

# SAFE CROSSING ON HAMPTON ROAD



Community Engagement Summary  
November 2017

## SUMMARY

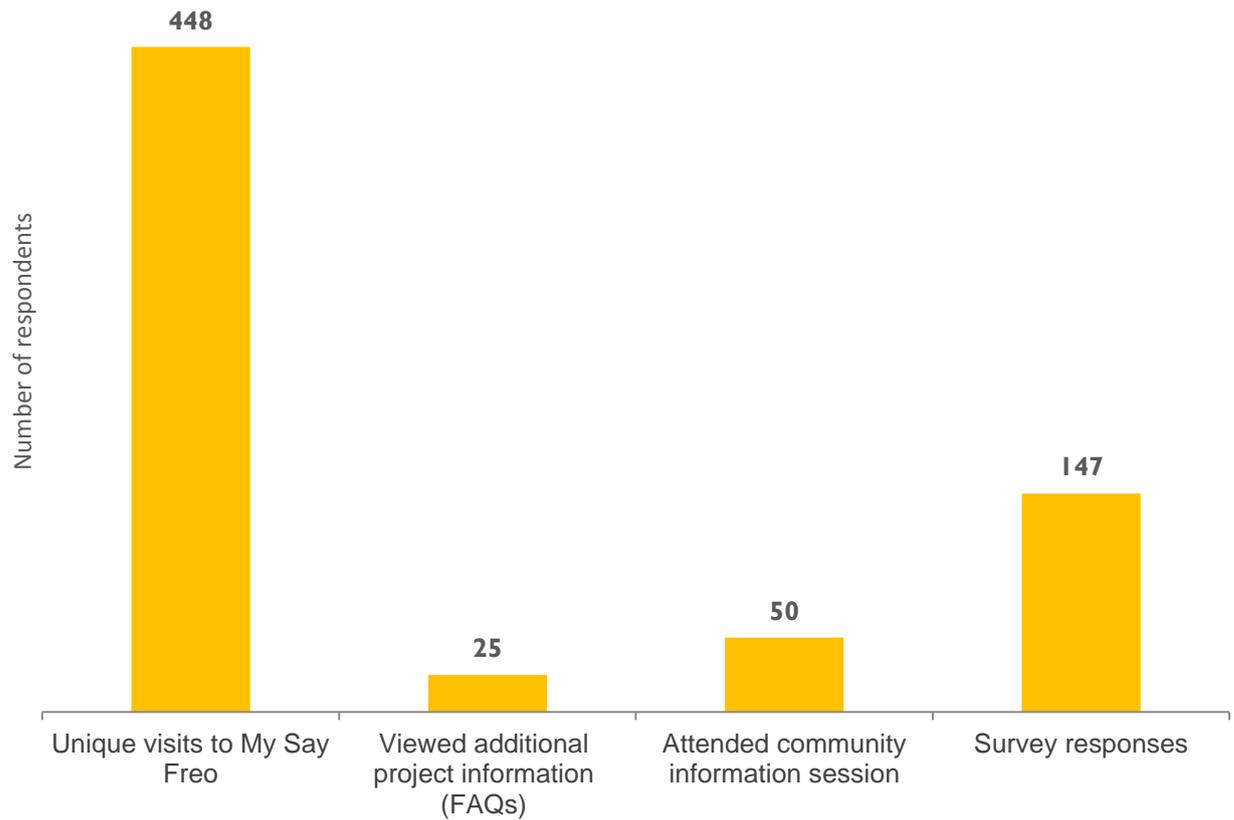
This report provides a summary of the results of the City of Fremantle's community engagement on proposed options to improve pedestrian safety at the intersection of Hampton Road and Scott Street, conducted October - November 2017.

Key findings include:

- The majority of respondents (65%) prefer the option which proposes to move the school crossing 50 metres south of its current location, reinstate access for vehicles turning right into Scott Street from Hampton Road by taking out the median installed in March as a trial measure and move the bus stop a few metres north (Option 1).
- The most common reasons for preferring option 1 were less congestion at the intersection of Hampton and Lloyd Streets, eliminating dangerous traffic conditions and inconvenience for motorists experienced since the temporary median installed in March 2107, and addresses increased traffic in neighbouring streets, also experienced since the introduction of the trial.
- There was limited support (15%) among respondents for the option to formalise the temporary traffic treatment at the Hampton Road and Scott Street intersection (Option 2). Most respondents who preferred Option 2 felt it was safer for pedestrians because it has stopped cars using the bus lane to pass turning vehicles.
- A further 20% of respondents did not support either option. The most common suggestion from this group of respondents was to install traffic lights with a signalised pedestrian crossing at the intersection, to provide a safe crossing for all, at all times of day.

