

REFER DIAGRAM A
(TECHNICAL REPORT
REFERENCE POINT 1)

REFER DIAGRAM B
(TECHNICAL REPORT
REFERENCE POINT 2 AND 3)

REFER DIAGRAM C
(TECHNICAL REPORT
REFERENCE POINT 4)

REFER DIAGRAM D
(TECHNICAL REPORT
REFERENCE POINT 5)

REFER DIAGRAM E
(TECHNICAL REPORT
REFERENCE POINT 6 AND 7)

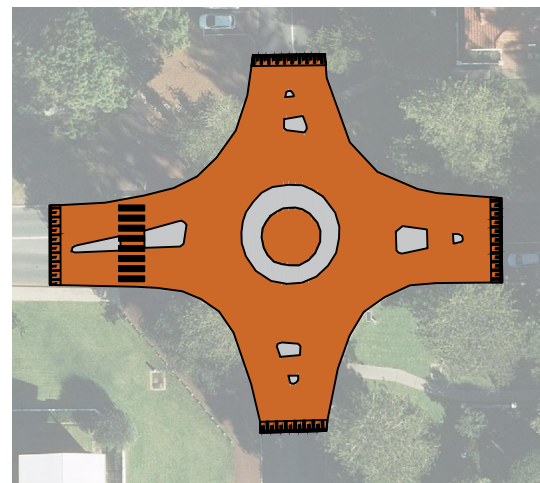


DIAGRAM A
RAISED SAFETY PLATFORM AT FORREST STREET

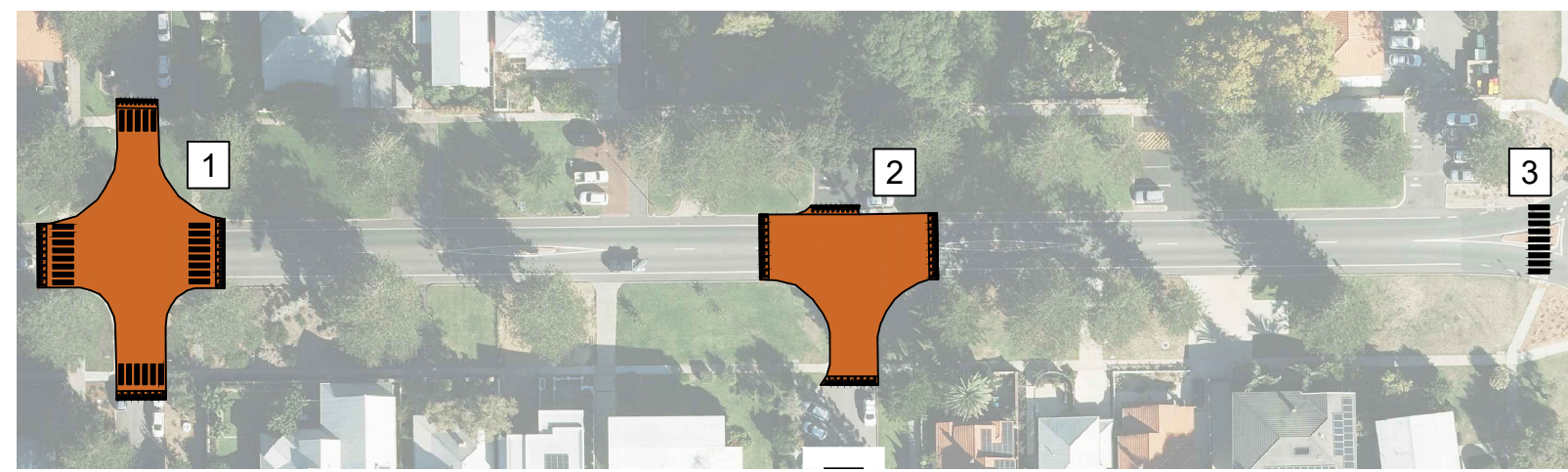


