

SOUTH TERRACE

PEDESTRIAN SAFETY AND STREETScape IMPROVEMENT



Community Engagement Summary

November 2017



SUMMARY

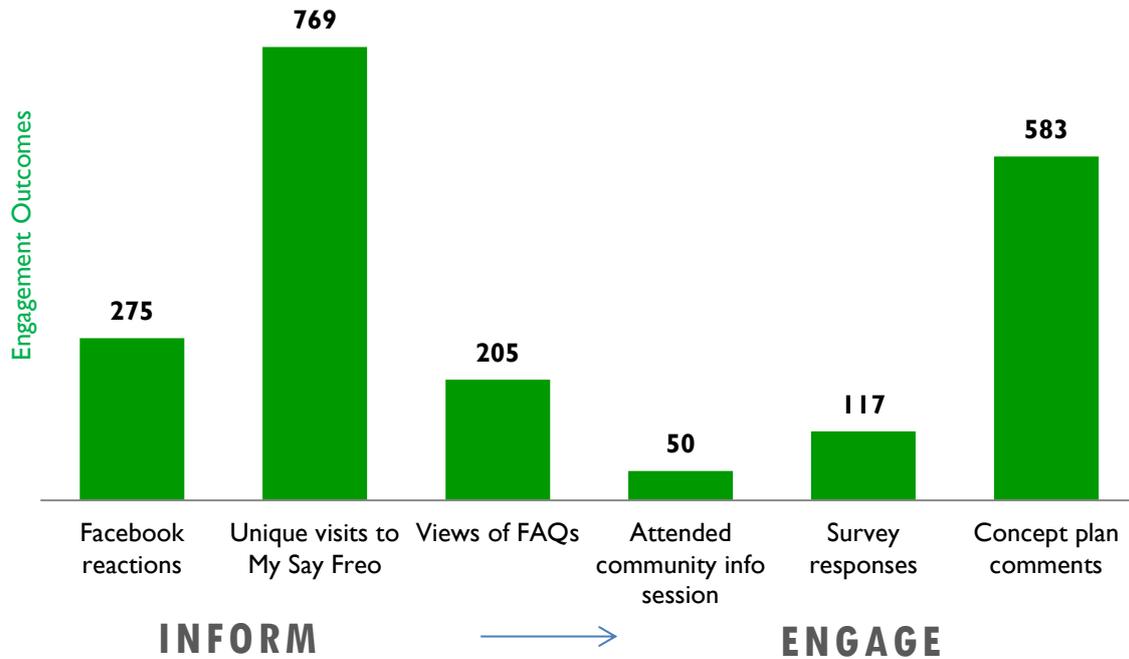
This report provides a summary of the results of the City of Fremantle's community engagement on the proposed traffic and streetscape improvements to South Terrace, between Sydney Street and Little Lefroy Lane, which was conducted in October and November 2017.

Key findings include:

- 72.6% of respondents support the proposed changes, with 53.8% indicating they 'strongly support' the changes and a further 18.8% supportive of 'most changes'.
- The proposal to improve the streetscape was the most supported change, with over 90% of respondents answering positively to the proposed new paving, street furniture, trees and planting.
- The proposal to reduce the carriageway to a trafficable width of 7 metres is the least supported change. While 58.2 % of respondents support narrowing the road to make it easier for people to cross the street safely, 22.2 % felt this would create more dangerous conditions for cyclists.
- The need for South Terrace to be calmed from South Street to Douro Road was mentioned by numerous respondents, along with the need to protect the interests of people living in the side streets. A plan for the area bounded by South Street, Douro Road, Marine Terrace and Hampton Road was suggested, following concerns that the proposed treatment at Little Lefroy and South Terrace will create traffic problems elsewhere.
- The need for a cycle lane on South Terrace between South Street and Douro Road was frequently mentioned, along with a desire to see similar treatments implemented at other nodes in this section.

