

TOWN OF COTTESLOE



Works and Corporate Services  
Committee

**ATTACHMENT 10.2.1**

Meeting Date: 19 June 2012



Enquiries  
Our reference

Luke Marsden 9273 3500  
M12/12440



City of Nedlands

ABN 92 614 728 214

30 May 2012

Carl Askew  
Chief Executive Officer  
Town of Cottesloe  
PO Box 606  
COTTESLOE WA 6911

Dear Carl,

**North Street/West Coast Highway left turning lane extension**

The City of Nedlands is seeking approval in principle from the Town of Cottesloe to create an extension to the left turning lane on North Street to address existing traffic issues experienced throughout the Swanbourne area.

The City will be responsible for all costs associated with this project including design and construction.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'G. Poezyn'.

Gabriela Poezyn  
Manager Strategic Planning

Att: Background information including, advantages/disadvantages  
North Street option one (1)  
North Street option two (2)  
North Street option three (3)



## Background information including advantages/disadvantages of options

### Problem

The existing left turn lane at the intersection of North Street and West Coast Highway forces congestion on North Street predominantly in the peak am and pm hours. This increased pressure at the intersection has forced vehicles to “rat run” through local access roads in the City of Nedlands, much to the detriment of the residents.

The City believes that there is no real alternative because other roads entering Curtin Avenue/West Coast Highway are either uncontrolled or undesirable (Grant Street and/or Eric Street, Cottesloe).

Both the Town of Cottesloe and the City of Nedlands are affected by this increase in traffic.

It is anticipated that this will not get better as Perth’s growth rate increases yearly in conjunction with the popularity of beach patronage. This is coupled with increasing development in the area (increased vehicle ownership) which further exacerbates the traffic and congestion issues.

North Street is currently operating at an average delay of approximately 180 seconds and a queue length of about 400 metres, at its peak. This takes into account the current left turn auxiliary lane length, on North Street, of approximately 45 metres.

It is anticipated that extending the left turn auxiliary lane, on North Street to 100 metres will result in an average delay of around 45 seconds and a queue length of about 170 metres.

The City has identified three (3) options to address the issues at the intersection of North Street and West Coast Highway. A further 4<sup>th</sup> option has been explored which consists of “do nothing” which does not constitute a valid response to issues.

### Background

The City of Nedlands Traffic Management Committee engaged Cardno to undertake a traffic assessment in 2011 to determine the impact to local roads. This was due to complaints received from the community who wanted the City to address their concerns.

### Outcome

The City is seeking the following from the Town of Cottesloe:

- Approval in principle of Option two (2) as the preferred choice.

The City will then undertake the following:

- Community consultation with affected residents, businesses and stakeholders;

- Report back to both Councils with the findings of the community consultation;
- Prepare a detailed design and obtain Main Roads WA approval; and
- Seek final approval from the City of Nedlands' Council to request funding at the 2012/13 midyear budget review.

## Evaluation of Options 1 - 4

### Option 1: City of Nedlands verge only

Approximate cost: \$58,500

#### Advantages:

- Lowest dollar cost

#### Disadvantages:

- Affects 7 residents directly
- 7 Crossovers/verges reduced in area (City of Nedlands)
- 2 trees to be removed - quality:
- 1 x Drainage pit to be relocated
- 1 x Western Power street light to be relocated

### Option 2: Town of Cottesloe verge only

Approximate cost: \$61,500

#### Advantages:

- Affects 2 residents indirectly
- Affects no crossovers
- No street frontages affected
- Cost similar to Option 1

#### Disadvantages:

- Requires Town of Cottesloe Council approval
- 1 x tree removal
- 1 x drainage pit to be adjusted
- Potential to loose 3 trees

**Option 3: Combination of both Council verges**

**Approximate cost: \$99,000**

**Advantages:**

- Reduced verge resumption to residents

**Disadvantages:**

- Most expensive out of 3 options
- Potential to lose 5 trees
- Requires Town of Cottesloe Council approval
- 2 x drainage pits to be adjusted (both Councils)

**Option 4: Do Nothing**

**Advantages:**

- No cost to City of Nedlands

**Disadvantages:**

- Continuation of "rat running" within local access roads (does not address the issue)
- Community resentment