DIAGRAM B
RAISED SAFETY PLATFORM AT LOMA STREET, JOHN STREET AND PEDESTRIAN CROSSING AT NAPIER STREET INTERSECTION

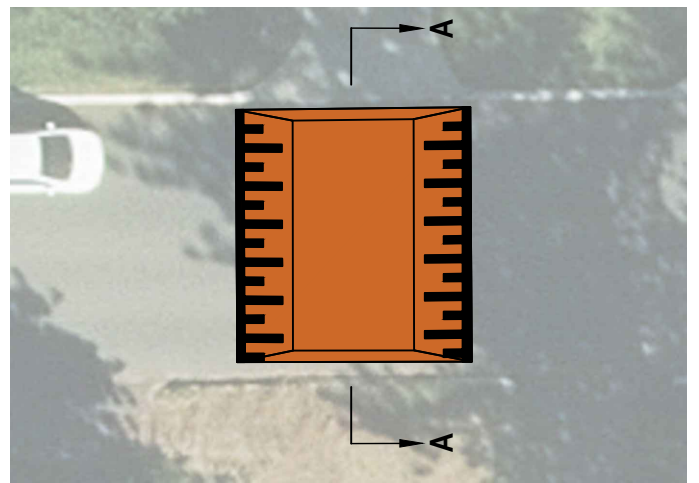


DIAGRAM C
RAISED PLATEAU ACROSS BRYAN WAY

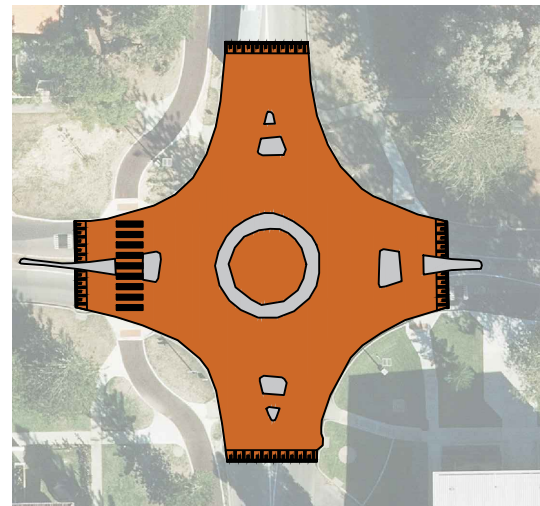


DIAGRAM D
RAISED SAFETY PLATFORM AT ERIC STREET

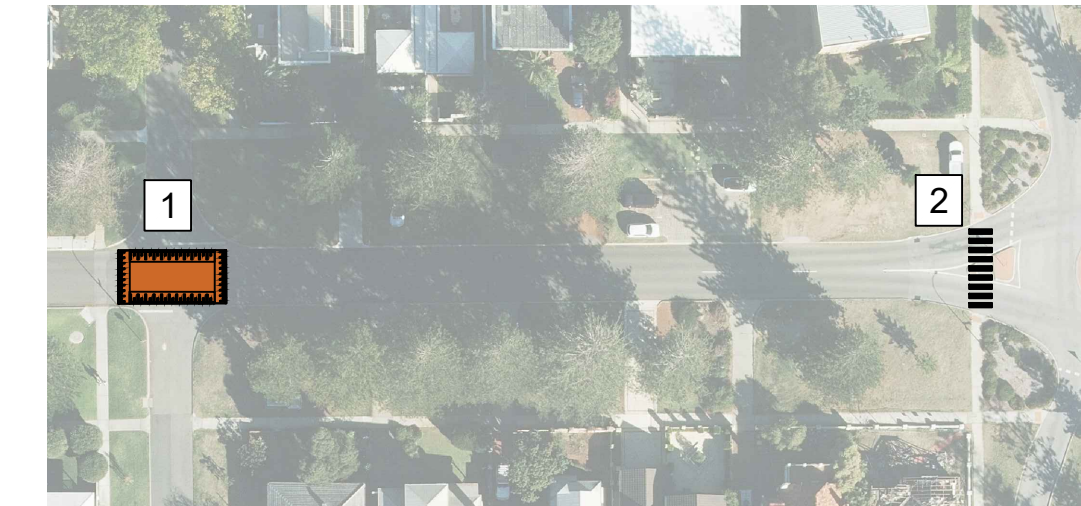
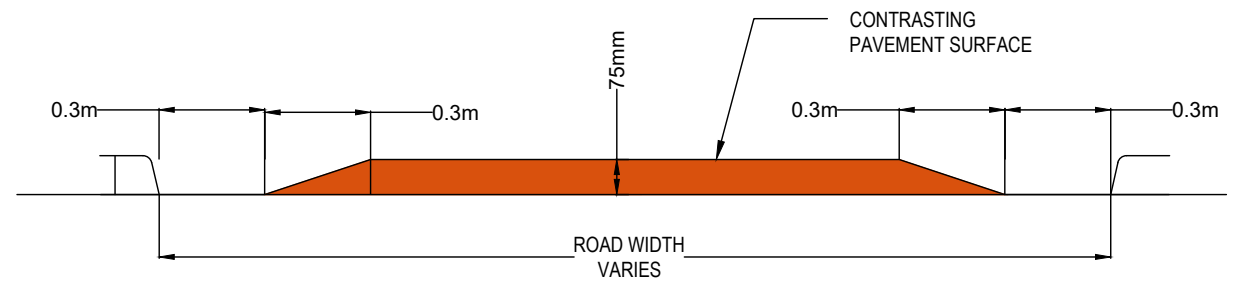
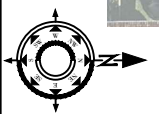


