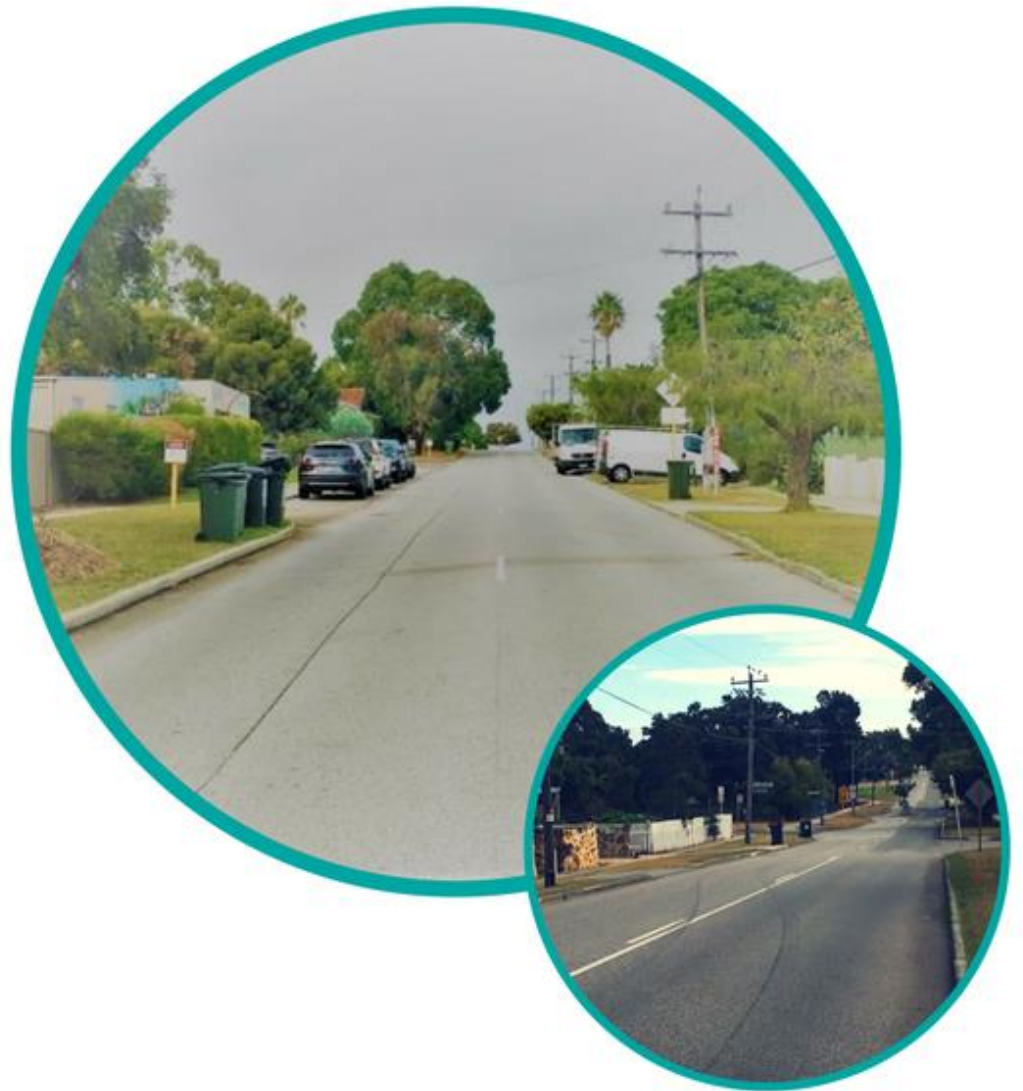


# Collick Street Traffic Calming Options



Survey outcomes  
April 2018

This information is available in alternative formats on request.

## Executive Summary

---

This report provides a summary of the results of the City of Fremantle Collick Street Traffic Calming survey, which was conducted from 9 – 23 April 2018.