## ENGAGEMENT SNAPSHOT

### Participation Outcomes

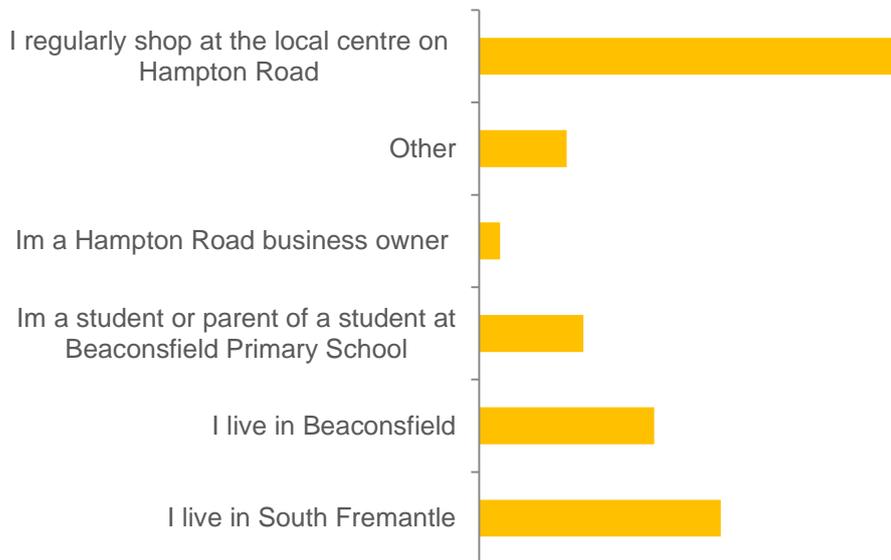


Over the duration of the engagement, the Safe Crossing on Hampton Road page on the My Say Freo website attracted 448 unique visitors. Participants were able to complete a survey. A total of 127 surveys were logged through My Say Freo and a further 20 physical surveys were received following a community information session at The Meeting Place.

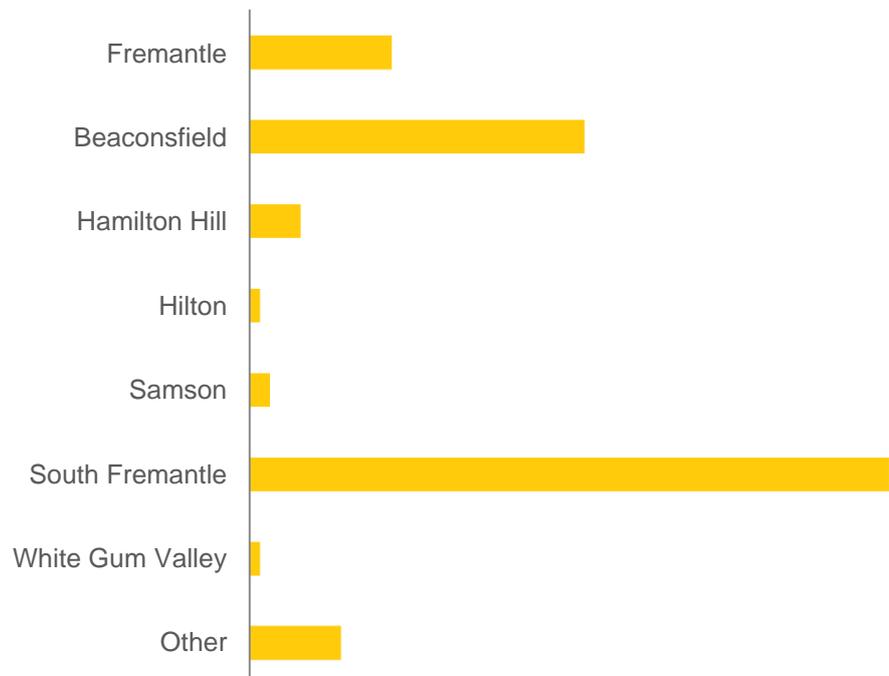
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## Participant Profile

Which best describes your interest in this project?