DIAGRAM E
RAISED SAFETY PLATFORM AT HAWKSTONE STREET & PEDESTRIAN CROSSING AT GRANT STREET INTERSECTION



PLATEAU RAISED TREATMENT TYPICAL DETAIL
DIAGRAM C SECTION A-A
N.T.S.

NOTE: THERE ARE NO TREATMENTS PROPOSED AT NAPIER STREET AND GRANT STREET MAJOR INTERSECTIONS. REFER TO TECHNICAL REPORT REFERENCE POINTS 3 AND 7 FOR EXPLANATION.



REV	DESCRIPTION	DESIGNED	APPROVED	DATE
0	ISSUED FOR INFORMATION	TM	RI	26/06/24
1	ISSUED FOR INFORMATION	TM	RI	05/07/24
2	ISSUED FOR INFORMATION	TM	RI	09/07/24
3	ISSUED FOR INFORMATION	TM	RI	30/07/24
4				

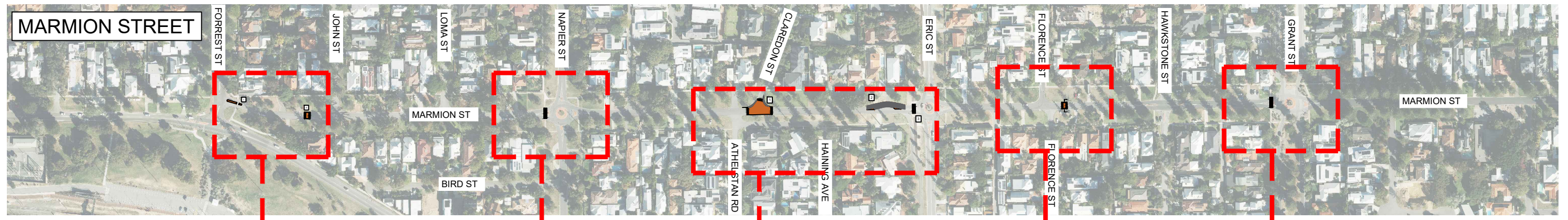
Town of Cottesloe
 109 BROOME STREET
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TITLE:
HEALTHY STREETS PROJECT
PROPOSED TRAFFIC CALMING SOLUTIONS
CONCEPT - VISUAL SUMMARY

SHEET 01 of 02

DESIGNED: TM	CHECKED: RI	APPROVED: RI	DRAWING NUMBER 24-022-01
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A3
 SCALE
 NTS
 DATE
 30/07/24
 REV
 3



REFER DIAGRAM A
(TECHNICAL REPORT
REFERENCE POINT 1 AND 2)

REFER DIAGRAM B
(TECHNICAL REPORT
REFERENCE POINT 3)

