

Randwick City Council

**Kensington and Parts
of West Kingsford
PAMP**

Working Paper

ARUP

Randwick City Council

**Kensington and Parts
of West Kingsford
PAMP**

Working Paper

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Contents

	Page
1 Introduction	1
1.1 Background	1
1.2 Aims	1
1.3 Objectives	1
1.4 Universal Access Principles	2
1.5 Methodology	3
1.6 Evaluation	5
2 Characteristics of Kensington and West Kingsford	7
2.1 Population	7
2.2 Local Features	7
2.3 Road Hierarchy	9
2.4 Public Transport	9
3 Data Collection and Review	11
3.1 Review of Relevant Documents	11
3.2 Data Review	12
3.3 Pedestrian Accident Statistics	14
4 Community Consultation	17
4.1 Media and Web Site Coverage	17
4.2 Questionnaire Surveys	17
4.3 Questionnaire Results	18
4.4 Focus Group Workshop	23
5 Next Steps	25

Appendices

Appendix A

Questionnaire Hard Copy

Appendix B

Responses from Online Questionnaire

Appendix C

List of Workshop Attendees

1 Introduction

This Working Paper details the work undertaken by Arup to date.

1.1 Background

Randwick City Council engaged Arup to undertake a Pedestrian Access and Mobility Plan (PAMP) for the Kensington and parts of west Kingsford area. The PAMP has been developed to respond to the impacts of increased traffic and risk to pedestrians and cyclists to enable a high quality pedestrian network in the area.

Walking is an important travel mode, both for solely pedestrian-based journeys and also as a part of trips for which the main mode of travel is by bus, rail and car. Walking as a mode of transport has declined in western society in recent years (Arup, 1998). Research from the United States suggests that in 1997-98, on average, the US spent just 55 cents per person of their federal transportation funds on pedestrian projects, less than 1 percent of their total spending, yet their average spending on highways came to \$72 per person (STPP, 2000). This has significant environmental, economic and social effects.

Increasing the proportion of journeys that are undertaken on foot can make a significant contribution to achieving a better quality of life and environment for all and contribute to wider sustainable transport themes of promoting alternative to the private motor vehicle. Potentially there are significant benefits to be derived from encouraging more walking, particularly for shorter distance trips. These benefits include improved health, better environmental conditions, decreased traffic congestion and improved safety.

1.2 Aims

The key aims for the Kensington and west Kingsford area PAMP are to improve the pedestrian network in terms of:

- Safety;
- Coherence
- Directness;
- Comfort;
- Attractiveness; and
- Equity of access.

1.3 Objectives

The primary objectives for this PAMP study, as outlined by the Randwick City Council Brief are:

- To improve pedestrian access throughout the **Kensington and West Kingsford areas** through the provision of enhanced infrastructure and facilities which cater to the needs of all pedestrians for persons including those with disabilities, school children, carers and seniors.
- To identify and resolve pedestrian crash clusters to highlight areas that restricts safe and convenient accessibility and mobility for pedestrians.
- To provide links with other transport modes including links to bus stops.
- To facilitate the integration of walking as a legitimate mode to discourage the use of private motor vehicles for short trips.

- To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads.
- To link existing plans (e.g.: Access Plan, Bike Plans, Footpath Maintenance Programs etc) and any other associated issues identified, in a coordinated manner.

1.4 Universal Access Principles

Universal Access Principles highlight the rights of all citizens in relation to all transport needs, including non-vehicle forms of transport. These are presented in Figure 1.

Figure 1 Universal Access Principles

- Universal Access is the ability of all citizens to reach every destination served by the public road and transit system.
- Every local road and intersection should be designed and regulated to preserve reasonably safe access to all lawfully behaving citizens as intended and expected users (i.e. all citizens are Design Users.)
- Engineering designers and policy should aim for acceptable Level of Service measures, such as delays, that are similar for all road users – motorists, pedestrians, cyclists and mobility-impaired persons.
- Avoid road “improvements” which reduce the Level of Service below acceptable levels for pedestrians, cyclists and mobility-impaired persons.
- Provide footpaths on at least one side of all streets so that wheelchair users have accessible routes outside of vehicle travel lanes.
- Public facilities or policies that discriminate against the “car-less” violate the most basic rights described in law.