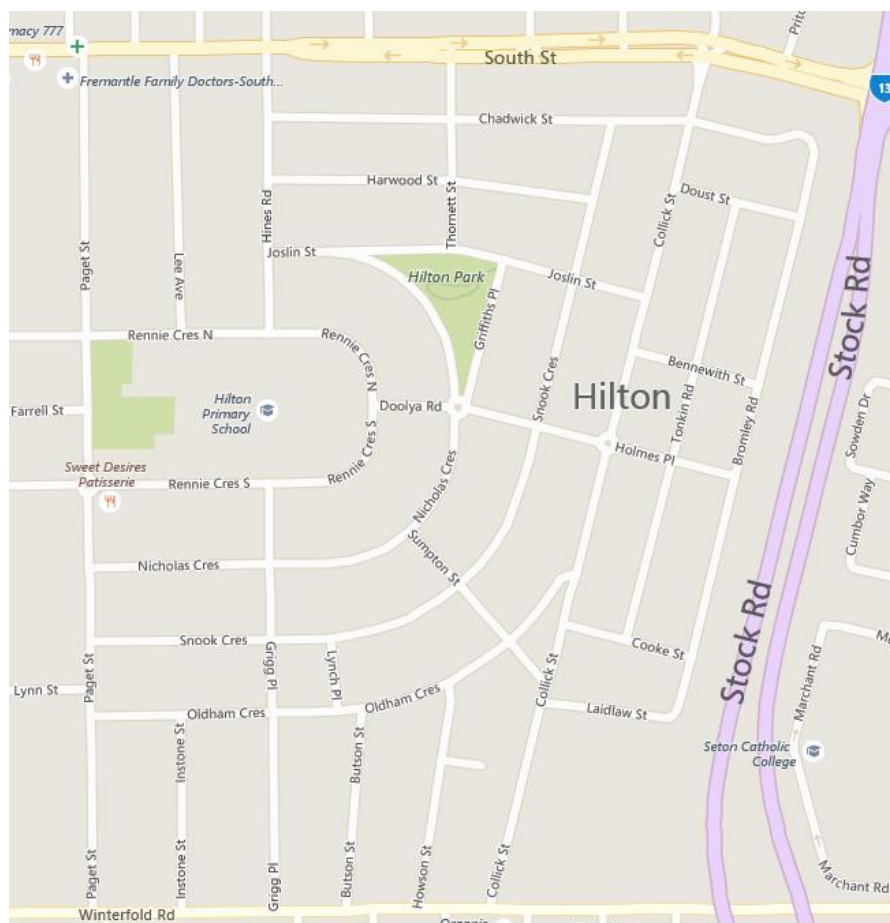
Key findings include:

- 95% of the respondents indicated that they lived on Collick or adjacent streets in Hilton. Collick Street residents were most highly represented in the survey sample, and accounted for 38% of respondents.
- Option 1, which proposes to narrow Collick Street by installing a central median and adding new street trees was preferred by most respondents (84%).
- When asked why they preferred option 1, 42 % of respondents said it would enhance the streetscape. Other common reasons for preferring option 1 was a dislike of speed bumps and a belief that it would be more effective in reducing speed over option 2.
- 5% of people indicated speed humps (option 2) as their preferred treatment. When asked to explain their reasons for preferring option 2, half said that would not like to see Collick Street narrowed any further and the other half said that calming should be extended along Collick Street between Holmes Place and Joslin Street, because this is where they believed most of the speeding occurs.
- Neither option 1 or 2 was considered suitable by 11.5 % of respondents. When asked why, the most common reasons were a belief that neither option would be effective in slowing traffic, no need to calm Collick Street or lack of provision in either option to make the road safer for cyclists.

## Background and Traffic Calming Options

Collick Street in Hilton was identified through the City of Fremantle's traffic calming policy as a street that has high traffic volumes for a local road, speeding and speed-related crashes.