Suburb profile of contributors



## ENGAGEMENT OUTCOMES

Respondents were asked to consider two treatments to make the pedestrian crossing safer at the Hampton Road and Scott Street intersection. The options were illustrated and as described as follows:

### Option 1

- Moving the school crossing 50 metres south of its current location.
- Reinstating access for vehicles turning right into Scott Street from Hampton Road by taking out the median installed in March as a trial measure.
- Moving the bus stop a few metres north.

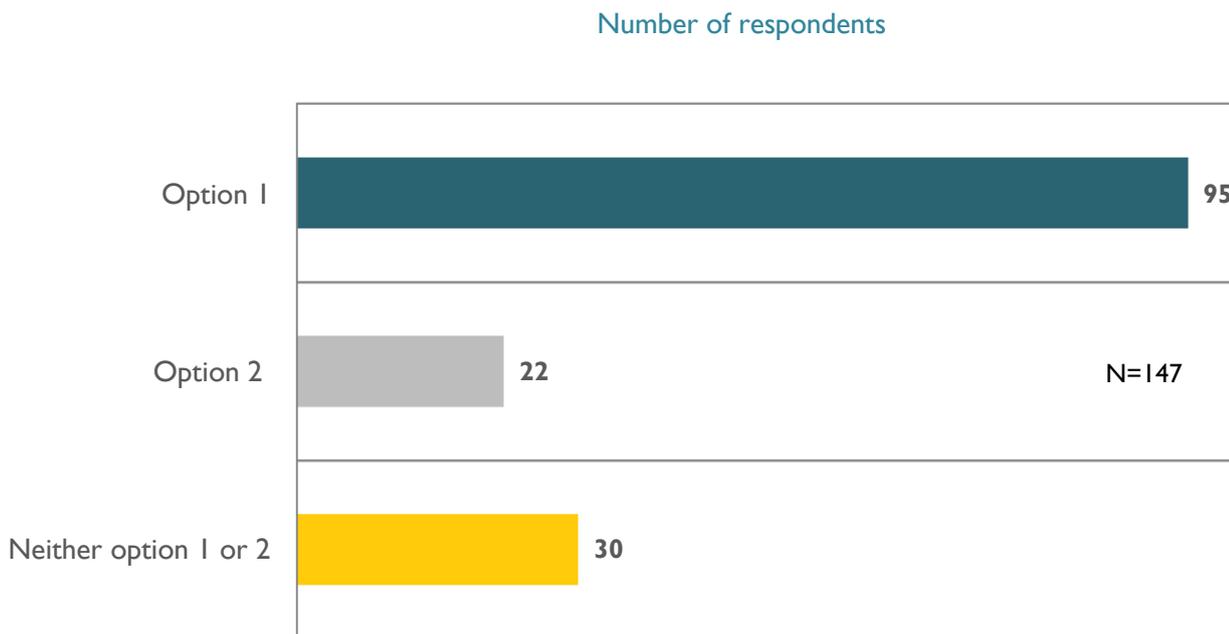
### Option 2

- Keeping the existing median closure and location of the school crossing, effectively formalising the current trial, but adding access for bikes.
- Adding another pedestrian crossing, opposite South Fremantle IGA.
- Relocating the bus stop further north. This compliments the new crossing by having pedestrians cross behind the bus, providing a safer sight line for people crossing Hampton Road.

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## Preferred Option

When asked their preferred option, there was most support for option 1 (65%). Around 15% preferred option 2, and 20% did not think any of the options presented were suitable for making the crossing safer.



## Option 1 - Respondent's Rationale

Respondents were asked to elaborate on their reasons for their preferred option. Comments were collated by theme.

Of the respondents who preferred Option 1, the most common reasons were: less congestion at the intersection of Hampton and Lloyd Streets, reinstates the right hand turn into Scott Street from Hampton Road considered by many to have caused dangerous traffic conditions and inconvenience for motorists, addresses increased traffic in neighbouring streets experienced since the temporary median was introduced in March 2107.

The full breakdown of comments is as follows:

Comment	%
Less congestion	19
Prefer unrestricted vehicle movement	19
Will ease increased traffic on nearby streets	16
Better access to shopping centre	13
Safer for pedestrians	10
Better traffic flow around the area	9
Support proposal to move the pedestrian crossing south	6
Best responds to concerns of pedestrians, motorists and access to the shopping centre	4
Better option of the two presented	4

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Option 1: What is it about your preferred solution that makes it the best option from your perspective?