(Acknowledgments to S.B. Goodridge)

Existing and Potential Users



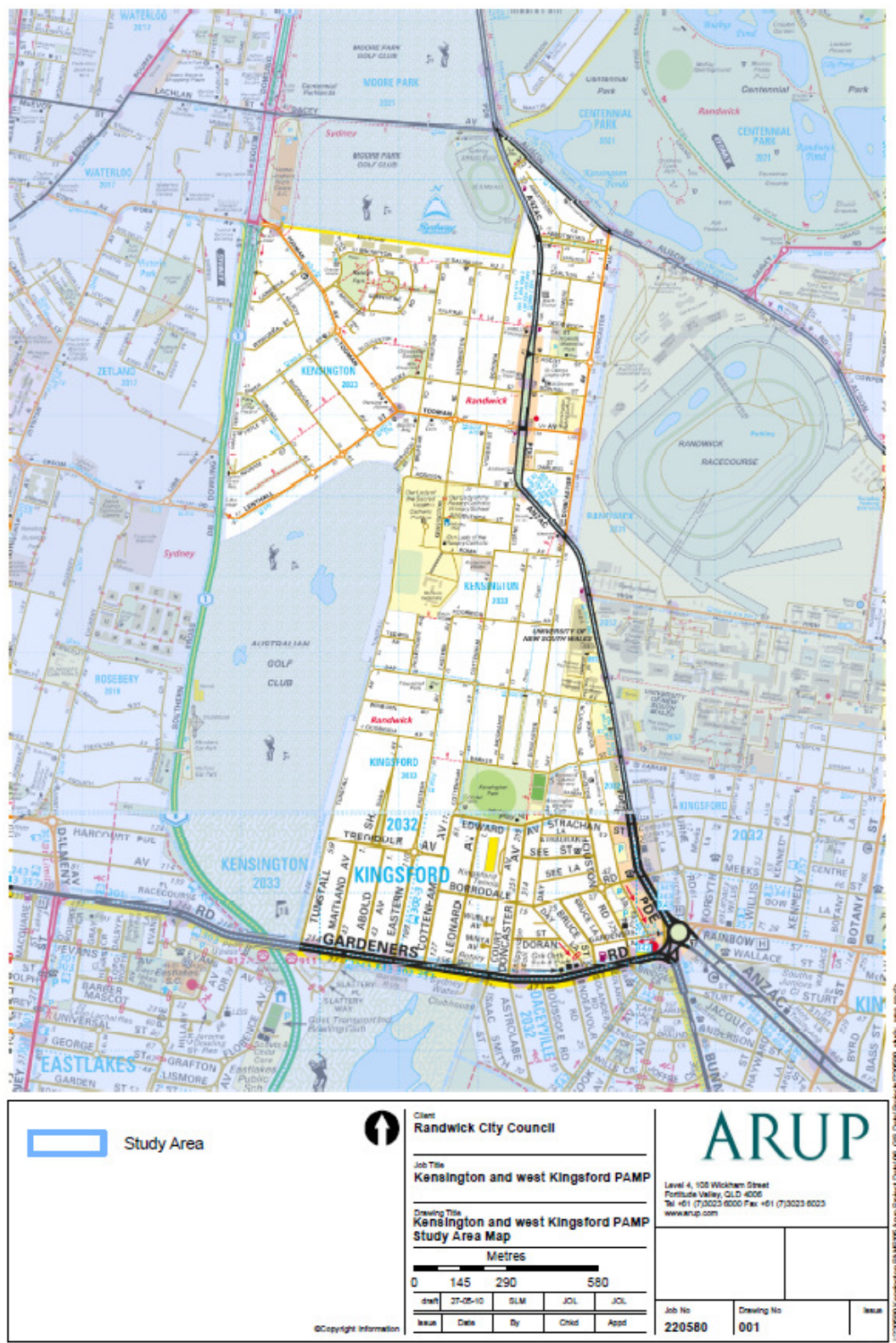
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1.5 Methodology

1.5.1 Study Area

The study area focuses on the Kensington and west Kingsford area. As outlined in the Brief, the study area is bound by Todman Avenue and Alison Road to the north, Anzac Parade to the east, Gardeners Road to the south and South Dowling Street and Tunstall Avenue to the west. The study area is shown in Figure 2.

