be taken over when it is in a good location and suitable for the location. It gives the feeling that it will be widened in the long term.**

Yes. This is publicly available through the land owner query process through Main Roads.

**9. What happens with the slip roads along Curtin Avenue? Who will maintain them and will they be renamed.**

The slip roads would remain with and be maintained by the Town. Residents will be consulted should there be the need to rename the slip roads.

**10. What does the reclassification mean for the expected amount of traffic and what vehicles are allowed?**

Vehicle types are already controlled by Main Roads and no change is anticipated in volume.

**11. Why is it necessary to reclassify the road from a Town classified road to a state road?**

It is financially unviable for the Town to maintain a corridor pavement that carries high heavy vehicle volumes. Main Roads has the funds to sustain the required works. The re-classification would provide an opportunity for the Town to save approximately 1.5 million dollars in maintenance over the next 10 years.

Reclassification is only related to maintenance which is different to future planning for the road. All other roads that lead to the port including other high volume roads will be reclassified as State Controlled Corridors for Main Roads to manage congestion.

**12. There are safety concerns at railways crossing within the southern end Curtin Avenue. Request that crossing lights be installed at Victoria Street.**

Main Roads will investigate and address the concerns raised. There will be an opportunity for the Town to note concerns prior to Main Roads proclamation.

**13. What is happening with the area north of Grant Street?**

The area north of Grant Street is already controlled by Main Roads.

**14. Vehicles turning right from Forrest Street often run red lights at the pedestrian crossing as there are no lights facing Forrest Street.**

Main Roads will investigate and address the concerns raised.

**15. If Curtin Avenue was to become a four lane highway, where would it go?**

Information on the future vision of Curtin Avenue will be uploaded on the Town's website when this is made available from Main Roads.

**16. What are the proposed traffic volumes and what will be done regarding noise?**

All noise emitted from the roads will be required to comply with SPP 5.4 – Road and Rail Transport Noise. No change in traffic volumes is anticipated.

**17. Old plans were for a new Curtin Avenue to be constructed on the eastern side of the power station however; we were told costs were prohibitive. What are the potential plans around Jarrad Street?**

Previous plans will be provided to the Town and put on the website. 10 to 15 years ago costs were prohibitive to remove the power station and as such the new road would go between the power station and the railway line.

**18. Enquiry by Design workshop highlighted resident concerns regarding the connectivity of East and West.**

The Town will be speaking with State and Federal government to increase east/west connectivity as part of its Local Planning Strategy development.

**19. Would changes to local roads (Sydney Street changes to reduce rat running) be impacted by the reclassification?**

Currently all upgrades will have to go through Main Roads. This would be no different in the future. This includes road hierarchy classifications, signalisation of intersections and side street connections. The future Curtin Avenue would also need to tie into future railway.

**20. How can we be confident that our houses won't be reclaimed to create a four lane highway?**

Existing reservation does not impact on any houses. Compulsory acquisition is only done in the most extreme of circumstances.

**21. Labor government came in proposing that they were going to reassess where the Fremantle port would be. How does this impact what Main Roads is proposing?**

Curtin Avenue carries ten percent of containers and there is an intention to retain port capacity at Fremantle. Curtin Avenue has an important freight function. A port at Kwinana would still be a long way away as there is no land set aside for purchase. The Town is working with West Port to monitor the progress of Fremantle port.

**22. If the road opens up and there is more capacity enabled, would the Town look at re-zoning the area?**

The Local Planning Strategy is currently being reviewed which the Town is required to do every ten years. Consultation on the draft Strategy will be done later this year.

**23. The current gazettement is for single trailers, would it change to doubles?**

Curtin Avenue is currently a restricted access vehicle network (RAV4) allowing 27.5 metre vehicles at the moment. It is already a route for vehicles larger than single trailer.

**24. What heavy vehicle volume increase is expected from Rous Head from a safety perspective near the Montessori school?**

No expected change in traffic volume. Reservation would move to the rear of the school.

**25. Would cyclists be moved from Curtin Avenue onto the Principal Shared Path?**

It is dependent on the individual cyclist where they ride. Cyclists are only banned on freeways.

**26. As a general rule, how big is the reserve?**

Varies depending on area, however, the smallest reserve area is 23 metres in width. The reserve depends on adjacent constraints.

**27. There are currently cyclists on Curtin Ave, would the cycle lane/area on Curtin Avenue be removed?**

The Principal Shared Path opens in six weeks. It is likely the cycle lane would be removed if it was a Main Roads controlled road.

**28. Where will cyclists cross the railway areas/crossings?**

It is expected that all railway crossing would be removed.

**29. If Main Roads does take over the road, will work be done in conjunction with the Town if it was to become a four lane road?**

That is a separate issue. The maintenance of Curtin Avenue would be done by Main Roads if it was to be reclassified.

**30. How close do you work with the Public Transport Authority? Why can't you just sink the railway?**

Main Roads works closely with the Public Transport Authority. It would cost billions of dollars but is an option that has not been ruled out.

