



Pedestrian safety measures on Anzac Parade, Maroubra

Community consultation report

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1 Executive summary

1.1 Consultation summary

In July 2019, Transport for NSW (then Roads and Maritime Services) sought public comment on proposed pedestrian safety measures on Anzac Parade, Maroubra's northbound lane, between Maroubra and Boyce roads (see appendix 2).

1.2 Decision and next steps

We are grateful to the people who made submissions on this proposal (summarised at appendix 1). After considering the submissions, Transport for NSW has decided to proceed with the measures as proposed, with one additional feature:

“Transport for NSW will conduct a speed zone review along the length of Anzac Parade to determine if a reduced speed limit is appropriate. The review must consider Anzac Parade in its entirety, rather than the short section bounded by Maroubra and Boyce roads. The speed zone review will take place at the completion of the CBD and South East Light Rail project.”

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2 About the project

2.1 Background

The pedestrian safety measures are designed to reduce or eliminate collisions involving pedestrians and motor vehicles. In the area in question, between 2014 and 2018, there were five serious incidents requiring hospitalisation of pedestrians.

Transport for NSW designed the proposals to deter unsafe crossing and to encourage the use of two signalised pedestrian crossings – one at the intersection with Boyce Road to the north and the other at the intersection with Maroubra Road, to the south.

The proposal's components were:

- installing a 40m pedestrian fence along the western side of Anzac Parade's northbound carriageway, to deter dangerous crossing
- closing pedestrian access points adjacent to the median public carpark and Anzac Parade's northbound carriageway
- establishing a 'No Stopping' zone on the right lane approaching the Boyce Road intersection (involving the loss of 11 parking spaces).

2.2 Project overview



The diagram shows the location of the measures.

The **pedestrian safety fence** along the left lane will provide a physical and visual barrier to the roadway outside Pacific Square shopping centre, an area with a high observed incidence of dangerous crossing. The fence will extend between two existing bus lanes and is intended to encourage pedestrians to use the existing pedestrian crossings.

The **closing of pedestrian access points** to and from the median carpark along the right lane will complement the left side pedestrian fence. It provides a strong incentive for pedestrians to cross at the Boyce Road intersection. (People will still be able to enter and leave the carpark at its northwestern corner.)

The establishment of a **'No Stopping' zone** to correspond with the closed pedestrian access points. Continuing to allow parking on this stretch would be at odds with safety intentions in this regard.

3 Consultation

Transport for NSW asked the community for comment on the proposal or suggestions for other measures that might improve pedestrian safety. It also called for suggestions on how it might offset reduced street-level parking, which would result from the establishment of a 'No Stopping' zone.

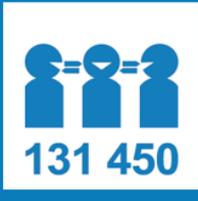
The submission period opened on 22 July 2019 and closed on 5 August 2019. Transport for NSW received 15 public submissions. A breakdown of common submission themes is below:

Theme	Number of comments*
Loss of parking	4
Increased walking distance (including for people with mobility issues)	3
Whether the proposals address the safety issues	3
Street level changes – establishing pedestrian crossing, pedestrian priority in traffic signal phasing or establishing a 'shared zone'	3
Introduction of 40km/h or 50km/h speed limit	4

(*Submissions might refer to more than one theme)

4 Contact us

If you have any questions, please contact the project manager, Ben Borger, by telephone on 0429 127 648 or by email, benjamin.borger@rms.nsw.gov.au.



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 0429 127 648.

5 Appendices

5.1.1 Appendix 1 – Public comment and Transport for NSW responses

Comment*	Transport for NSW response
<p>We would like to request that you put a space for taxi, community transport pick up and ambulance pick up in front of the Pacific Square Shopping Centre, possibly in between the existing bus zones, and on Bruce Bennett Place or on Piccadilly Place?</p> <p>As there is increasing aging population in the local area, would you also please look at the safety of the pedestrian crossing at each exit of the car park under the Pacific Square Shopping Centre. It is very dangerous to walk on the footpath across those exits as cars are driving out at high speed and the pedestrian crossing marking on the footpath is not very obvious for cars driving from the car park up the drive ways. Perhaps you could put in flashing lights at the exit to warn the cars to slow down and to watch for people walking on the footpath?</p>	<p>As we are proposing to install a pedestrian safety fence between the two Anzac Parade bus lanes, it would not be appropriate to situate a taxi or community transport zone there. Taxi ranks may be appropriate on nearby side roads such as Boyce Road or Maroubra Road. These roads are under the care and control of Randwick City Council. You might consider raising this suggestion with the council.</p> <p>With regard to establishing these zones on Bruce Bennett Place or on Piccadilly Place, and your further suggestion about pedestrian crossings at the car park exits, again, you might consider raising these suggestions with Randwick City Council, which has responsibility for these matters.</p>

