



Transport  
Roads & Traffic  
Authority

# PROPOSAL TO INSTALL PEDESTRIAN FENCING ON ANZAC PARADE, KINGSFORD NORTH OF THE ROUNDAABOUT AT RAINBOW STREET

## Issues Report

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## **1. Background**

The Roads and Traffic Authority (RTA) has identified a significant pedestrian safety issue on Anzac Parade between Meeks Street and Rainbow Street, Kingsford. Over a three year period between 2007 and 2009, five crashes involved pedestrians on Anzac Parade within 60 metres north of Rainbow Street. All of these crashes resulted in injuries to the pedestrian. Three crashes occurred within 30 metres north of the existing mid-block traffic lights. Another two occurred within 30 metres south of the mid-block traffic lights.

In Sydney, approximately one third of all fatal crashes involve pedestrians. The RTA has been actively working to improve pedestrian safety, particularly on state roads.

To improve pedestrian safety along this section of Anzac Parade, the RTA investigated the option of installing pedestrian fencing. This could improve safety by directing pedestrians to the existing mid-block traffic lights.

This section of Anzac Parade is bounded by retail and commercial businesses and is known as Kingsford shops. This area is an important commercial centre, which relies on pedestrian access.

Currently, kerbside parking is permitted after 10am weekdays, along the western side of Anzac Parade, north of the mid-block signalised crossing. Parking is also available in the angled spaces provided on the surrounding local road network to the east and west of the shops.

Kingsford shops has a bus stop for both north and southbound services along Anzac Parade. There are three bus stops on the eastern side of Anzac Parade in close proximity to the mid-block pedestrian controlled lights. On the western side, there is a bus stop located south of the mid-block pedestrian controlled lights.

The RTA considers that maintaining access to the existing bus stops and parking for customers is integral to minimise potential impacts on business operators and existing access.

Given the above considerations and physical limitations of the site, the RTA door-knocked local business operators talking to them about the proposed installation of two 30 metre sections of pedestrian fencing on either side of the existing mid-block pedestrian crossing at the traffic lights between Meeks Street and Rainbow Street.

## **2. Alternative sign trial**

As part of the consultation process the RTA trialled the use of 'do not cross' signs on the central median along this length of Anzac Parade. Although the number of pedestrians crossing away from the signalised intersection reduced, there were still significant numbers of pedestrians crossing unsafely. Over the day, some 233 pedestrians over 12 hours crossed the six lanes of Anzac Parade and ignored the 'do not cross' signs erected in the median.

In areas with high numbers of pedestrians and a history of crashes at mid-block locations, there are very few options available to effectively reduce the number of pedestrian crashes. Installing pedestrian fencing has proved to be one of the few effective ways to reduce the number and severity of crashes involving pedestrians.

### 3. The proposal

A pedestrian fence is proposed – two 30 metre sections on either side of the traffic lights. The southern section of the fence would extend from the roundabout at Rainbow Street to the mid-block pedestrian controlled traffic lights. The northern section of the fence would extend from the mid-block traffic lights to the concrete base of the directional sign structure. See map below.



As suggested by the community, the RTA has agreed to extend the southern section of the fence by approximately 14 metres along the western edge of the triangular garden bed to the roundabout. This means the southern section of the pedestrian fence will be 44 metres long. The northern section will remain as proposed, 30 metres.

## 4. Consultations

Community and stakeholder consultations over the past 10 months include the trial of an alternative solution to improve pedestrian safety, as proposed by the business community.

The issues raised are described below:

### 4.1 Kingsford Chamber of Commerce

In February 2011 the RTA consulted the Kingsford Chamber of Commerce regarding the pedestrian crashes along Anzac Parade. The RTA's proposed pedestrian fence solution was discussed. After consulting with the members of the Chamber of Commerce, business operators and property owners in the vicinity of the proposal, the Chamber of Commerce wrote back to the RTA supporting the southern section of the fence but not the northern section of fence.

The RTA met with members of the Chamber of Commerce including property owners and business operators and agreed to install 'no crossing' signs in the median of Anzac Parade as an alternative.