REFER DIAGRAM C
(TECHNICAL REPORT
REFERENCE POINT 4 AND 5)

REFER DIAGRAM D
(TECHNICAL REPORT
REFERENCE POINT 6)

REFER DIAGRAM E
(TECHNICAL REPORT
REFERENCE POINT 7)

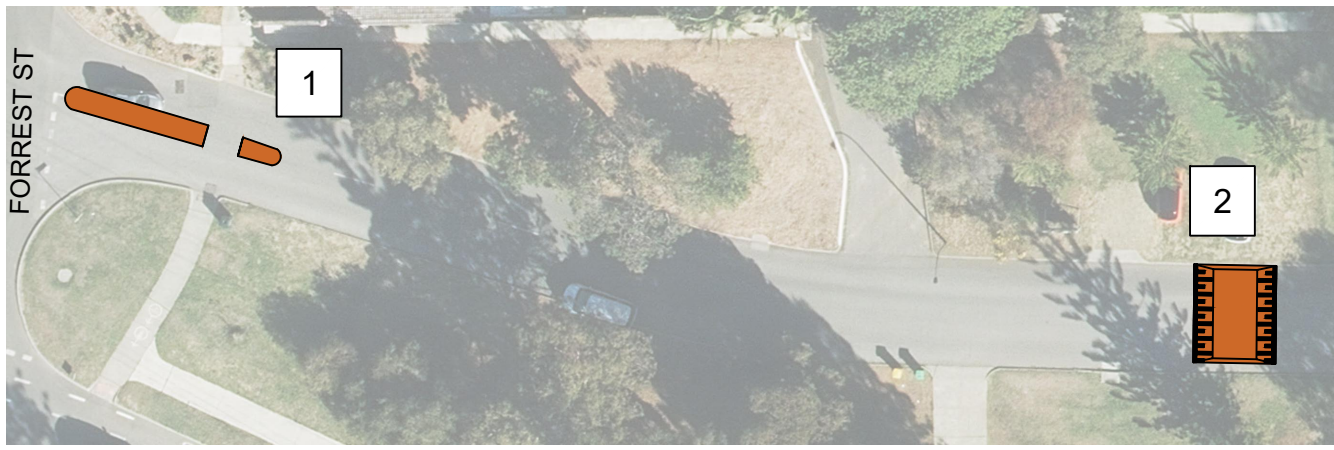


DIAGRAM A
PEDESTRIAN REFUGE ISLAND AT FORREST STREET INTERSECTION AND RAISED PLATEAU BEFORE JOHN STREET

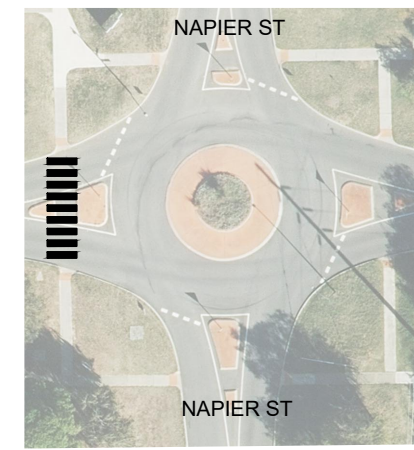


DIAGRAM B