Comment*	Transport for NSW response
<p>The proposed fence at the front of the Pacific Square is a wrong and a piecemeal measure to address the safety issues. It will prejudice the intended objective for Maroubra Junction to become a town centre (refer Eastern District Plan, which identifies the Junction as a Local Centre).</p> <p>Presently, the Junction is dominated by the traffic. People are jaywalking in this location because the traffic lights take too long to change.</p> <p>The needs of pedestrians and through-traffic need to be better balanced if the planning objective of transforming the Junction into town centre is to be fulfilled. Therefore the Junction needs to be considered at more holistically to address how it looks and functions.</p> <p>In the short term the pedestrian safety (as well as accessibility and convenience), would be best served by introducing the following measures:</p> <ul style="list-style-type: none"> creating at least one prominent pedestrian crossing in the vicinity of Pacific Square, with the pedestrian-friendly traffic signals allowing people to cross Anzac Parade in one go; reduce traffic speeds to 40 km/h throughout Maroubra Junction. 	<p>We appreciate some of the road's characteristics can be inconvenient to pedestrians, who can experience comparatively long wait times to cross. Anzac Parade dates back more than a century and we're working within its limitations.</p> <p>The most effective way of preventing collisions involving pedestrians is for them to cross safely at either of the signalised crossings (Boyce Road and Maroubra Road). Giving pedestrian priority at traffic lights is a matter of monitoring demand and effects on congestion and making adjustments to the signals. This is part of Transport for NSW's ongoing network operations.</p> <p>Pedestrian zebra crossings are not appropriate for main roads. Pedestrian zebra crossings are not safe where there is more than one lane in one direction, as sightlines may be blocked by other vehicles.</p> <p>With regard to reducing the speed limit, there was considerable public support for this measure. As a result, Transport for NSW will conduct a speed zone review along the length of Anzac Parade to determine if a reduced speed limit is appropriate. (Transport for NSW must consider the route in its entirety, rather than only reviewing this short section of Anzac Parade.) The speed zone review will take place after the CBD and South East Light Rail project is completed.</p>

Comment*	Transport for NSW response
<p>Elderly people find it difficult to walk to either Boyce or Maroubra roads to cross at the lights, especially when carrying heavy shopping. This path at the moment is direct and convenient, saving time, physical effort and energy.</p> <p>From my experience there are big breaks when everyone crosses together or when cars are stopped at the lights at Boyce Road.</p> <p>If the traffic was slowed down (many speed here) then crossing at this point would be safer. It is after all a main shopping precinct as well as a main road. Pedestrians need to be considered as well.</p> <p>Would a pedestrian traffic light geared to coincide with the lights at Maroubra Road be possible?</p> <p>My other complaint is the fact that 11 scarce and much needed car spaces will be removed. As Pacific Square underground carpark is very busy and often almost full, removing essential car spaces is just unwelcome.</p> <p>This decision just doesn't make any sense to me because there are three whole lanes already available, and as the parking section near Maroubra Road seems to be retained, removing this portion has no benefit at all.</p> <p>I know that some of the shop owners who need to cross in the centre are also not happy as both they and their customers will be inconvenienced.</p> <p>Perhaps the carpark near the corner of Maroubra Road could be opened to provide more parking and easier, shorter walking access to Pacific Square.</p> <p>This will mean the centre parking from Wise St until just past Gale Road can be used by all the Maroubra residents and visitors.</p> <p>As anyone can tell you, we sure desperately need more parking spaces due to restrictions closing either one side of the street or the other at certain times.</p> <p>Also our ever growing population is putting pressure on all the available car spaces each day.</p>	<p>While we appreciate the closing of pedestrian access points might be inconvenient for people and might increase the distance to be covered, our aim is to improve safety. People with limited mobility, including many older people, are particularly vulnerable to serious injury or worse if they are struck by a moving vehicle when crossing a busy road.</p> <p>Transport for NSW considered both a pedestrian zebra crossing and a signalised pedestrian midblock foot crossing during the development of this project. However, neither option was considered safe.</p> <p>With regard to pedestrian zebra crossings, these are not safe where there is more than one lane in one direction, as sightlines may be blocked by other vehicles.</p> <p>Additional traffic signals were also considered. Transport for NSW does not support their installation, because traffic signals placed too close to one another create a 'see through effect', where motorists may confuse a green light at an upstream intersection and proceed through a red light at their immediate location.</p>