As agreed with the Chamber, the RTA counted pedestrians at this location one month after the signs were installed. This count showed that in a 12 hour period, 233 pedestrians crossed the six lanes of Anzac Parade within 60 metres north of Rainbow Street, ignoring the 'no crossing' signs erected in the median.

Although the number of pedestrians crossing Anzac Parade reduced with the new signage, there are still a significant number of pedestrians engaging in high risk behaviour every day by crossing away from the signalised intersection.

The pedestrian counts were provided to the Chamber of Commerce. They have written back to the RTA supporting the proposed pedestrian fencing at both the northern and southern locations, on the basis it will improve pedestrian safety along this section of Anzac Parade.

### 4.2 Randwick Council

In October 2010, the RTA wrote to Randwick Council identifying and describing the pedestrian safety issue and inviting comments on the proposed installation of pedestrian fencing. Council lodged a submission indicating their support for the southern but not for the northern section of pedestrian fencing.

Additional information was provided to Council regarding the location of the recorded crashes involving pedestrians, highlighting the fact that three of the five pedestrian crashes occurred on Anzac Parade between the pedestrian controlled traffic lights and the concrete base of the directional sign structure i.e. along the 'northern section.' Given the location of these crashes, fencing would need to be installed at both the northern and southern sections of Anzac Parade to effectively enhance pedestrian safety at this location.

Given positive community feedback to the proposal on the grounds of improved pedestrian safety, Council has confirmed they will review their position regarding the northern section of fencing.

Council has noted that the Chamber of Commerce has now given its support for the installation of the proposed fence along Anzac Parade.

### 4.3 Consultation with shop owners and residents

On 17 February 2011, the RTA door-knocked business operators in the vicinity of the proposal.

At that time, information regarding the proposal was provided to 240 businesses along Anzac Parade between Rainbow Street and Barker Street, Kingsford.

A letter drop of information was also undertaken to capture feedback from the wider community. On 22 February approximately 1450 letters were delivered to the surrounding residential community.

Community feedback and submissions provided during the doorknock and the letterbox drop shows an overall positive response to the proposal to improve pedestrian safety through the installation of pedestrian fencing on Anzac Parade at Kingsford.

A number of issues and concerns were also raised. Some of these issues are still being investigated. Investigations are expected to be completed by the end of September 2011. Feedback will then be posted to everyone who has asked for a copy of the issues report.

The issues raised are documented and addressed below:

- **Warning signs on the approaches to the mid block traffic signals on Anzac Parade are required as a lot of motorists are driving through the signals on the red.**

To investigate the visibility to motorists of the mid-block traffic lights, the RTA has driven through the signals in both the north and southbound direction. Motorists have adequate sight distance to the lights and in this regard, warning signs on the approaches could add additional visual clutter to the roadside. We welcome further feedback on this issue.

- **Business operators and residents noted that a number of pedestrians cross Anzac Parade through the garden bed adjacent to the roundabout and the fence would not stop this behaviour and requested that the fence be extended.**

The scope of the project will now extend the pedestrian fence a further 14 metres to the western edge of the garden bed.

- **The walking time provided for the pedestrians crossing Gardeners Road at the pedestrian controlled traffic lights at the intersection with Houston Road is not adequate especially for elderly and disabled people.**

The RTA acknowledges this is a concern for the community and has agreed to investigate and modify if required, the crossing time currently provided at this intersection.

- **Mid-block fencing is required in Gardeners Road particularly in front of the Post Office/bus stop area. There have been a number of pedestrians hit by vehicles turning into Gardeners Road. A lot of disabled and elderly people live and cross here.**

The RTA has undertaken additional analysis of the five year crash data for Gardeners Road in the vicinity of the Post Office. Crash data for the five years from 2005 to 2009, shows two crashes involving pedestrians.

There have been no further reported crashes involving pedestrians across 2010 or 2011.

As part of the RTA's ongoing commitment to improve pedestrian safety across the road network, we will further investigate pedestrian movements to identify any safety issues along Gardeners Road.

- **Vehicles entering Gardeners Road from the roundabout are confused, many are not following the Road Rules. There have been a number of car crashes within this area.**

Whilst issues related to compliance and/or enforcement of the Road Rules falls outside the scope of this project, the RTA will investigate the recorded crash history within the nine ways roundabout and, if appropriate, refer illegal behaviour to the NSW Police for future intelligence and action.

