

## Geoff Trigg

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**From:** Peter Woodland [woodlandpeter@gmail.com]  
**Sent:** Wednesday, 11 September 2013 5:02 PM  
**To:** Geoff Trigg  
**Subject:** Replacement concrete footpath with asphalt dual use path, Forrest Street

Dear Geoff,

Thank you for giving the residents of south Forrest Street the opportunity to comment in regard to the proposed replacement of the current concrete footpath with a dual use path.

We, at 59 Forrest Street have significant concerns relating to the safety of this proposal. We moved into our house in 1995, and since that time the street has remained relatively quiet in regard to vehicle traffic, but in recent years the pedestrian traffic has become increasingly busy, particularly during the summer months. As you would be aware, before about 2000, Forrest Street had two footpaths, one north and one south of the road, adjacent to the boundary line. Council then approved construction of the new concrete footpath adjacent to the road on the south of the street, combined with removal of the previous boundary footpaths. Unfortunately the decision was then taken to not proceed with the north road side footpath, and I understand this decision was influenced in part by strong objections from at least one north side resident. Therefore over the last several years all of the street's pedestrian traffic is channelled through a single footpath only.

Not all pedestrians are community minded and well-behaved, nonetheless we and our fellow residents accept the fact that we reside in a very attractive neighbourhood, and we expect and encourage other people of Perth and the world to visit our beachfront, and have access to the beautiful facilities which we enjoy and which are very well maintained by our council. To now propose a new dual use footpath, some 3 m wide, concerns us greatly; we feel that during the busy summer months in particular, mixing fast moving cyclists with pedestrians, some of whom are young children, are elderly and others quite inebriated on the way back to the Cottesloe train station from the beachfront hotels. Taking into account the steep downhill gradient and fast moving cyclists we feel this would result in very high risk of serious injury or worse.

As a household with two vehicles in regular use, we already have to endure dodging a high volume of pedestrians during the summer months when we traverse the crossover to and from our driveway. The additional traffic from fast-moving cyclists would significantly increase the risk of cycle versus car collision.

There also appears to us, various other engineering and technical issues of concern; for example the steep downward slope away from the current concrete footpath on some of the verges lower down in the street would make it very difficult to construct a 3 m wide dual use path which was safe for pedestrians and cyclists, and at least one lamp post including the one outside our household is currently 3 m from the kerb, meaning that the post would be right up against pedestrian and cycle traffic. Water drainage issues would mean that any new wider path would need to be sloping towards or away from the road.

In summary, like most other residents in our street, no doubt, we are extremely happy to pay council rates to improve the amenities of a wonderful suburb and to encourage others to enjoy our wonderful beach and beachfront facilities. However we don't feel that it is reasonable to use this income on projects which put us as residents, and others at risk of injury when we traverse our driveway crossovers every day.

At the very least, we feel that Council should seek appropriate advice in regard to these safety issues mentioned, before contemplating any changes.

We would be very happy to discuss further if you wished.

Peter and Robin Woodland  
59 Forest Street, Cottlesloe.  
0409994421

## Geoff Trigg

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**From:** Wendy Davis [wendy.davis@uwa.edu.au]  
**Sent:** Thursday, 22 August 2013 6:04 PM  
**To:** Geoff Trigg  
**Subject:** Proposed dual use bike path, south Forrest Street

Dear Geoff

I reside at 65 Forrest Street and **strongly object** to the proposed bike path along the south side of Forrest Street between Curtin Avenue and Marine Parade on the grounds of **SAFETY**:

a) A couple of years after moving into our house the council moved the footpath from up against our boundary to the roadside. This improved the anti-social behaviour we had endured each summer. We were then asked if we would agree for the north side footpath to be moved to the north side roadside. We agreed so that the north side could enjoy the same benefit. The north side footpath was ripped up. However, a north side householder threatened legal action if the footpath was replaced on the north side roadside stating it had not been proven that a second footpath was required. There remains, some 15 years later, only one footpath along Forrest Street. This had the adverse affect of directing all foot traffic along the south side. Each summer the path becomes so busy that people have to walk two or three abreast on the road. **Combining bicycles free-wheeling downhill at 40+ km/hour and pedestrians (babies in pushchairs, dogs on leads, the elderly, inebriated teenagers, depending on the time of day or night) is nonsensical.** If there is going to be a bike path on Forrest Street, it must be separated from pedestrians. Have a bike path on one side and a footpath on the other, if you must.

b) There are many driveways plus a busy side street (Barsden Street) on south Forrest Street. It is dangerous enough when reversing up the slope of our driveway on to Forrest Street when the summer foot traffic has descended upon us, without adding the significant danger of cyclists approaching at high speed from both directions. Our household comprises 5 adults and 4 cars. Two cars are parked in our garage and use the rear right of way, whilst the other two need to park on the driveway. We often have family and friends visiting who usually arrive by car. Many of our neighbours are in a similar position. **The potential for a fatal accident is high.** The consequences of such an accident would be serious for both the resident involved and the council.