Figure 2 Study Area



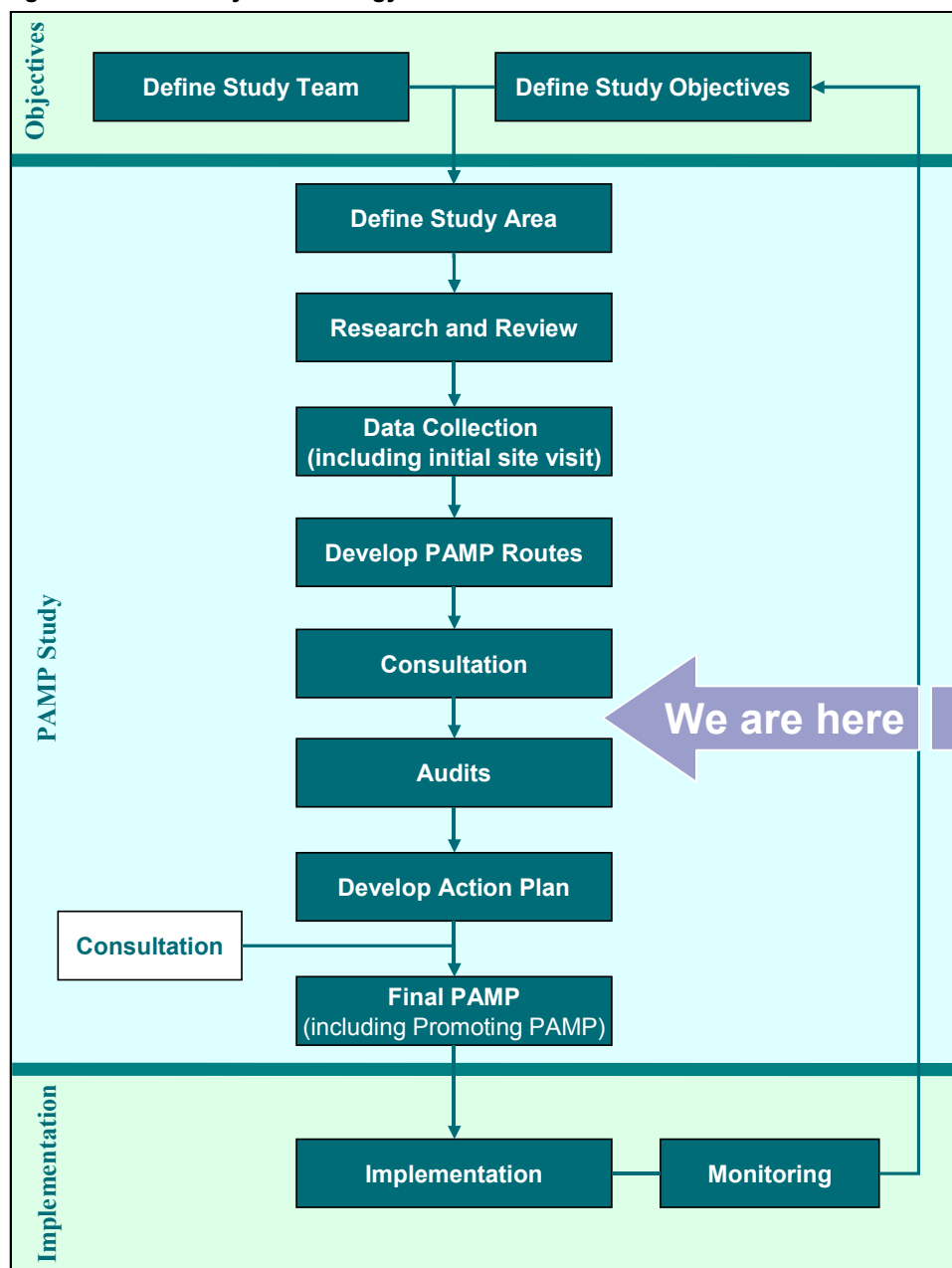
1.5.2 Outline of the methodology

The methodology for the study involved a number of components including the following:

- Define the study area;
- Data review;
- Questionnaire surveys;
- Community consultation;
- PAMP route development;
- Audit of the routes;
- Action recommendations development; and
- Consideration of Council policies and funding sources.

The process is illustrated in Figure 3. We currently have just completed the first consultation stage and the working paper details the work undertaken to date.

Figure 3 PAMP Study Methodology



1.6 Evaluation

1.6.1 Introduction

Planning specifically for pedestrians is a relatively new activity in Australia. Authorities such as Local Councils and the RTA have difficulty in addressing pedestrian problems and solutions without a clearly established framework for assessing problems, evaluating potential actions and developing priorities and implementation programs.