ENGAGEMENT SNAPSHOT

Participation Outcomes



Over the duration of the engagement, the project page on My Say Freo attracted 769 unique visitors. The additional project information (FAQs) received 205 views. Through My Say Freo, participants were

able to complete a survey. A total of 98 surveys were logged through My Say Freo and a further 19 physical surveys were received following a community information session at The Meeting Place

Who Participated



68.4%

South Fremantle residents



27.3%

Visitors



2.5%

Business owners



1.7%

Local workers

ENGAGEMENT OUTCOMES

Level of support for proposed traffic treatment

Just over half of the respondents (53.8%) (N=117) strongly support all changes proposed to slow traffic and improve the streetscape. A further 18.8% of respondents support most changes, stating that they would welcome changes to the traffic conditions to make crossing the road safer and easier and improvements to make the street more vibrant and pedestrian friendly but had reservations about the stencil markings confusing drivers and pedestrians, or wanted the treatment applied over a larger section of South Terrace.

11.1% of the respondents support some change. Many of these respondents said they were they were concerned about the safety of cyclists and would like the design to include a dedicated bike lane.

10.2% of the respondents indicated that they do not support most changes and 6.0% do not support any changes, because they believe it will add to congestion on South Terrace, do not see the need to change anything or think the project has limited value and benefit to improving pedestrian safety.

Figure 1: How supportive are you of the proposed changes overall?