**31. It works out to be \$150,000 a year in maintenance for the Town , it should be budgeted for Curtin Avenue to stay with the Town.**

Firstly, there is an opportunity for cost savings. Secondly, Curtin Avenue is Crown Land and the Commissioner for Main Roads can issue the Council with a letter providing the 30 day notice to re-classify the road as a State Controlled Corridor. The Town only has the ability to lodge an objection, it cannot 'stop' the process.

**32. Is the objection process in different for a second proclamation?**

It is exactly the same. Future planning comes under Planning and Development Act. It is a process involving significant consultation with all stakeholders. Other set of amendment process for Metropolitan Regional Scheme is taking approximately 18 month to two years with public being able to attend a hearing to voice objections or support.

## Questions regarding Eric Street Bridge

**33. What has been planned?**

The 108 year old timber bridge requires replacement. Traffic modelling including further conversations with the Town will occur in 6 to 12 months. Document and plans will be updated following a reviewed. Planning is expected to occur in 2021/22 that will identify staging and the potential placement options for the bridge. The Town will start working shortly to provide feedback to Main Roads.

**34. Does the Town intend on consulting with residents prior to submitting?**

Yes

**35. Vibrations from Principal Shared Path works have caused cracks at my property.**

The Main Roads contractor is responsible for inspections/fixing cracks.

## Questions received after the meeting in writing

- 36. They are talking about removing all level crossings. When are they proposing this? I gather the Minister has started this in other areas?**

Yes the works have been done in other areas of Perth.

- 37. Just how committed are the Cottesloe Council to preserve the local area and allow our suburb to be cut in two by yet another four lane highway?**

Public consultation is required before any upgrade works can occur. The Town of Cottesloe will provide this feedback to Main Roads.

- 38. It was suggested at the meeting (which was met with much approval) that the railway be sunk and the road (if we really have to have it) be put on top. Of course this would cost a great deal but in the bigger picture a much better solution. Is anyone looking into this as an option?**

This is a possible option but at this stage there are no funds allocated to further consider this concept.

- 39. Please advise air quality testing policy in relation to proposals to increase or potentially increase traffic volumes.**

This is standard practice for air quality impacts to be modelled as part of the financial analysis for any major project.

- 40. Are the boundaries shown on the website correct? It shows Curtin Avenue slip road between Reginald and Salvado as not being aligned with kerb boundaries.**

Yes.

- 41. In particular is the slip road in the correct position or will it be realigned to fit with what's shown on the website?**

The concept is only indicative, further investigations would be required to determine the need to re-align.

- 42. Safety crossing needed urgently for safe crossing from Curtin Ave (near Salvado Road) to Mosman Park station. We have young children/teenagers wanting to access the train station safely.**

Main Roads has noted and will be addressing the concern.

- 43. Street lighting! We need solar powered low level lights for pavements along Curtin Ave to make it safer for pedestrians.**

This feedback will be provided to Main Roads

**Any plans to move access to walk bridge access from Pearse St to Cottesloe Primary School? The new map shows a change.**

This will be investigated

- 44. Noise pollution increases exponentially as trucks reduce speed and brake at the roundabout close to Marine Parade (close to Victoria Ave Station). There were plans to take Curtin Avenue close to the railway line and to cut behind the Montessori School/ Is this plan still being considered? The braking noise on these trucks together with the train crossing 'barping' noise is horrendous.**

At this stage there are no funds allocated to investigate the viability of any previous plans developed. This feedback will be provided to Main Roads.

- 45. Need for access to overhead bridge at Pearse St for students on bicycles to access Cottesloe Primary School.**

This feedback will be provided to Main Roads.

- 46. Stop right hand turn from Curtin Ave into Napier St and also stop right turn from Napier into Curtin to allow free flow of traffic.**

This feedback will be provided to Main Roads.

- 47. We are both against the proposal for the Town of Cottesloe to give complete control of Curtin Avenue to Main Roads WA. Our concern being that Council is our Public Authority representing Ratepayers and Residents interests, not Main Roads broader interest of directing extra traffic through Curtin Avenue, including such as this meeting today 30 May 2019 at 6pm.**

This feedback will be provided to Council for consideration

Another reason is the Town of Cottesloe's Budget – as work on Curtin Avenue affects all ratepayers, just not people living on Curtin Avenue, there should be a budget allowance each year to allow for improvement works. Council could reduce or cancel its cost e.g. the free bus taking public from the train station to the beach and seek support from Main Roads, PTA, Tourism, business who benefit from visitors/tourists local and international, we ratepayers do not get any benefit from this service.

This feedback will be provided to Council for its consideration.

Of particular increasing concern is lack of safe pedestrian access across Curtin Avenue. Grant Street Railway Station has pedestrian control lights. Cottesloe Railway Station has pedestrian control lights in Forrest Street. Jarrad Street has traffic lights.

From Jarrad Street to Tydeman Street, North Fremantle there are no traffic control lights which with increasing traffic, particularly in heavy commercial vehicles, making it extremely dangerous 'freeway' for ratepayers and visitors to try and cross Curtin Avenue.