Transport authorities must compete for funding with other levels of government. Funding for pedestrians can usually be facilitated if the wider community benefits are identified.

Many expensive initiatives are applicable only to a small range of problems. The wider range of cheaper minor measures must also be accorded commensurate status.

A variety of objectives may exist for PAMPs, including:

- Economic objectives
 - travel time savings for pedestrians;
 - travel time savings for other road users;
 - accident cost reduction; and
 - economic sustainability.
- Social and political objectives
 - mobility of all members of the community;
 - redistribution of costs and benefits within community groups;
 - redistribution of costs between community groups;
 - effect on mode split;
 - decrease in fuel consumption;
 - equitable access to work, education and social opportunities;
 - healthy lifestyle; and
 - personal physical safety.
- Environmental objectives
 - reduction of atmospheric pollution/greenhouse gas emissions;
 - sustainability;
 - noise reduction; and
 - amenity.

Measurements of PAMP performance against these objectives is challenging because the objectives are qualitative, which makes measurement difficult, and rating of the importance of different (and in some cases, conflicting) objectives is a difficult task.

1.6.2 PAMP Actions

Possible actions for Council to be developed as part of the PAMP process are wide-ranging, and perhaps can be categorised in the same manner as planning for bicycles, the so - called 4E's approach:

- Encouragement;
- Enforcement;
- Engineering; and

- Education.

This PAMP study and the resulting Action Recommendations have focussed on the engineering actions and recommendations. The Action Recommendations were developed primarily through pedestrian audits undertaken on selected routes throughout the study area. The main considerations of the audit included:

- paths of travel;
- major intersections;
- pedestrian crossings;
- fixtures/furniture - seating, bus stops, rubbish bins etc;
- barriers to pedestrian movement;
- pedestrian/vehicle data; and
- general comments (land use, road user behaviour, road environment).

1.6.3 Implementation

A method for problem ranking and solution assessment has been developed as part of the PAMP methodology. The method identifies problems, audits problems in the field, identifies potential solutions, ranks these and recommends a set of actions in the form of Action Recommendations.

2 Characteristics of Kensington and West Kingsford

2.1 Population

The 2006 ABS Census data indicates the population of Kensington to be 10,956 (source: City of Randwick Community Profile), which has increased by 2.0% since the 2001 Census. The population of Kensington is characterised by an almost equivalent proportion of residents born overseas (44.9%) to Australian born residents (46.9%). It is suggested that the presence of the University of New South Wales attracts a high proportion overseas students. In 2006, the proportion of overseas born residents was 9.1% higher than that of the surrounding Randwick City Council average.