Has the council undertaken a safety audit on the proposed footpath? This should be a minimum requirement before implementation and should be undertaken when the risk is highest (i.e. during the summer and the Sculpture by the Sea).

Your sincerely

Wendy Davis



environment of less than 60km/h. The majority of roads within the residential area of Cottesloe are currently 7.2-7.3m wide, thereby limiting the installation of pavement markings without extensive road widening. In addition, many local roads within Cottesloe have relatively low traffic flows permitting many cyclists to mix with on-road traffic.

The draft Traffic Management Study for Cottesloe recommends providing a 3m wide path along the south side of Forrest Street between Marine Parade and Broome Street. It is noted that to be effective, the shared path would need to extend beyond Broome Street to Curtin Avenue and utilise the 2.5m wide pedestrian refuges on Curtin Avenue to connect to the path leading to Cottesloe Station.

Such a measure will require the existing 1.8m to 2m footpath on the south side of Forrest Street to be widened otherwise conflicts between pedestrians and cyclists will occur, particularly in the busier summer months. Austroads suggests that 3m is required where two-way cyclists and pedestrians are common and 2.5m with minimal pedestrians. Given the potential attraction of this route to novice and young cyclists as the only off-road facility linking the station and shopping centre with the beach, it is recommended that a 3m wide shared path be considered along the length of Forrest Avenue. It is noted that no driveways exist along the southern side of Forrest Street between Marine Parade and Broome Street, whilst between Broome Street and Curtin Avenue houses are well set back from the road with a wide verge area allowing good inter-visibility between driveways and the path.

### Summary

A summary of the proposed additional cycle routes for the local network are shown in Figure 6.5.

Location	Description
PSP along railway reserve	Extend PSP with grade separated intersections and connections at Eric Street, Jarrad Street, Salvado Street and MacArthur Street.
Eric Street Railway Bridge	New, wider bridge catering for cyclists
Raia Roberts Dual Use Path	Widen path to 3m along entire length and investigate conflict points with a view to additional localised widening. Provide additional signage as appropriate.
Marine Parade	Investigate potential to reallocate road space by removing a lane of parking and providing for pedestrians and cyclists.
Forrest Street	Widen existing footpath and provide a 3m wide shared path along southern side of road between Curtin Avenue and Marine Parade to provide an off-road east-west path.

**Table 6.2 Proposed 'Major' Improvements/Studies**



## Town of Cottesloe

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Our Ref: SUB/450-02  
Enquiries: Geoff Trigg

20 August 2013

Owner/Occupier  
Forrest Street  
COTTESLOE WA 6011

Dear Sir/Madam

**RE: REPLACEMENT OF CONCRETE FOOTPATH WITH ASPHALT DUAL USE PATH, FORREST STREET**

In the 2013/2014 budget, Council has included the proposal to convert the 1.5 – 1.7m wide existing concrete footpath on the south side of Forrest Street, from Curtin Avenue to Marine Parade, to a 3.0m wide brown asphalt dual use path.

The concrete path would be removed in sections and widening of the base would take place, with limestone or road base, before the 3.0m wide asphalt layer was installed.

All changes to crossovers to allow the new path to be installed would be undertaken at Council's cost. Only minor changes are expected, with all existing crossovers being retained. Any changes to existing verge reticulation would also be undertaken at the same time.

Half of the expected \$130,000 cost will be met from a Bikewest grant. The new path will have a centre line marked along with control signage at road intersections.

The new path will be built to modern standards and will be better able to safely cope with the increased use by pedestrians and cyclists, particularly for special events such as Sculpture by the Sea.

It is expected that all works will be completed before the heavy summer use period.

If you have any comments or queries, please contact this office on 9285 5050 or [mes@cottesloe.wa.gov.au](mailto:mes@cottesloe.wa.gov.au) by the 20<sup>th</sup> of September 2013.

Yours sincerely

Geoff Trigg  
Manager Engineering Services