Can the Town of Cottesloe and Main Roads WA please, please insert pedestrian control lights opposite the Mosman Path Railway Station (Princess Street) and particularly at Victoria Street (ocean side). This is a health and safety issue, which we observe daily from our kitchen window. Many residents are increasingly elderly including using walking sticks and walking frames as well as parents with children/prams/dogs and find it so dangerous crossing Curtin Avenue. The increasing volume of vehicles using Victoria Street railway crossing to enter / exit Curtin Ave and Stirling Hwy add to the cars, commercial and particularly heavy



commercial vehicles already on Curtin Ave which are seemingly load to give way to pedestrians to assist us crossing Curtin Ave.

Main Roads acknowledges this issue and will be looking into addressing this safety matter.

**48. Please could Main Roads WA provide “without prejudice” the following to publish on the Town of Cottesloe’s web page:**

- a. all concept plans, detailed design, maps, figures and any other information that have been considered by Main Roads WA in the longer term planning for the Curtin Avenue transport corridor, which include (though not limited to):**
  - i. the gross landholdings that are presently under consideration for the future Curtin Avenue road realignment, including details of any possible staging of the construction of the new road (e.g. details of potential upgrades to Curtin Avenue necessary when the Eric Street bridge is replaced); and**
  - ii. at a “best guess” which landholdings will most likely remain under control of the local government and available for the purpose of tree planting for future tree canopy following the construction and proclamation of the future realigned Curtin Avenue;**

Yes – where they are available.
- b. further details of the rationale for the proposed transfer of responsibility of Curtin Avenue to Main Roads WA –**
  - i. What was the rationale for Main Roads WA proposing to proceed with a proposed proclamation over only the “kerb to kerb” sealed portion of the Curtin Avenue reserve?; and**

The kerb to kerb proclamation allows State Government to manage traffic growth and maintain existing pavements to ensure the safety of the corridor is preserved.
  - ii. has it been considered by Main Roads WA whether Curtin Avenue “verge” areas could form part of the overall proclaimed “State Road” landholdings but the management task for these State Road verges will be subsequently delegated to local government by way of a written agreement between Main Roads and the respective local government?**

The Town would prefer these areas to remain under the jurisdiction of the Local Government to ensure that the same proclamation process is followed should Main Roads decide to upgrade Curtin Avenue.
- c. details (flow chart?) of the key administrative steps and approvals relevant to the Main Roads Act which are required before Main Roads WA can commence construction of the realigned Curtin Avenue.**

Main Roads would need to provide the Town with 30 days notification of their intension. The Town would then need to undertake public consultation on this proposal for Council to decide whether the matter should be escalated to the Commissioner of Main Roads to appeal the proclamation. The Commissioner’s decision is final.



- 49. Please could Main Roads WA and the Town of Cottesloe immediately set aside a budget to review, redesign and construct a pedestrian refuge on Curtin Ave near Pearse Street to a standard appropriate for a children's crossing, to facilitate safe access between the Principal Shared Path and the western boundary of Curtin Avenue road reserve. The type of pedestrian crossing that is currently proposed under the Principal Shared Path Extension project would create a dangerous situation for both pedestrians and cyclists (particularly School children) attempting to cross Curtin Avenue, due to poor site-lines to vehicles and the prevailing speed of vehicles along that section of Curtin Avenue. (By way of comparison, please consider the pedestrian refuge on Curtin Avenue near the intersection at Florence Street, which is to a higher safety standard than the refuge proposed near Pearse Street. Safe pedestrian crossing at this existing refuge clearly depends upon the effect of the signalised intersection at Eric Street (slowing traffic) in addition to the crosswalk attendant operating during school start and finish times. )**

The Town will forward this requires to Main Roads WA.

- 50. Mat advised that slip roads running parallel to Curtin Avenue, such as the one I reside on at 165 Curtin Avenue, would remain within the control of the Town of Cottesloe and that the transfer to Main Roads WA is only kerb-to-kerb of the main road itself. He further noted that Council would need to embark on a process of renaming the slip roads. Personally, I view the renaming of the slip roads to be a very positive step.**

Noted. However, as noted above, renaming slip roads still needs to be formally considered.

- 51. When can we expect the process of renaming the slip roads to commence and complete?**

After the re-classification has been completed, Council will need to consider this.

- 52. Dangerous Goods – 14% plus of heavy vehicles are arriving/travelling down Curtin Avenue today carrying dangerous goods such as petroleum products, corrosive liquids, ammonium nitrate (explosives) and specialty chemicals. See Youtube, ABC – truck explosion in Charleville. To increase heavy vehicle numbers from the port via the Beehive School and multiple residential areas is negligent.**

Noted.

- 53. Cyclist – cyclists should not be used as a rationale for a four lane Curtin Avenue! The new cycle path should be exclusively used by cyclists and they should be for safety reasons to be removed from Curtin Avenue. This is common sense.**

Noted.