Turning into Lloyd Street from Hampton Road has become congested and disorderly as shopping traffic congregates here. The entrance/exit to the Peaches end of the shops is narrow and barely able to cope at busy times. As residents living directly behind the shops (on Daly between Lloyd & Scott Streets) we've resorted to using Jenkin Street to access Daly Street. Unfortunately the end result was my husband being involved in a very nasty accident 2 weeks ago (his car was written off) after being hit by a by a motorist using the bus lane to bypass traffic stopped at the Lefroy traffic lights. There is constant exploitation of these bus lanes by people not prepared to wait their turn! At least the Scott Street turn is far enough from the lights that there's no stationary traffic and so some chance of spotting the bus lane runners. In regards to the crossing, I would suggest signals - I've seen so many people dash across. It's a busy road and the traffic doesn't always drive to the conditions. I'm sure the crossing guards find it challenging.

People are just crossing at the next road which has less view of school children and far less safe for pedestrians. The lack of turning arrow at Lefroy makes it very hard to make a turn within one light change.



Option 1 allows for natural traffic movement in and out of Scott and Lloyd Streets (which is now busier) and better traffic flow, including in the shopping centre car park as traffic generally now mostly enters from the south. Also will take pressure off the traffic lights at the Hampton and Lefroy Rd intersections. Very difficult to turn right into Lefroy heading north on Hampton. Have lived in the area for 20+ years and think the closing of the Scott /Hampton intersection has made the road dangerous and more congested elsewhere with little benefit.



The effect of the temporary median is causing problems trying to enter and leave the Shopping Centre at the other entrance from Hampton Road, making it far too congested and dangerous.

Traffic permeability is important. This closure forces traffic on to Hale Livingstone and Moran. Livingstone and Moran are both close to the crest on Lefroy which is more dangerous. Both options ignore a critical issue for left out traffic heading west- the lack of a truncation and suitable setback between the limestone wall and Hampton Road bus lane makes northward visibility very difficult without nosing the front of the car into the bus lane.



It will decrease congestion at Hampton/Lloyd Street. It will improve pedestrian safety. It will decrease traffic in Jenkin Street by motorists trying to get to the shopping centre via Chester Street.

Due to the median closure drivers are using other side streets which causes dangerous situations as well. Trying to turn at the lights Hampton/Lefroy is pretty dangerous because there are even more drivers using the bus lane for speeding and crossing the road besides the light being red already.

## Option 2 - Respondent's Rationale

The majority of respondents who preferred Option 2 felt it was safer for pedestrians because it has stopped cars using the bus lane to pass turning vehicles.

Comment	%
Safer for pedestrians crossing Hampton Road	43
Stops motorists using the bus lane	30
Feel trial has been successful and should be made permanent	13
Better for cyclists	7
Not necessary for two way entry/exit to shopping centre	7



I think it is a great idea to stop cars turning right into Scott street as a local, it was always frustrating to be stuck behind stopped cars turning right in busy traffic, and would result in people going in to bus lane. These were usually going into the shops. The idea that it reduces visitors to the South Fremantle shopping centre is ridiculous and groundless as there is a safer alternative by turning right into Lloyd Street end of the centre as there is a shoulder in the road to turn into without backing up traffic.

The current median strip has not stopped me shopping at South Freo. I don't think having two way entry/exit at both Scott and Lloyd is necessary. Making a gap large enough for a bike, also makes sense. When I walk and hence need to cross Hampton, it can a testing experience, so moving the crossing and guarded crossing south as in option 1, away from the intersections is a smart idea.



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Option 2: What is it about your preferred solution that makes it the best option from your perspective?



This solution is not perfect but I am in favour of an extra crossing and keeping the median closure. I think the median closure does help to calm traffic and the option does help to improve drivers sight line.

As a motorist I find it safer if there is an island installed on Hampton Road and as a pedestrian and cyclist frequently crossing that section it is much better since the temporary island has been there.

As an elderly resident my daily walks to the shops feel much safer. I only have to navigate (at most times) only one lane of traffic in each direction, not two which happen when vehicles are stopped to turn into Scott Street in either direction and others change to bus lanes to pass - usually at significant speed.

We live on Hampton Road and feel the median strip has made it safer for our kids crossing.

Even moving the crossing, you'll still have people shooting down the bus lane to get past people stopping to let pedestrians cross or if there's a big queue. Removing the right turn is cleanest way to resolve this and has made me feel much safer crossing over Hampton.

Puts the needs and safety of children and pedestrians first over the small inconvenience of cars. I'm witness to the volumes of people and families that transverse up and down Scott St to Fremantle, transport, the beach and to the local shops - all on foot and bikes. It's great to see and I would hate for that to be considered less important than someone being able to right in a bloody car.