Comment*	Transport for NSW response
<p>I applaud this overdue safety fence to stop thoughtless pedestrians crossing this busy section of road made even more dangerous by the busy bus stop at Pacific Square. There are safe traffic light crossings at Maroubra and Boyce roads, which make the dangerous crossing totally unnecessary. It is unfortunate it takes such fencing to make pedestrians act responsibly, but I drive this section of road twice daily and so often I am shocked by the number of people, often elderly and disabled, attempting to cross this busy, dangerous zone.</p> <p>In my view the safety fence cannot be constructed quickly enough. I strongly endorse this proposal. The loss of a few car parking places is a small price to pay for increased pedestrian safety.</p>	<p>Thank you for your submission.</p>
<p>I would be very happy if the safety measures were implemented. At the moment, it's a nightmare to drive around this area. Pedestrians are often jaywalking with trolleys between buses.</p>	
<p>I appreciate the purpose of the change is for pedestrian safety and I overall support the intentions, however I do have some concerns.</p> <p>I believe the removal of the car spaces along Anzac Parade will cause a significant issue for the area. It is near impossible to find street parking at any time of the day and night due to the proximity to Maroubra Junction. People often park their vehicles across driveways and even leave vehicles unattended blocking access to property.</p> <p>Although the existing parking issues have been raised on multiples occasions to Randwick City Council, they have failed to act or even acknowledge my concerns. It is like talking to a brick wall. Not even a real brick wall. Like a faux brick wall.</p> <p>Please kindly reconsider the proposal to remove the parking along Anzac Parade.</p>	<p>We appreciate our proposal may cause inconvenience for some people, which is why we've consulted with the local community.</p> <p>With regard to the reduction in parking spaces, our aim is to improve safety outcomes. The area proposed for the 'No Stopping' zone is adjacent to the median car park. We are trying to discourage these carpark users from crossing Anzac Parade on foot away from the safety of the signalised crossing. Our proposal is also a compromise that seeks to retain parking spaces closer to Maroubra Road.</p>

Comment*	Transport for NSW response
<p>If there is only a small area not protected by fence people will simply cross there. There can be up to six buses at a time pulling in and out [or the bus zones]. It is much easier for a car/bus to see pedestrians a further 10-20m away [...] people will instead cross in front of and in between buses!</p> <p>I have lived here for 10 years and this will not resolve the problem, but instead cause more pedestrian accidents, as it gives less scope for people to see where to cross the road. The problem would not be resolved unless the median strip carpark is removed.</p> <p>I would urge you to reconsider this fencing.</p>	<p>We considered whether a pedestrian safety fence would encourage further dangerous behaviour. Pedestrian fencing is a standard measure used to deter pedestrians from making unsafe crossings. While there may be some pedestrians who choose to walk around the fence, it is expected most will elect to cross safely at one of the signalised crossings.</p> <p>We believe our proposal achieves a balance between pedestrian safety and demand for parking, though we concede it will not be without some inconvenience to both road users and pedestrians.</p> <p>Transport for NSW will monitor closely the performance of the changes.</p>
<p>I am writing to share my opinion on the proposal for fencing Anzac Parade. I understand that it is important to ensure safety measures of pedestrians, I would have to disagree with this proposal. I believe losing 11 parking spots is a huge loss to the community. However, my main disagreement is we need to allow people to use their own brains for thinking and decision making. It is a waste of time and resources to proceed with the proposal when pedestrians only need to look both ways before crossing the street in order to be safe. Trying to "protect" pedestrians by putting up fences is ignoring the root of the issue and lesson that needs to be learned of looking both ways before crossing the street. We can put up fences but people will still jaywalk on other roads and cross without looking if they haven't made a decision in their own minds to be cautious of their own safety.</p>	<p>Our aim is to improve safety outcomes. The area to be subject to the proposed 'No Stopping' zone is adjacent the median car park. We are trying to discourage the carpark users from crossing Anzac Parade away from the safety of the signalised crossing.</p> <p>Pedestrian fencing is a standard measure used to prevent or deter pedestrians from unsafe crossings. While there may be some pedestrians who choose to walk around the fence, it is expected most will elect to cross safely at one of the signalised crossings. Our proposal is also a compromise that seeks to</p>