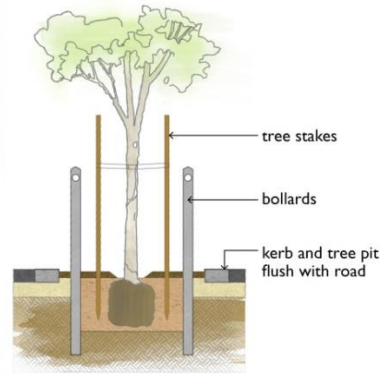
Traffic surveys for Collick Street from Winterfold Road to South Street (just under 1.3km) found the section of Collick Street between Winterfold Road and Holmes Place qualified for traffic calming measures, with 2400 vehicles travelling on Collick Street at an average speed of 45.5km/h on a typical weekday. About 35% of motorists drive over the 50km/h speed limit, at an average of 55.5km/h.



Two traffic calming options, with pros and cons, were presented for community feedback. Both options are proposed for Collick Street, from Winterfold Road to Joslin Street.

Option 1 proposed to narrow Collick Street by installing a central median to reduce vehicle speeds on this busy neighbourhood street. Twenty seven new street trees would be planted along the length of the median.

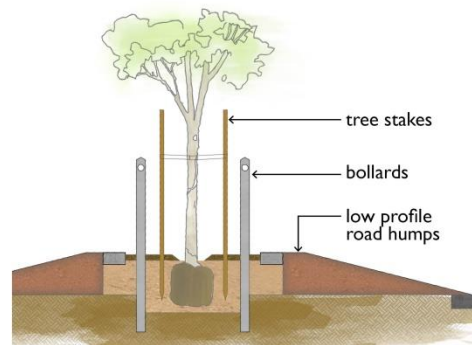
**OPTION 1** 27 x trees in median, flush with road level and a white painted median strip



- Pro's**
- Will provide a boulevard effect on Collick St
  - Will provide canopy over the roadway
  - Will not restrict access or create any additional noise
  - Has a moderate anticipated effect on vehicle speeds through narrowing the traffic lanes
- Con's**
- Can create conflict between cyclists and motorists due to the reduced road widths

Option 2 proposed a more traditional traffic calming method of installing speed humps with a single tree planting in the middle.

**OPTION 2** 4 x low profile speed humps with tree in the centre



- Pro's**
- Greatest anticipated reduction of vehicle speeds locally (at the device)
- Con's**
- May divert traffic to nearby roads
  - May create additional noise at the plateau
  - Ongoing maintenance

The City decided to extend the scheme further north to include the section between Holmes Place and Joslin Street because the existing road width can be accommodated here. The section between Joslin Street and South Street is not wide enough to accommodate either of the proposed traffic calming options without widening the road, however this area was not identified as a problem section during the study.

## Survey distribution

---

An online survey was available on My Say Freo ([mysay.fremantle.wa.gov.au](http://mysay.fremantle.wa.gov.au)) for the duration of the consultation period. The survey was designed to elicit feedback on the proposed traffic calming options and identify participants preferred option.

Letters were delivered to 250 Collick Street residents, and the First Steps Early Learning Child Care Centre and Our Lady of Mount Carmel School, also on Collick Street. While some feedback was received from families that use the early learning centre, no feedback was received from families with students attending the school or the school administration. The timing of the consultation partly during school holidays may account for this.

Other Hilton residents were informed about the Collick Street traffic calming consultation through the City's Newsbites advertisement, facebook and My Say Freo newsletter. The consultation was also shared on the Hilton Hub facebook and Hilton Precinct facebook. The project was also discussed at the Hilton Precinct meeting held on 17 April 2018 and hard copies of the survey available for people to complete at the meeting.

A total of 87 survey responses were received.

## Respondent profile

---

Within the achieved sample of n=87, the majority of respondents lived on Collick Street in Hilton.

The full breakdown of home location was as follows:

Home location	Total (n = 87) (%)
Hilton	95
South Fremantle	2
Hamilton Hill	1
Palmyra	1

The full breakdown by street in Hilton was as follows:

Street	Total (n = 87) (%)
Collick Street	38
Chadwick Street	26
Snook Crescent	7
Oldham Crescent	3.5
Sumpton Crescent	3.5
Cooke Street	3.5
Holmes Place	2
Tonkin Road	2
Bromley Road	2
Bennewith Street	2
Joslin Street	5
Other	5