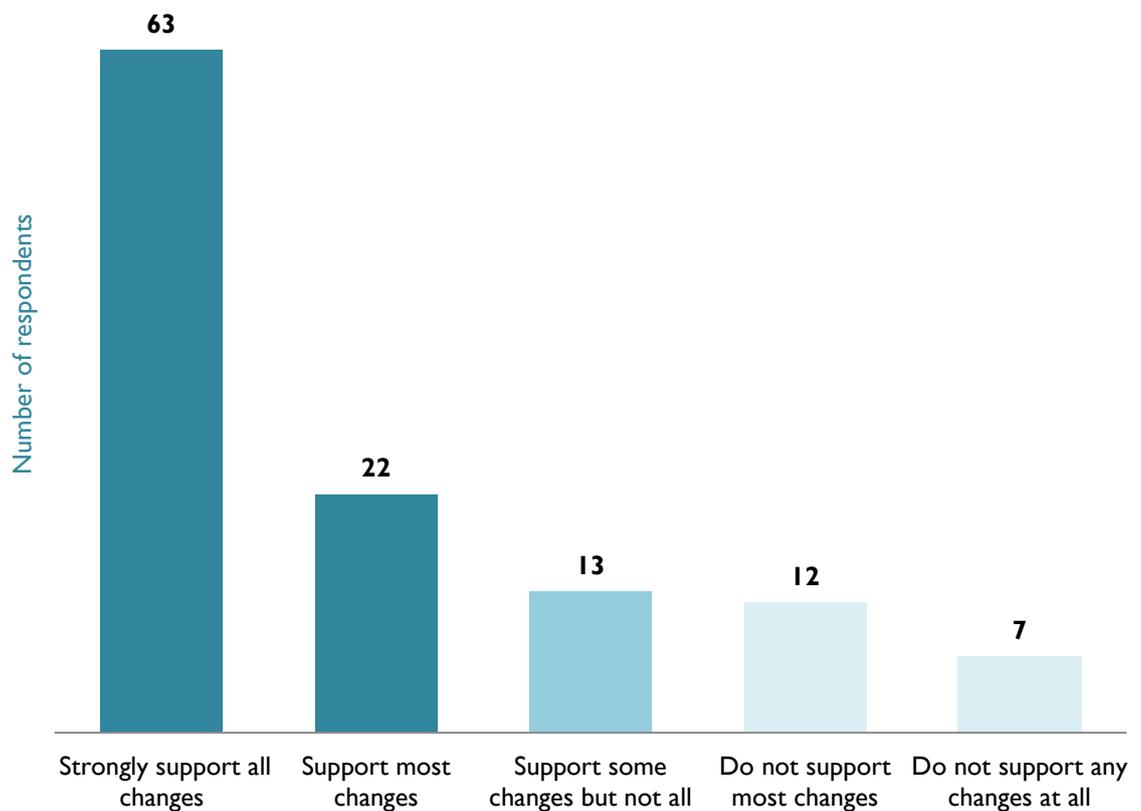


Table 1: Rationale for level of support - sample responses

Support	Some support	Don't support
<p>Currently, it's extremely difficult and dangerous crossing South Terrace. Any measures to encourage drivers to slow down are welcome</p>	<p>I ride both by myself and with my children in South Fremantle but do not ride in this area with my kids as the road is too busy and unpredictable and it is not safe on the footpaths. Nothing in the plan makes it any safer on the road or on the footpath for cyclists and yet again it is a plan where cyclists don't appear to negotiate intersections as the lane just disappears.</p>	<p>I think this is likely to be a costly exercise where there is a limited benefit - for most of these changes. Several temporary parklets installed by the relevant food and beverage venues would deliver a much greater benefit. Providing substantial improvements to the medians would be much better at improving crossing safety.</p>
<p>I'm supportive of any changes that make the roads safer for my family. Further, these plans seem to encourage a vibrant, outdoor, alfresco and pedestrian friendly atmosphere which as a Fremantle resident, I look forward to enjoying even more.</p>	<p>Cycling on South Terrace is already dangerous and shrinking the carriage way will only make this issue worse especially if bus routes are not change and traffic volume not reduced.</p>	<p>The area is not broken. The area is popular. The main problem is parking and every idea suggested subtracts parking without giving any insight into how parking will be dealt with. It's absurd to not acknowledge that the area is already very popular without meaningless intervention. If the City wants the traffic to slow install cross walks and drop the speed limit to 40 as they do in popular Sydney high streets.</p>
<p>I use a mobility scooter and on weekends even crossing Little Lefroy at South Terrace can be problematic. The changes would make the area more people friendly, create a stronger community vibe, as well as increase</p>	<p>While these kind of raised 'shared zones' are nice in principle my experience of the shared section of South Terrace in central Fremantle is that pedestrians and cyclists, as the more vulnerable within this shared arrangement, end up giving way to cars</p>	<p>South Terrace does need to be calmed from South Street to Douro Road, but southbound traffic needs to be directed onto Hampton Road (mainly) and Marine Terrace (less so) at South Street. Northbound traffic needs to be</p>

<p>safety for pedestrians.</p>	<p>rather than the other way around. As a parent, although cars may slow down on this raised section of road they will not stop for pedestrians in the same way as with a pedestrian crossing. In summer and on weekends the steady stream of car traffic makes it difficult, even for an adult, to judge when to cross. When the road is made narrower this will mean there is no traffic island or marking in the middle for a pedestrian to pause, thus in order to cross pedestrians will need to have a gap in traffic coming from both directions. Why not incorporate a pedestrian crossing into the design?</p>	<p>kept on Hampton Road till South Street. As part of any plan you need to protect the interests of people living in the side streets around this area by making sure that the reduction of traffic on South Terrace does not increase traffic flows in our suburban streets. Maybe the judicious use of one way streets, dead-ending other streets needs to be considered. I cannot support any plans for the area as described unless a master plan for the whole 'block' bounded by South street, Douro Road, Marine Terrace and Hampton Road is developed. Creating a 'pretty space' at Little Lefroy and South Terrace will only create nuisance traffic elsewhere.</p>
<p>I would like to see the local businesses flourish, as this adds to the great feel that South Freo has. Already people from other suburbs travel here, if the strip is increased and traffic slowed/reduced, it will make South Freo more attractive to visitors, which in turn helps the business and employment.</p>	<p>This idea is perfect if done all the way along South Terrace. Speeding cars and cut-through traffic are king at the moment. And speed humps are only helpful if they cross the entire road as traffic continually zigzag around the current arrangement making it very dangerous for pedestrians expecting that the cars will slowdown.</p>	<p>We live and use the area. Parking is a nightmare. My driveway is often blocked by patrons. The footpath can do with upgrade and some cycle lanes but perhaps pedestrians need to look before crossing. Please don't wreck the vibe like you did Fremantle. It's nice because it's still the suburbs and if you do too much everyone will avoid like Fremantle.</p>

Responses to specific elements of the proposed traffic treatment

Proposal 1: Reduce the width of the carriageway.