PEDESTRIAN CROSSING AT
NAPIER STREET INTERSECTION

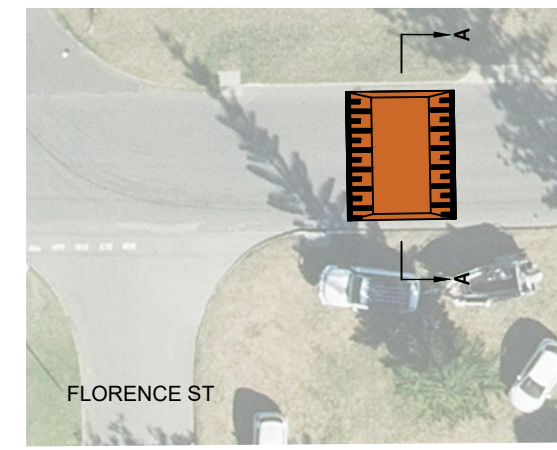


DIAGRAM D
RAISED PLATEAU AT FLORENCE ST

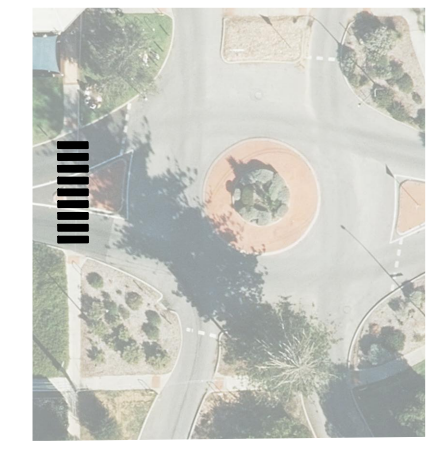


DIAGRAM E
PEDESTRIAN CROSSING AT
GRANT STREET INTERSECTION

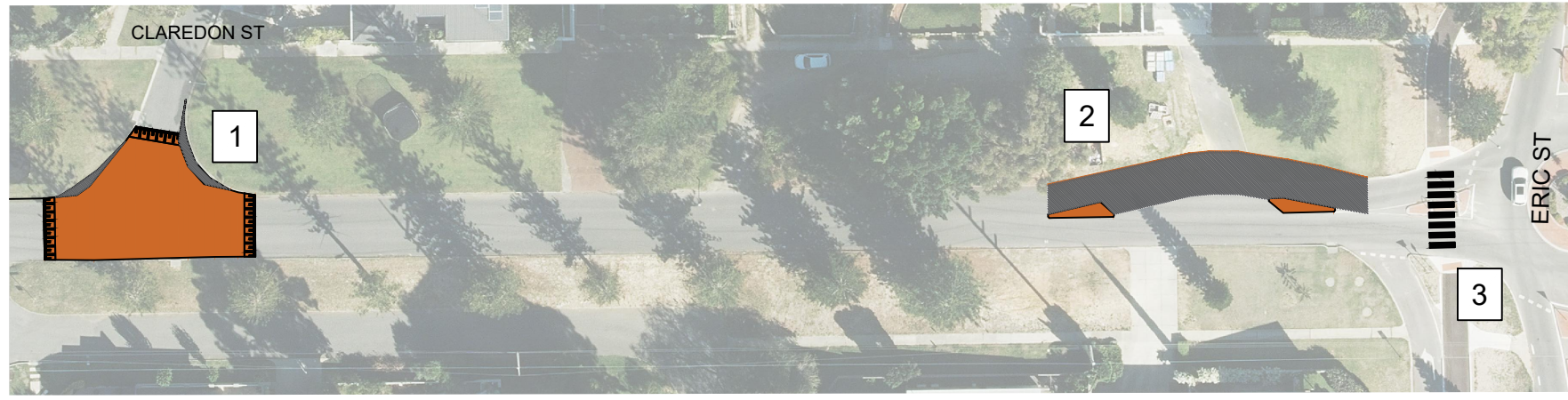
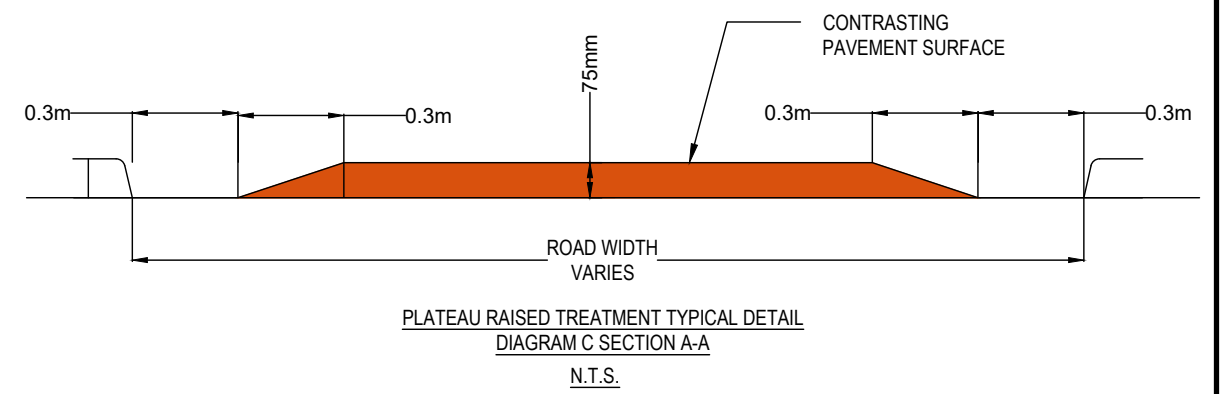
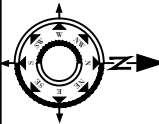