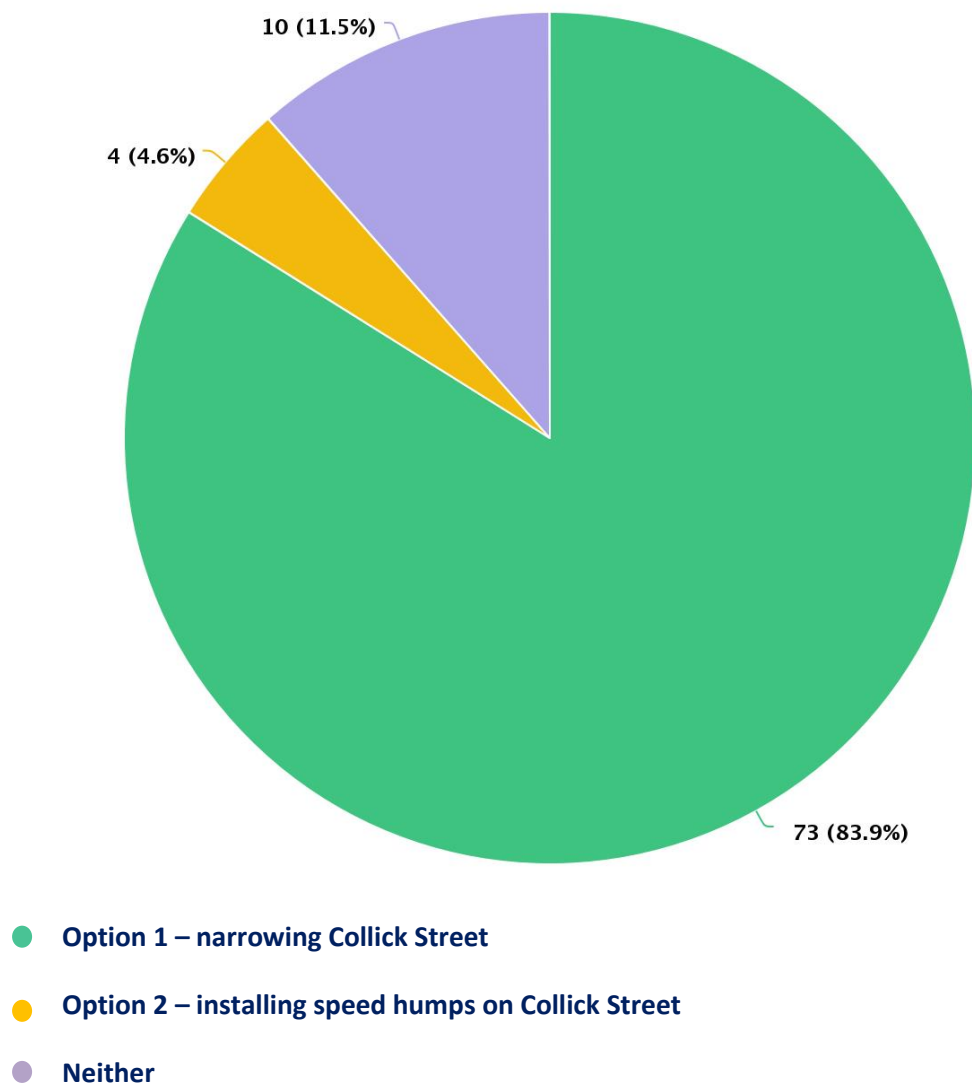
## Preferred traffic calming option

---

### Preferred option

Option 1, which proposed narrowing Collick Street by installing a central median with new street trees, was preferred by most respondents (84%). Neither option 1 or 2 was considered suitable by 11.5 % of respondents and 5% of people indicated speed humps (option 2) as their preferred treatment.

Figure 1: Which traffic calming option do you prefer?





## Reasons for preferred option

Respondents were able to elaborate on the reasons for their preferred option.