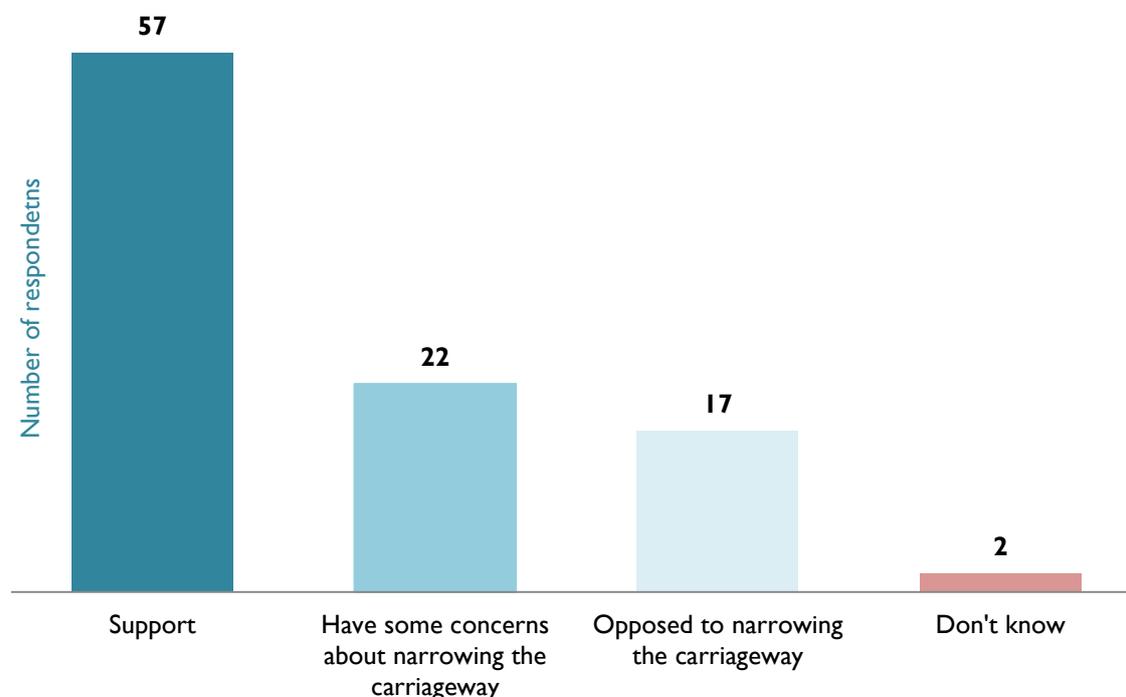


Figure 2

Most respondents (58.2%) (N=98) support narrowing the carriageway. Most people who responded positively said it would help to slow down traffic and make them feel safer crossing the road. People with young children, people who use a mobility scooter and business owners, welcomed the idea.

Respondents who had some concerns about reducing the width of the road (22.4%) were mainly concerned about the impact on the safety of cyclists. Parking was also raised as a concern, though less frequently than the need to allow sufficient room for cyclists.

Of the 17 respondents who opposed reducing the carriageway, 7 preferred to keep the street as it currently is, 4 said it would make it more difficult for them to drive in this section of South Terrace, 3 felt it would create dangerous traffic conditions and 3 did not believe the treatment would create a safer pedestrian environment.

“As a motorist and also a cyclist my main concern comes from visibility when turning out of Sydney Street (or Jenkins Street) onto South Terrace. However, my main concern is cycling. Motorists are supposed to leave a minimum of a metre when they pass a cyclist, narrowing the road I feel will make it more dangerous for cyclists, as cars try to squeeze past.”

Proposal 2: Install a raised platform, surfaced with red asphalt and stencil markings.