Comment*	Transport for NSW response
<p>To the proposed new 'No Stopping ': NO, no. The taking away of parking is a different NO.</p> <p>Losing any parking spaces is bad. At that spot it will not do anything for pedestrian safety. You only have to look up the road where the light rail is going and what that has done to parking. The light rail is the worst idea anyone had. The cost, the loss to business, the future traffic hazards.</p> <p>I say no to the closed pedestrian points, because of safety. At the moment it gives an escape route if there were problems [with undesirables in the area].</p> <p>Have no problem with the proposed new pedestrian fencing, but don't think that it is required.</p>	<p>retain parking spaces closer to Maroubra Road, away from the median carpark.</p>
<p>As a Randwick Council resident I give you my feedback regarding the pedestrian safety:</p> <p>speed limit should be 40 or 50 km/h, as it's a high pedestrian area</p> <p>older people cross in the middle of Anzac Parade because pedestrian crossings are too far for them</p> <p>The bus stop on the opposite side of Pacific Square should be closer to Maroubra Road to encourage crossing to the pedestrian area</p> <p>Could cooperation with Randwick Council be planned to re-assess the central area, to be a liveable and enjoyable area not just a parking area?</p>	<p>With regard to reducing the speed limit, there was considerable public support for this measure. As a result, Transport for NSW will conduct a speed zone review along the length of Anzac Parade to determine if a reduced speed limit is appropriate. (Transport for NSW must consider the route in its entirety, rather than only reviewing this short section of Anzac Parade.)</p> <p>The speed zone review will take place after the CBD and South East Light Rail project is completed.</p> <p>While we appreciate the closing of pedestrian access points might be inconvenient for people and might increase the distance to be covered, our aim is to improve safety. People with limited mobility, including many older people, are particularly vulnerable to serious injury or worse if they are struck by a moving vehicle when crossing a busy road.</p>