## Neither Option 1 or 2 - Respondent's Suggestions

Respondents were asked for their suggestions to provide a safe crossing for people at the Hampton Road and Scott Street intersection if they did not like either of the options presented.

Overwhelmingly, 60 % felt the intersection should have traffic lights and pedestrian signals to help pedestrians cross the road safely. Other suggestions ranged from reducing the road single lane so pedestrians do not have to cross four lanes of traffic to adding a zebra crossing and constructing a footbridge to separate foot traffic and vehicular traffic.

The full breakdown of suggestions is as follows:

Suggestion	%
Traffic lights with pedestrian signals	60
Remove the bus lane or reduce the road to one lane in either direction	9
Combination of Option 1 and 2 elements	6
Revert to original traffic conditions (do nothing)	6
Formalise trial median and add a zebra crossing at the intersection	3
Construct a footbridge between Scott and Jenkins Street	3
Reduce speed limit to 50kph	3
Formalise median and add another crossing at the Lloyd Street end on the shopping centre	3
Develop a total traffic solution for the area	3

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Neither Option 1 or Option 2: We need a safe crossing for people at this location on Hampton Road. What's your solution?

The main issue is the safety of the CHILDREN crossing Hampton Road. I believe a pedestrian crossing with traffic lights is the safest way. As it is, when cars stop in the centre lane (often to stop for kids on the crossing) they are overtaken by drivers entering the bus lane. This is when it is dangerous crossing the road, as a once clear lane (bus lane) suddenly has a car in it travelling at full speed. The other suggestion is to get rid of the bus lane. Then there would be space for a bike lane and a centre turning lane. It could look similar to Hampton Rd north of Wray Ave. I cross with 3 kids and it can be terrifying trying to push a pram and control the other 2 small kids at the same time.



A pedestrian activated signal will stop traffic on both lanes (the car lane and the bus lane, which means there will never be a car overtaking on the bus lane - the exact move which sees pedestrians being hit / nearly being hit) and in both directions, only for a short period of time. The installation of this device along Canning Highway, near the Melville Shopping Centre has in no point slowed down traffic along the busy highway, even during peak hours. I know, I have driven that strip of road for decades, and it's made no difference to cars but a world of difference to pedestrians who can now cross the highway safely.

Moving crossovers and creating barriers is not going to address the increasing traffic volume along Hampton Road as the Coogee land developments and the infill of South Fremantle continues. This population increase will add to the current traffic problems. I am not aware of the City of Fremantle future plans for vehicular traffic management. With the cancellation of Roe extension all the existing roads for both local and through traffic in a north-south direction are going to be funnelled into Carrington & Hampton Streets, South & Marine Terraces. There needs to be a forward plan developed that takes into consideration population and traffic growth that allows traffic, both through and local, to quickly transit but away from residential areas. The current barrier along Hampton Street /Scott Street intersection is now diverting commercial traffic into adjacent residential streets. I don't see it addressing the problems at hand. I see the current "test" as a knee jerk reaction of having done "something" rather than a long term solution - it has created new hazards.





All major accidents have occurred when the school traffic wardens have not been present (they just endure regular near misses). Neither option provides a safe crossing method when the traffic wardens are not present. Sight lines may be improved but there is nothing forcing cars to stop or prevent them from jumping into the bus lane and darting around cars waiting to turn (or waving pedestrians across the road).

We need to make it as simple as possible for kids to make the safe choice when adults aren't present. It is a mixed message to tell kids that if the crossing guard is present then you can cross at Scott St, but at other times you must go out of your way to use the other crossing. How often are they going to cross at Scott St anyway, out of habit or convenience? I would guess quite often. The message is further confused if the median is open to bikes at Scott St. So are we telling kids on bikes they can cross there, but that kids on foot should be deviating to the new crossing? Relocating the bus stop so that it is north of the crossing, and very near to the Scott St corner is also confusing to me. How many of the passengers are going to back track to the crossing, as opposed to taking a more direct route and crossing at Scott St anyway?

We need pedestrian operated traffic lights at this junction. It will help the traffic to flow at the junction. The same way it works excellently on South Street at the shopping centre. I live in the east side of Hampton Rd and I see many elderly people struggling to cross the road during the day to go to IGA. The new island has only helped to speed traffic up on that stretch of road. My son was run over by a motorbike overtaking the turning traffic in the bus lane. Thank God only his leg was broken and not his head.