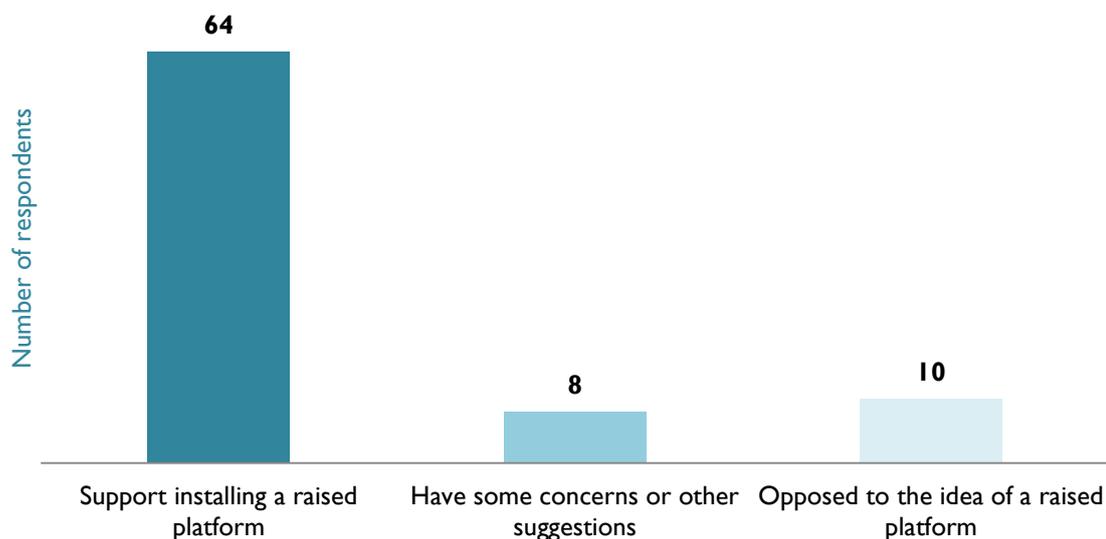


Figure 3

As shown in Figure 3, the proposal to install a raised platform received very high support (78%) (N=82).

Respondents who were opposed to the idea (12.2%) were largely opposed to the proposed node treatment in general, and restated their disapproval.

Concerned respondents (9.8%) were mostly unconvinced by the stencil markings and suggested the design shown in the concept images would be confusing for both pedestrians and drivers because of their likeness to a zebra crossing. Further, it was suggested they may cause accidents because each thinks they have right of way. It should be noted that the respondents expressing concern about the proposed stencil markings were supportive of slowing traffic, and suggested adjusting the proposed stencil markings to a standard zebra crossing or a design to fit the 'feel of South Freo'.

“Installing a raised platform in the whole area should send a signal to drivers to slow down. I was thrilled to read of the intention to surface the area in red asphalt. I have seen it in various places. It delineates an area, raises its quality, and lifts the spirits psychologically. I suffer from glare so I would loathe the idea of just concrete which is ugly, increasingly whiter in use, more glary, and depressing. I do not know the purpose of the white stencil markings but anything to signify a pedestrian area and slow traffic is welcome.”

Proposal 3: Widen the footpath

“I want a greater emphasis on pedestrians (and bicycles) for this section of South Fremantle, and for traffic to be slowed. Currently, South Terrace is a thoroughfare around which pedestrians have to navigate. It would be good to reverse the psychology and widening the footpath will achieve this.”