The most common reason for preferring option 1 it was more aesthetically pleasing and will enhance the streetscape. The comments were themed and grouped as follows:

### Option 1

	Total (n = 59) (%)
<b>Why respondents prefer option 1</b>	
Will enhance the streetscape	42
Don't want speed humps	23
Believe it will be more effective in slowing traffic	17
Will increase tree canopy in Hilton	15
Will minimise traffic noise	3

*I like the idea of more trees and not increasing road noise with speed bumps. Narrowing the road is an issue for cyclists but hopefully we can share or the cyclists will use another road. Better to have rat-running cyclists than cars. Plus speed bumps are annoying and punitive to all even if they are not speeding.*

*Apart from narrowing Collick Street and perhaps deter speedsters and 'rat runs', the main attraction is planting trees down a centre 'island'. This option will greatly enhance the streetscape, provide shade and be part of an ongoing environmental approach to greater Fremantle.*



*While I am concerned about the conflict between cyclists and drivers posed by option 1, I think it would be preferable for cyclists to be diverted to adjacent roads (e.g. Tonkin Rd), rather than drivers diverting to roads without traffic calming measures. Also, option 1 provides more trees, which I consider desirable, particularly if they are carnaby's cockatoo food trees. However, if option 1 is chosen, improved cycling facilities should be considered down the track.*

*More aesthetically pleasing, more trees (especially given the amount of development in Hilton and subsequent loss of many of the mature trees in our neighbourhood) and hence more 'environmentally friendly'; potentially 'smoother' effect on traffic speeds compared with likely 'slow' (at humps) then 'fast' after passing over them; possibility that may divert some heavy traffic (e.g. trucks) to Stock Road. However I do have some concerns regarding the extent to which narrower lanes could actually increase the risk of accidents, given that there will always be idiots who continue to speed down this street, regardless of the layout.*

*I think that this would create a nice looking street in years to come. It would also create a nature corridor for birds and would actively cool the suburb. I would not be against combining the two and still having a few speed bumps as I have lived on Collick Street and it is atrocious the speeds people drive at and it being used by trucks etc. As someone who cycles to work and lives on Tonkin Road I can also confirm that there are alternative routes that do not take any longer for cyclists to use and that Collick Street in its current state is already dangerous for cyclists.*

## Option 2

Reasons for preferring option 2 ranged as follows:

		Total (n = 4) (%)
Why respondents prefer option 2		
Would like Collick Street between Holmes Place and Joslin Street also calmed		50
Would not like to see Collick Street narrowed any further		50

*It would be helpful if the council could liaise with main roads to put up at least one speed sign as Collick Street does not have any speed signs outside of the School zone to clarify that the speed limit is 50 or 60kms.*

*I think the road is already top tight as it is.  
Speed humps are a far better option.*

*You are missing totally were the speeding problem is.  
Most of the speeding happens between Holmes place  
and Joslin Street. You have the early learning centre  
there and that is where the speeding occurs.*

## Neither option 1 nor option 2

Reasons for preferring neither option ranged as follows:

	Total (n = 8) (%)
<b>Why respondents prefer neither option 1 or option 2</b>	
Don't think either option will be effective in slowing traffic	25
Neither option provides for cyclists	25
Don't see the need to calm Collick Street	25
Both options will divert traffic to adjacent streets	12.5
Undecided	12.5

*Provision for cyclists is essential, not found in option one, will in fact reduce safety for cyclists. As we know in Lee Ave narrow streets don't stop many from high speeds. However a road canopy will be a great asset. I'm not sure how you reconcile the two, however an ideal arrangement would include both of these elements. Making Hilton more bike friendly is a key means of reducing overall car traffic.*

*It merely diverts traffic to Bromley road which is already used as a high speed thoroughfare. This will just further transfer the problem to the next street (my street) please consider helping us with this problem on Bromley road. Collick Street already has traffic calming infrastructure in place.*

*I would have thought that the round about at Holmes does a great job of slowing traffic, a second round about could be implemented at the intersection of Collick and Chadwick streets, and the existing chicanes may need to be more prominent/aggressive and potentially in more places.*

## Summary of outcomes

---

95% of the feedback on the proposed traffic calming options for Collick Street was received from Hilton residents directly affected by the proposed changes. Around 40% were Collick Street residents.

The majority of respondents would prefer to see Collick Street calmed by installing a central median to narrow the traffic lanes and new street trees planted in the centre of the road to enhance the streetscape.