DIAGRAM C
RAISED SAFETY PLATFORM AT CLAREDON ST & SLOW POINT (DEFLECTOR) & PEDESTRIAN CROSSING AT ERIC ST INTERSECTION



NOTE: THERE ARE NO TREATMENT PROPOSED AT NAPIER STREET AND GRANT STREET MAJOR INTERSECTIONS. REFER TO TECHNICAL REPORT REFERENCE POINT 3 AND 7 FOR EXPLANATION.



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3				
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TITLE:
**HEALTHY STREETS PROJECT
PROPOSED TRAFFIC CALMING SOLUTIONS
CONCEPT - VISUAL SUMMARY**

SHEET 02 of 02

DESIGNED: TM	CHECKED: RI	APPROVED: RI	DRAWING NUMBER 24-022-02
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A3
SCALE
NTS
DATE
09/07/24
REV
2

HEALTHY STREET CONCEPT TECHNICAL REPORT

BROOME STREET

Reference	Location	Summary of Each Traffic Calming Treatment Selected by Workshop Groups:						Proposed Traffic Calming Solution by the Administration			
		INTERSECTION TREATMENTS		MID BLOCK TREATMENTS				PROPOSED INTERSECTION TREATMENT	PROPOSED MID BLOCK TREATMENT	RATIONALE (DRAINAGE & LIGHTING NOT FUNDED BY MRWA)	Consultation Treatment Priority Ranking
		Raised Safety Platform	Raised Pavement at 4-way intersection	Blister Island	Pedestrian Refuge Island	Mid-block Plateau	Pedestrian Priority Crossing				
1	Forrest Street Intersection	1	0					- Raised Safety Platform at Intersection - Marked pedestrian crossing on the southern approach and departure of the intersection		This intersection treatment slows traffic down and also provides an at level Broome Street crossing for pedestrians along the Forrest Street shared path. Additional drainage may be required. The Active Working Group marked pedestrian crossing suggestion is incorporated.	1 and 5
2		Mid-Block		0	0	1	2		- Raised Safety Platform at Loma Street Intersection - Raised Safety Platform at John Street Intersection	This mid-block treatment at Loma Street slows traffic down when approaching the crest along the section of Broome Street. Other treatments is likely to have an impact on crossover access. The intersection treatment at John Street is included as per the Council's resolution on 23 July council meeting. The Active Working Group request for extension of raised intersection beyond the pedestrian path alignment is incorporated. Pedestrian priority can be further explored with MRWA and introduced as part of the proposed treatment. There are very specific requirements that need to be met for this to be approved by MRWA.	7
3	Napier Street Intersection	1	0					- Marked pedestrian crossing on the southern approach and departure of the intersection		No treatment is prescribed at this intersection because it is already a roundabout. The raised safety platform at Loma Street (Location 2) slows traffic down over the crest. The raised traffic platform suggested by that one workshop group requires additional drainage. Should a treatment be preferred, it is recommended that deflectors (s curves) be chosen for further investigation (similar to existing Eric Street) . The Active Working Group marked pedestrian crossing suggestion is incorporated.	N/A
4		Mid-Block		1	1	2	0		- Raised Plateau across Bryan Way	Bryan Way is a key pedestrian connecting link to the Skatepark and the beach from the Broome Street footpath. A raised plateau provides that at grade crossing. However, this requires Council contribution to construct connecting links from the existing footpath to this level crossing and additional drainage pits. This proposed treatment also slows traffic down. Blister islands and pedestrian refuges has no drainage requirements and slows traffic down but does not provide that level crossing.	4

