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WalkSydney is pleased to provide feedback on Proposed pedestrian safety measures - Anzac Parade, Maroubra.

WalkSydney is a community group working to make it easier, safer and more pleasant to walk in Sydney. With a growing population we need to ensure people can easily walk to public transport, local shops and services, and shared transport options.

WalkSydney applaud the RMS for investigating pedestrian safety measures for Maroubra Junction. However, we believe there are better safety initiatives that can be implemented to reduce this pedestrian risk more effectively.

1. Maroubra Junction is a Place and needs to be planned appropriately, not just as a road space.
2. Punitive measures will only move the issue further down the street. Better pedestrian facilities to facilitate easier walking will improve safety. This includes:
   a. Lowered speed limit to 40km/hr and/or nominating the area as a High Pedestrian Activity Area
   b. Improved intersection design including upgrade of the signal phasing to provide priority for pedestrians
   c. Improved surrounding footpath surface, width and amenity

Maroubra Junction is a Place and needs to be planned appropriately, not just as a road space.

The design of surrounding shopping centres - Pacific Square and Maroubra Plaza with their mid-block entrances, as well as movement via Green St on the opposite side - creates and open community space and encourages movement within this space. The provision of car parking in the Anzac Parade median strip also adds to the functional use and access needs around this space.
Maroubra Junction should be considered and planned collaboratively as a place - as part of the Movement and Place framework that focusses on people, rather than just roads or buildings.

“Movement and Place considers the whole street including footpaths, from property line to property line. It takes into account the needs of all users of this space including pedestrians, cyclists, deliveries, private vehicles and public transport, as well as people spending time in those places, whether moving around the place or enjoying street life including outdoor dining, waiting for a bus or watching the world go by.”

The outline document advises that it is “to better balance and align movement and place in the design, planning, construction and operation of NSW’s transport network”.

Maroubra Junction has been identified as a strategic centre with liveability expectations of high levels of amenity, and walkability and being cycle friendly.1

“Centres are not just places for economic exchange. They are where communities gather, and where recreational, cultural and educational pursuits are found. They are important to how people participate in community life. This is particularly true in the Eastern City District, where an increasing number of residents live in apartments and rely on public spaces.”

Punitive measures will only move the issue further down the street. Better pedestrian facilities to facilitate easier walking will improve safety.

We believe the punitive proposal of additional fencing and deterring pedestrian access detracts from these strategies, moves and condenses the existing issues further down the road, and will reduce the amenity and sense of community around the location.

Extending the 40m of fencing to 80m would reduce the space that people are currently using for being picked up, dropped off, walking and cycling to Pacific Square. Fencing this area would mean there is no suitable pick up and drop off point for people being transported to Pacific Square, who may not be able to travel there independently.

This fencing extension would also result in people ending up closer to the Southern bus stop. This bus stop experiences high traffic already.

Improved pedestrian facilities would make walking easier, safer, and more enjoyable and encourage alternative travel paths.

Below are some examples:

1 Government Architect of NSW - Movement and Place
2 Greater Sydney Commission Eastern City District Plan

Proposed pedestrian safety measures - Anzac Parade, Maroubra
a) **Lower speed limit to 40km/hr and/or nominating the area as a High Pedestrian Activity Area**

Lower speed are the easiest way to reduce risk of injury or fatality.

The RMS should follow the initiatives of the nearby City of Sydney and Waverley Councils by reducing the speed limit from 60km/hr to 40km/hr and/or nominating this space as a High Pedestrian Activity Area for traffic calming.

We know that reducing the speed limit has a dramatic increase on reducing road fatalities, not to mention injuries.³

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b) **Improve intersection design including upgrade of the signal phasing to provide priority for pedestrians**

The length of the block is already longer than usual - about double the surrounding blocks. This creates an unusual length of walking required to reach the location.

Mid-block pedestrian movements are likely exacerbated by the amount of time it takes for the lights to change, as well as the two stage crossing (over 2 cycles) required to cross Anzac Parade.

Improving the signal phasing for pedestrians would encourage easier and safer crossing at the signalised intersections.

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c) **Improve the surrounding footpath surface, width and amenity**

Many of the surrounding footpaths and pedestrian facilities are outdated and require upgrade.

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³ TfNSW - Centre for Road Safety - Speed and fatalities

*Proposed pedestrian safety measures - Anzac Parade, Maroubra*
The footpath on the median strip is narrow, difficult to navigate, often overgrown with foliage, and in peak times, often with insufficient space at the intersections for people to wait. The kerb ramps are outdated and do not have guides supporting the direction of travel. These aspects may mean that people prefer to move towards a safer, wider, space as soon as possible, even if this means crossing mid block. The footpaths around Pacific Square are much wider.

When parking in the median strip, there is only 1 kerb ramp at the Northern end to access the narrow footpaths.
People may prefer to walk along the wide road surface and cross to Pacific Square or Maroubra Plaza via the shortest distance across Anzac Parade (20m) rather than another whole block (60m) to Boyce Rd crossing (which can add up to 150m). This is quite a substantial difference even without including the time required to wait for the pedestrian lights.
Due to the current lack of safe and easy provision supporting walking around Maroubra Junction, we encourage the RMS to decrease the road speed in this densely populated area, as well as look at improving the surrounding pedestrian facilities to facilitate safer, instead of the proposed deterrence initiatives that do not directly address the issues.

Thank you for taking the time to read our feedback.

Yours sincerely,
The WalkSydney team