2.2 Local Features

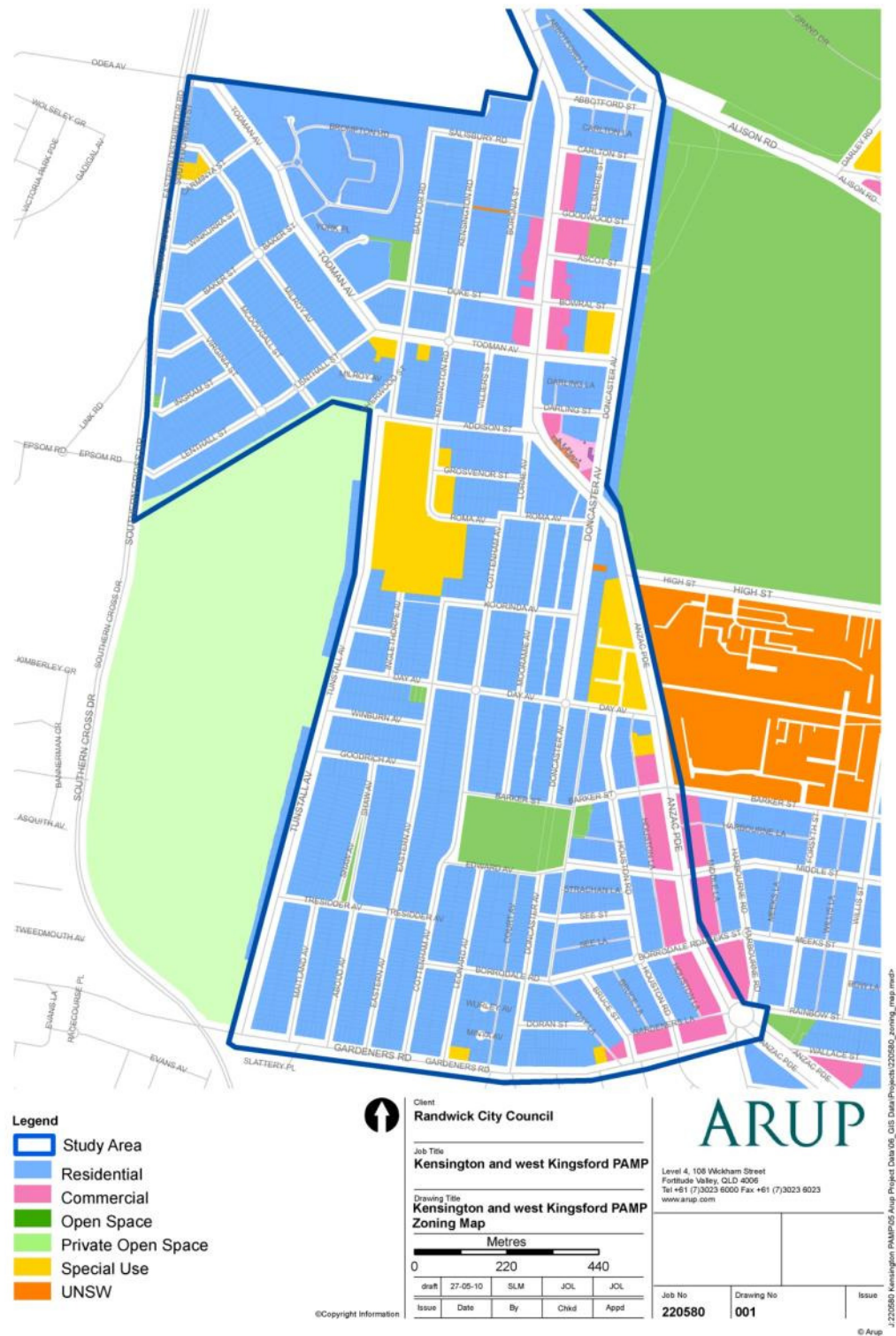
The study area of Kensington is approximately 6km south of the Sydney CBD and is completely encompassed in the Randwick City Council Area.

Kensington is divided by a number of major built features. Anzac Parade borders the study area on the eastern side running north to south. Southern Cross Drive bound the western side and Gardeners Road provides the southern boundary of the study area running east to west. These main roads contain as well as service the study area.

There are a number of potential pedestrian attractors in the municipality including parks, schools, colleges, the University of New South Wales and the Australian Golf Course with other attractors such as Randwick Race course placed in the surrounds.

The majority of the study area is comprised of a conglomeration of residential zones surrounded by both private and public open spaces areas available for pedestrian use as seen in Figure 4. The presence the University of New South Wales provides significant pedestrian activity in the area. The PAMP will explain the opportunity of providing an accessible pedestrian network within the study area to develop walking routes to key local facilities, improving pedestrian access to bus stops as well as creating an overall safe and accessible environment for pedestrians.

Figure 4 Zoning Map



2.3 Road Hierarchy

Arterial roads often present barriers to crossing opportunities for pedestrians due to high traffic volumes. Arterial roads are often the most direct route to retail and commercial centres and are therefore suitable for pedestrians.

Arterial Roads

- Anzac Parade
- Gardeners Road

Sub Arterial Roads

- Todman Ave

Major Local Roads

- Tunstall Avenue
- Lenthall Street
- Addison Street
- Day Avenue
- Houston Road
- Borrodale Road
- Cottenham Avenue
- Eastern Avenue
- Doncaster Avenue

2.3.1 Traffic Volumes

Traffic volume data (average annual daily traffic – AADT) on major roads within the study area was available from the RTA for the year 2005 is summarised in traffic over the period. Roads with high traffic volume, as with Anzac Parade and Todman Avenue, create pedestrian environments with low amenity. High traffic volumes also limit pedestrian crossing opportunities and present unsafe environments for pedestrians.