5.1.2 Appendix 2 - Community notification and call for feedback

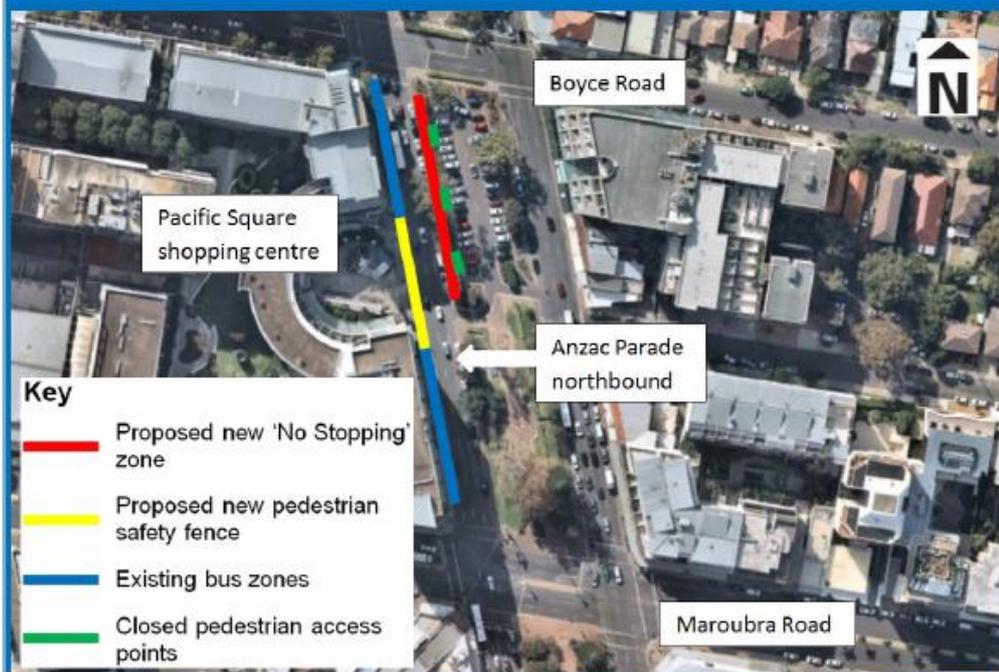


Proposed pedestrian safety measures – Anzac Parade, Maroubra

Roads and Maritime Services | July 2019

Roads and Maritime Services is proposing new pedestrian safety measures on Anzac Parade, Maroubra, between Maroubra Road and Boyce Road. The proposal includes installing a pedestrian safety fence and restricting dangerous pedestrian movements, and will require a small reduction in street-level parking spaces. The changes aim to reduce the number of accidents involving pedestrians.

Proposed pedestrian safety fence and parking changes, Anzac Parade, Maroubra



Proposed changes

The proposed pedestrian safety fence will extend along the footpath for around 40 metres between existing bus zones on Anzac Parade's northbound carriageway, adjacent the Pacific Square shopping centre entrance (see yellow marking on the map).

The safety fence will discourage pedestrians crossing the road through fast-moving traffic. This practice is particularly dangerous when a pedestrian's view is obscured by waiting buses.

We are seeking community feedback by 5 August 2019.

To discourage jaywalking and improve pedestrian safety, Roads and Maritime Services also proposes to close pedestrian access to the northbound carriageway from the car park in the Anzac Parade median strip (see green markings on map). This will encourage pedestrians to use the signalised crossing at the intersection, which is a short distance away.

Improving pedestrian safety

The purpose of these changes is to improve pedestrian safety along this busy road.

Pedestrians are often observed crossing Anzac Parade when traffic is moving quickly through this 60 km/h zone.

Between 2014 and 2018, there were five crashes involving pedestrians on Anzac Parade, in the direct vicinity of the proposed new safety measures.

Collisions involving cars and pedestrians were the most common type of serious traffic incident recorded along this stretch of road during that period. Most of these incidents occurred during daylight hours and on each occasion the weather was fine and the road surface was dry.

Changes to parking arrangements

The proposal will result in the loss of 11 existing half-hour parking spaces on Anzac Parade (see red marking on map).

We appreciate these spaces are important for businesses, however this represents only a small reduction in available parking spaces in the immediate area. There are around 550 timed and untimed parking spaces along Anzac Parade and in neighbouring streets.

We want to hear from you

We are seeking your input to identify new options to offset the loss of parking spaces. For example, shortening time limits on nearby timed parking spaces (e.g. from one-hour to ½ hour), which would give more people access to parking spaces over the course of the business day.

We also welcome ideas for how we might improve pedestrian safety on this busy, important section of Anzac Parade.

We will review all public submissions, reply to them and update the community in coming months.

How to give feedback

Contact the project manager, Ben Borger by email – benjamin.borger@rms.nsw.gov.au – or by telephone on 0429 127 648.

Please provide your feedback by 5 August 2019.



Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Roads and Maritime Services on 0429 127 648

Arabic
إذا كنت بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الوطنية والتشبية (TIS National) على الرقم **131 450** وأطلب منهم الاتصال برؤاؤك Roads and Maritime Services على الرقم 0429 127 648

Cantonese
若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務 (TIS National)，要求他們致電 0429 127 648 聯絡 Roads and Maritime Services。

Mandarin
如果您需要口譯員，請致電 **131 450** 联系翻译和口译服务 (TIS National)，要求他们致电 0429 127 648 联系 Roads and Maritime Services。

Greek

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Italian

Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Roads and Maritime Services al 0429 127 648

Korean

중요사항: 필요하신 번역봉사서비스 (TIS National) 에 **131 450** 으로 연락하여 이들에게 편지로 0429 127 648 Roads and Maritime Services 에 연락하도록 요청하십시오.

Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Roads and Maritime Services qua số 0429 127 648



July 2019

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