- **There are no pedestrian crossing facilities on Anzac Parade in a northbound direction between Botany Street and the roundabout.**

The RTA will investigate this request. Should additional pedestrian facilities be proposed for installation at some future time, the RTA would undertake further consultation with the community prior to their provision.

- **There are a lot of accidents at the intersection of Anzac Parade and Meeks Street**

The RTA has investigated the crash history at the Anzac Parade/Meeks Street intersection. In the five year period from 2005 to 2009, 16 crashes have been recorded at this signalised intersection. The predominant crash type (five crashes), involves northbound vehicles on Anzac Parade, turning right and colliding with southbound vehicles on Anzac Parade.

From a road safety perspective, given the high daily traffic volumes at this intersection, the RTA does not consider that five 'right-through' crashes over a period of five years is excessive. The RTA will however, review the phasing of the traffic lights and make modifications if appropriate.

- There was a pedestrian fatality near the mid-block traffic lights/bus stop not that long ago. The pedestrian was hit by a bus.

The RTA has investigated the recorded crash history at this location. Between 2004 and 2011, there have been no pedestrian fatalities recorded by the NSW Police. The RTA is therefore unable to make further comment regarding this incident.

- Pedestrian fencing is unsafe as drivers cannot see through it, especially at intersections.

The RTA would install a 'type 1' pedestrian fence. The basic design principle of 'type 1' fencing is that it can be 'seen through.'



Furthermore, to enhance road safety and improve motorists' visibility of both pedestrians and other vehicles at intersections/crossing points, median pedestrian fencing is tapered downward i.e. descends in height towards the intersection.

- Redirect traffic in Anzac Parade between Meeks Street and Rainbow Street to create a mall where only buses and taxis will be allowed. Convert Gardeners Road eastbound lanes in front of the Post Office into a car park.

No significant change to this road environment through Kingsford is proposed at this time.

- Business owners will suffer a 20% – 30% drop in sales due to this type fencing.

The RTA has considered the views and concerns of business operators. The proposed fencing would minimise the impact on pedestrian movements within the Kingsford shops whilst providing significant pedestrian safety benefits.

The maximum additional distance a pedestrian needs to walk in order to get to the other side of Anzac Parade safely is 30 metres. This is roughly equivalent to the frontage of five shops that pedestrians will now need to walk past to reach the traffic lights.

The RTA considers that the benefits of a fence and reduced crashes and injuries are greater than the level of pedestrian inconvenience and impact on business patronage.

- Graffiti and vandalism may increase due to the fence. It will also block vision on the other side of the fence.

The RTA has installed similar fences in many areas of the Sydney metro. Based on past experience, the RTA has noted that graffiti and vandalism are not major issues of concern.

Given that 'type 1' fencing would be installed and that this fencing is designed to be 'seen through,' visibility should not be an issues for pedestrians or motorists.

## 5. Way forward

The RTA has considered all of the submissions received and the issues raised regarding the proposed installation of pedestrian fencing on Anzac Parade, Kingsford.

It is important to note that the RTA has successfully installed pedestrian fences on arterial roads at a number of locations within the Sydney Metropolitan Area and that a preliminary evaluation on the effectiveness of these fences indicates that a 65% to 75% reduction in the number of crashes involving pedestrians can be achieved.

Based on the:

- Review of community issues and concerns.
- Support from the Kingsford Chamber of Commerce.
- Knowledge of the risks facing pedestrians who choose to cross a six lane roadway at uncontrolled mid-block locations (in this case, the six lanes of Anzac Parade within 60 metres north of Rainbow Street).
- Review of the recorded history of pedestrian involvement in crashes at this location.

the RTA has decided to proceed with the installation of a 74 metre long pedestrian fence along Anzac Parade at Kingsford. This fence will comprise two sections – a southern section 44 metres in length and a northern section 30 metres in length.

## 6. Recommendation

The RTA will update the community in relation to the outcomes of the consultation process as well as provide them with information regarding the scheduled implementation of this project. At this time, the RTA has scheduled the installation of the pedestrian fencing to be undertaken late June 2011, weather permitting.