Table 1 Traffic Volumes

Location	Station No.	1996 Volume (AADT)	2002 Volume (AADT)	2005 Volume (AADT)
Anzac Parade (near High Street)	00025	49820	44261	46283
Todman Avenue	13166	32478	30468	30012

2.4 Public Transport

The majority of the study area is well connected through the Sydney Buses bus network to compensate for the lack of rail facilities in the area. These bus services link the suburb to the Sydney CBD transport interchange.

2.4.1 Buses

State transit is the sole bus service provider in the Kensington Area. Currently, 4 buses service Todman Ave with 2 of those following on the Day and Eastern Ave routes. Along the Anzac Parade stretch of the study area near UNSW a total of 17 bus services exist, similarly, along the Gardeners Rd stretch, 3 bus services are allocated. These routes generally connect to the Bondi Junction, Burwood and rail transport nodes such as Central.

This rail interchange allows commuters to travel to major employment and education centre in other regions such as the City, Chatswood, Parramatta and Macquarie Centre.

Due to the gradual nature of improvements to bus fleets across NSW there is a variety of buses operating within the study area. These can be summarised as follows:

- 1) Original Buses - these have a two-step entry and are the least accessible of the fleet;
- 2) Kneeling Buses - these have a two-step entry, however they can be lowered, or kneel, so that the bottom step can be made effectively level with the kerb. These buses also have bright yellow handrails, easier to read signs, better lighting, filtered air conditioning and elderly/frail priority seating. These buses therefore offer improved access for less mobile or visually impaired members of the community;
- 3) Scania Buses - These offer all the features of Kneeling Buses, but with a level entry rather than two steps, making them more easily accessible; and
- 4) Euro 5 / Easy Access Buses – These are the latest clean diesel buses that have an average of 61% less greenhouse emissions than older Euro 2 buses, and have emissions even 16% lower than Compressed Natural Gas powered buses. The vehicles are wheelchair accessible (fitted with ramps and kneeling suspension). These buses therefore provide access to the entire community. Additional features include cloth seating, large electronic destination signage, improved interior lighting, and are fully air-conditioned.

It is recommended that all bus stops in the study area will require auditing to ensure that they meet the requirements for the successful use of Easy Access buses.

2.4.2 Rail

The nearest rail facility to the study area is the Green Square Station on the Airport Line. Located in the City of Sydney LGA on the corner of Bourke and O'Riordan Street, the station is approximately 2kms from Anzac Parade near UNSW.

In the Randwick Local Government Area, only 4% of residents travel to work by train with Green Square and Bondi Junction, as the closest stations to the study area.

2.4.3 Pedestrian environment

In an effort to provide footpaths on at least one side of most streets, pedestrian footpaths have been reviewed by Council with 7 new footpaths being constructed or reconstructed in 2009/2010.

3 Data Collection and Review

3.1 Review of Relevant Documents

This section places the PAMP study in its broader context. The documents listed below were reviewed as they inter – relate with the PAMP, either because the PAMP study works towards meeting their aims and objectives or because they outline ideas and issues that are relevant to the development of this PAMP.

3.1.1 Kensington/ Kingsford Traffic Impact Assessment, GTK for Council, 2009

This assessment was commissioned by Council to understand the traffic impacts of major developments surrounding the study area. Significant developments in the area include;

- Green Square redevelopment precinct: Green Square presents significant development potential. The Transport Access and Management Plan developed for Green Square aims to minimise traffic impacts on the surrounding areas via ‘no car growth’ initiatives of implementing increased cycleway and pedestrian facilities as well as public transport provision.
- Vehicle ramps to link Gardeners Road and Southern Cross Drive: As a result of the increased traffic movements generated by this proposed ramp, signalised crossing and crossing opportunities are proposed at the Nine Way Roundabout.

The increase of traffic in the area presents significant concern for the Council, residents and visitors of the area, as increased traffic movements reduce amenity and increase safety concerns for pedestrians. The assessment identifies areas of high traffic volume including;

- Anzac Parade;
- Gardeners Road; and
- Southern Cross Drive.

Parts of Todman Avenue also receive high volumes of traffic as it acts as a link that provides movement between Southern Cross Drive and Anzac Parade.

This PAMP study is one of the key recommendations deriving from the *Kensington/Kingsford Traffic Impact Assessment* to overcome the impact of the increased traffic with enhance safety and amenity for pedestrians.