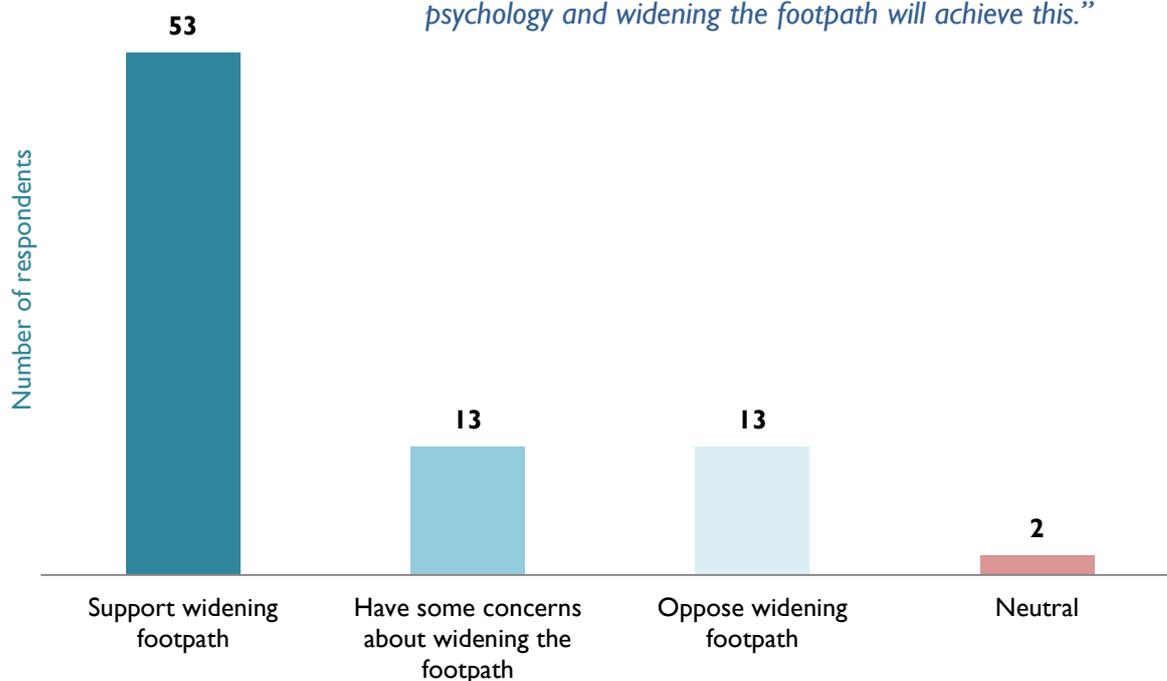


Figure 4

65.4% (N = 81) of respondents like the idea of widening the footpath to create more space for pedestrians. Numerous people said the footpath is currently too narrow to accommodate pedestrians, dogs, prams, small children, cyclists and alfresco eating areas. Defining footpath and alfresco dining areas was also supported to allow pedestrian access without the need to step out into the roadway, making it safer for all, and particularly those using mobility aids.

Respondents with concerns (16%) said they would rather see some traffic islands to help pedestrian cross the street or restated their concerns about the impact of narrowing the road on the safety of cyclists and identified the need for a bike lane. Some concerned respondents said they would prefer a bike lane over a wider footpath.

Respondents opposed to the proposal (13.6%) felt the footpath was wide enough already or would impact cyclists and parking.

“I personally think the footpath is wide enough, but the advertising boards make it cluttered. Do we want South Terrace to look like South Street?”

Proposal 4: Add new paving, street furniture, trees and planters.

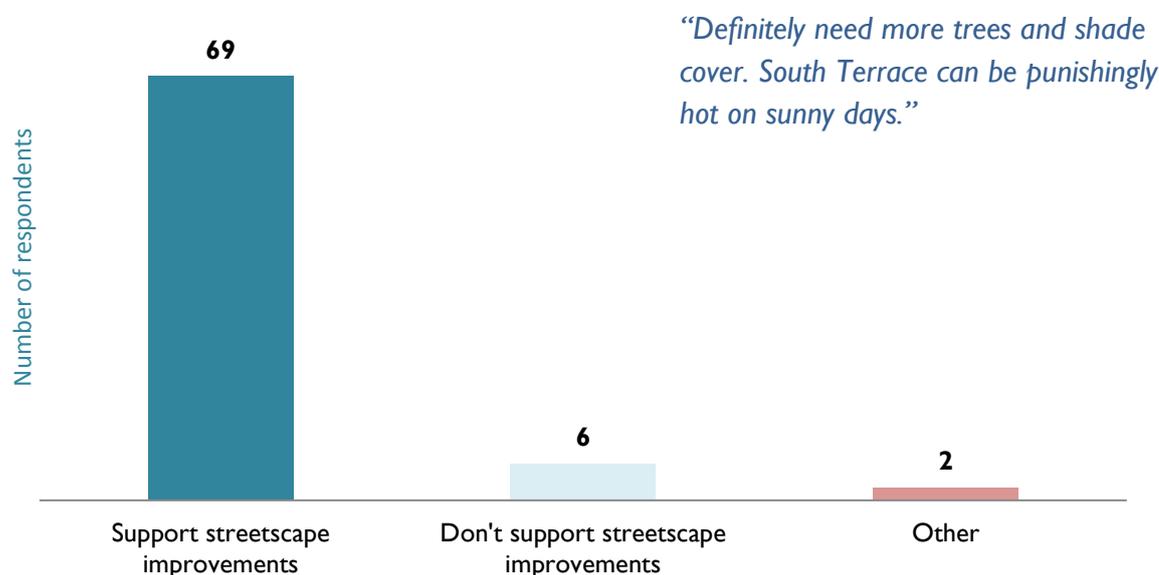


Figure 5

This was the most supported proposal, with 90.8% of the respondents (N = 76) commenting favourably on improved amenity. Shade trees were widely commended.