5	Eric Street Intersection	1	1					<p>- Raised Safety Platform at Intersection (raised 4 way intersection)</p> <p>- Marked pedestrian crossing on the southern approach and departure of the intersection</p>		<p>The raised safety platform provides an at level crossing for users of the Eric Street shared path and by doing this makes it equivalent to a raised 4 way intersection. Additional drainage may be required.</p> <p>The Active Working Group marked pedestrian crossing suggestion is incorporated.</p>	1 and 5
6	Mid-Block			0	0	2	1		- Raised Safety Platform at Hawkstone Street	<p>Hawkstone Street is a key pedestrian connecting link to the beach from the Broome Street footpath. A pedestrian refuge provides a safe crossing point at this location. However, this requires Council contribution to construct connecting links from the existing footpath to this crossing. This proposed treatment also slows traffic down.</p> <p>A mid-block plateau will be implications for crossover access.</p>	7
7	Grant Street	1	0					- Marked pedestrian crossing on the southern approach and departure of the intersection		<p>No treatment is prescribed at this location because the pedestrian refuge at Hawkstone Street slows traffic down.</p> <p>Should a treatment be preferred, it is recommended that deflectors (s curves) be chosen for further investigation (similar to existing Eric Street) .</p> <p>The Active Working Group marked pedestrian crossing suggestion is incorporated.</p>	N/A

MARMION STREET

Reference	Location	Summary of Each Traffic Calming Treatment Selected by Workshop Groups:						Proposed Traffic Calming Solution by the Administration			
		INTERSECTION TREATMENTS		MID BLOCK TREATMENTS				PROPOSED INTERSECTION TREATMENT	PROPOSED MID BLOCK TREATMENT	RATIONALE (DRAINAGE & LIGHTING NOT FUNDED BY MRWA)	Consultation Treatment Priority Ranking
		Raised Safety Platform	Raised Pavement at 4-way intersection	Blister Island	Pedestrian Refuge Island	Mid-block Plateau	Pedestrian Priority Crossing				
1	Forrest Street Intersection	0	0					- Possible median at Forrest Street intersection as pedestrian refuge - Raised plateau south of John Street		The propose median closer to Forrest Street intersection serves as a pedestrian refuge island for pedestrians to cross Marmion Street at this location towards the train station (Curtin Avenue and Forrest Street traffic signals). This also slows traffic turning left from Forrest Street.	3 and 4
2	Mid-Block			1	1	3	0			The raised plateau south of John Street slows traffic down approaching and coming from the Forrest Street intersection.	
3	Napier Street Intersection	0	2					- Marked pedestrian crossing on the southern approach and departure of the intersection		No treatment is required at this location as the slow points to the north and south of this location slows traffic down. Any more treatments using median type solutions to the south will create an impact on crossover accesses. The Active Working Group marked pedestrian crossing suggestion is incorporated.	N/A
4	Mid-Block			1	0	2	1		-Raised safety platform at Claredon Street	Raised safety platform are more appropriate as they are unlikely to affect crossovers and Claredon Street	7
5	Eric Street Intersection	0	1					- Deflectors at North Bound Eric Street Intersection - Marked pedestrian crossing on the southern approach and departure of the intersection		Given the downhill terrain at this location, only deflectors for the northbound approach (similar to the existing Eric Street intersection at Broome Street) are warranted at this locaion. Traffic heading southbound are calmed by the treatments at Florence Street intersection. The Active Working Group marked pedestrian crossing suggestion is incorporated.	N/A
6	Mid-Block			0	1	2	1		- Mid-block plateau north of Florence Street and south of Florence Street	Mid-block plteaus are more appropriate as they slow traffic down and is unlikely to affect crossovers.	4
7	Grant Street Intersection	0	1					- Marked pedestrian crossing on the southern approach and departure of the intersection		No treatment is required at this location because calming measures at Florence Street intersection slows approaching traffic. Should a treatment be preferred, it is recommended that deflectors (s curves) be chosen for further investigation (similar to existing Eric Street) . The Active Working Group marked pedestrian crossing suggestion is incorporated.	N/A