Some respondents opposed to the proposal (13.6%) felt the footpath was wide enough already. Others preferred trees be lined down the middle of the street to limit impact on cyclists and parking. Some of the respondents opposed to streetscape improvements considered new paving a waste of money.

“The trees can go in the existing footpath and does not require extra planter boxes on the road which will impact cyclists and parking.”

“As a pedestrian and customer of local business I’ll appreciate the improved amenity. It’ll be a more attractive area to spend time in. I regularly visit at least 3 of the businesses in this Lefroy Lane to Sydney Street area. I’ll feel more inclined to spend time there rather than getting in and out as quickly as possible.”

Proposal 5: Increase the alfresco dining area

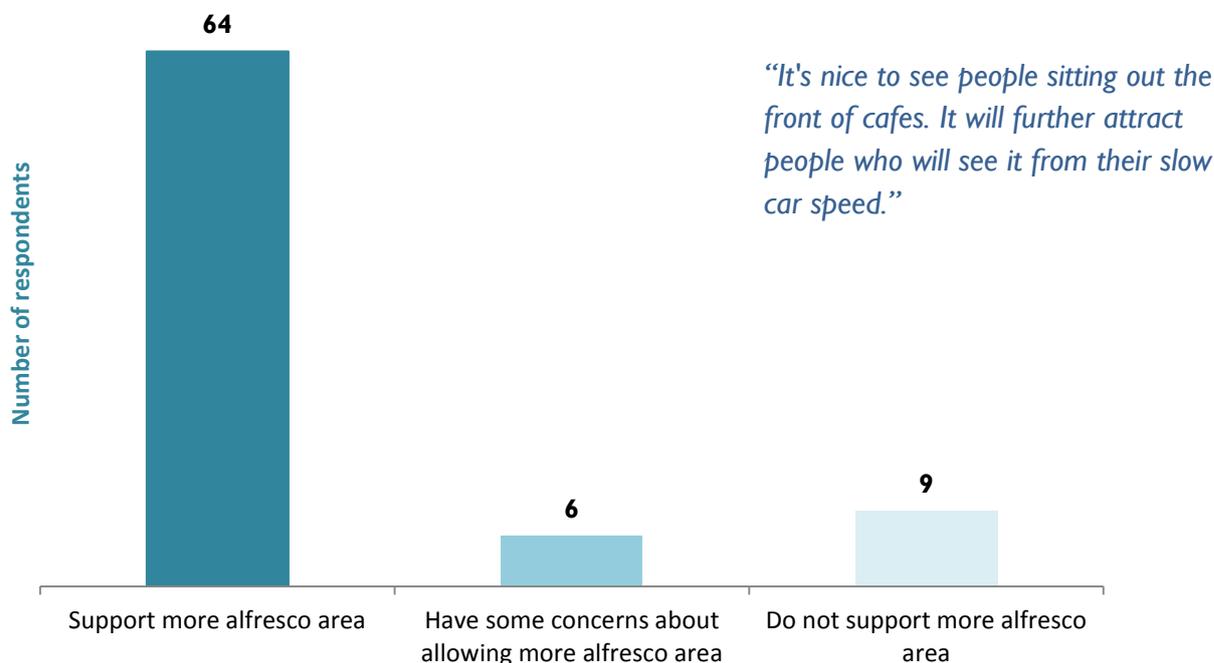


Figure 6

There was a high level of support for increasing the alfresco dining area in this section of South Terrace, with 81% of respondents (N = 79) commenting favourably on how this would enhance the appeal of the neighbourhood.

7.6% of respondents expressed some reservations about increasing the alfresco area. Their concerns ranged from the impact on resident parking and ensuring enough room for pedestrians was prioritised over space for alfresco areas. One respondent was concerned about how licensed alfresco areas would be managed, and the impact on local residents' amenity.

The 11.4% of respondents who did not support the proposal largely felt there is enough alfresco area already or were opposed on the grounds of impact on resident parking becoming a bigger issue with more people coming to the restaurants and cafes.

“No, there is plenty of alfresco dining area. If there is a pedestrian safety issue (debatable), encouraging more pedestrians is hardly part of a solution.”

“Definitely! These cafes are fantastic, but always crowded. More seating would be great.”