3.1.2 West Ward Disability Access Study, 2007

Identifies area where footpath improvements need to be undertaken to allow equity of access through the West Ward Area. Particular areas of focus include:

- Kensington Shopping Centre
- Access to parks and reserves in the area
- Randwick Racecourse
- Prince of Wales Hospital

The recommendations from the Accessibility Study share common audit issues of the PAMP, as the PAMP recognises that planning for accessibility provides benefits for all users. The Study recommends upgrading the facilities to DDA standards in the key areas of the Kensington and west Kingsford are. Recommendations included:

- Eliminating steep crossfall
- Improving placement of street furniture

- Installing kerb ramps
- Levelling pathways and eliminating trip hazards in pathways
- Installing appropriate tactiles.

The PAMP audit process will utilise the *Access Study* audits and recommendations and work towards creating a network that links the identified key routes.

3.1.3 Recreational Needs Study, Stratcorp Consulting for Randwick City Council, 2008

This Study identifies key objectives to provide the Randwick LGA with the recreational services it needs. Central to the provision of recreational services, is access. A key objective that was identified in the study seeks to

Key Objective 1: Providing accessible and diverse open space and recreation facilities and services

Under this objective, a key strategy is the improvement of linkages to open space and private open space with pedestrians and cycle routes. Specific considerations include:

- Signage installations.
- Condition of footpaths.
- Pram crossings at intersections.
- Improvements for crossing busy roads.
- Higher canopied street trees (shade).

The development of the PAMP routes considers recreational nodes as key attractors and generators of pedestrian movement.

3.2 Data Review

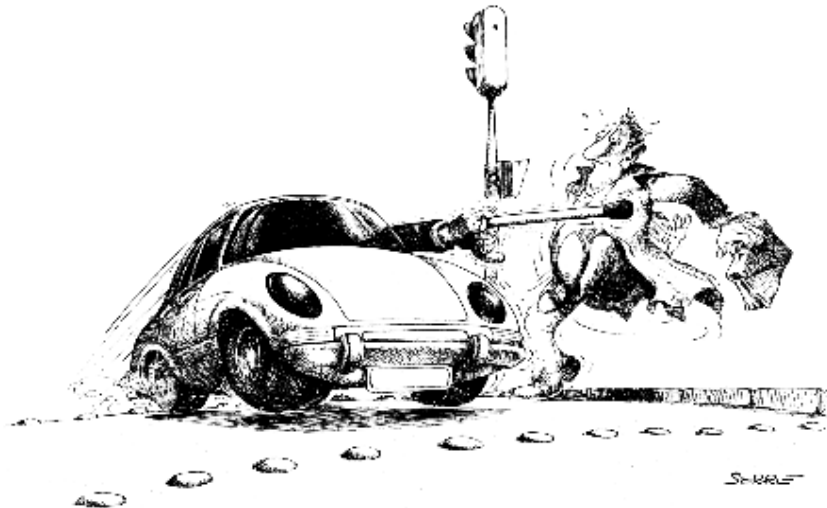
3.2.1 Existing Facilities

There are many existing pedestrian facilities located within the study area including:

- footpaths,
- pedestrian crossings,
- pedestrian refuges; and
- pedestrian underpass / footbridge

The study area faces two key challenges. Within the study area are key roads with high traffic volume which limits pedestrian movement, and footpaths are of old-style designs with high barrier kerbs, no pram ramps and no tactile warning devices. The Council has recently undertaken an Accessible Footpath Study to improve pedestrian access on major routes.

All traffic management devices should consider the use of areas by pedestrians. Local Area Traffic Management (LATM) devices, with careful design, can be beneficial to pedestrians. Local streets often provide attractive routes for pedestrians, particularly when running parallel to State or Regional roads.



3.2.2 Trip Generators and Attractors

A number of trip or pedestrian generators and attractors are located within the study area as identified in Figure 5. Pedestrian generators and attractors include schools, child care and aged care centres, community centres, shopping centres and retail strips, recreation facilities (e.g. pools, sports facilities and parks), licensed clubs, places of worship and public transport facilities (railway stations and bus stops). The prioritisation of the pedestrian network is closely linked to the proximity to facilities and will be detailed in the Draft Report.

Major generators and attractors located within the study area include:

- The University of New South Wales;
- Primary, High Schools and TAFE;
- Retail and restaurant uses along the Anzac Parade;
- Community facilities;
- Parks; and
- Places of worship.

The location of trip generators and attractors is central to the PAMP network development and the prioritisation of the Action Recommendations.

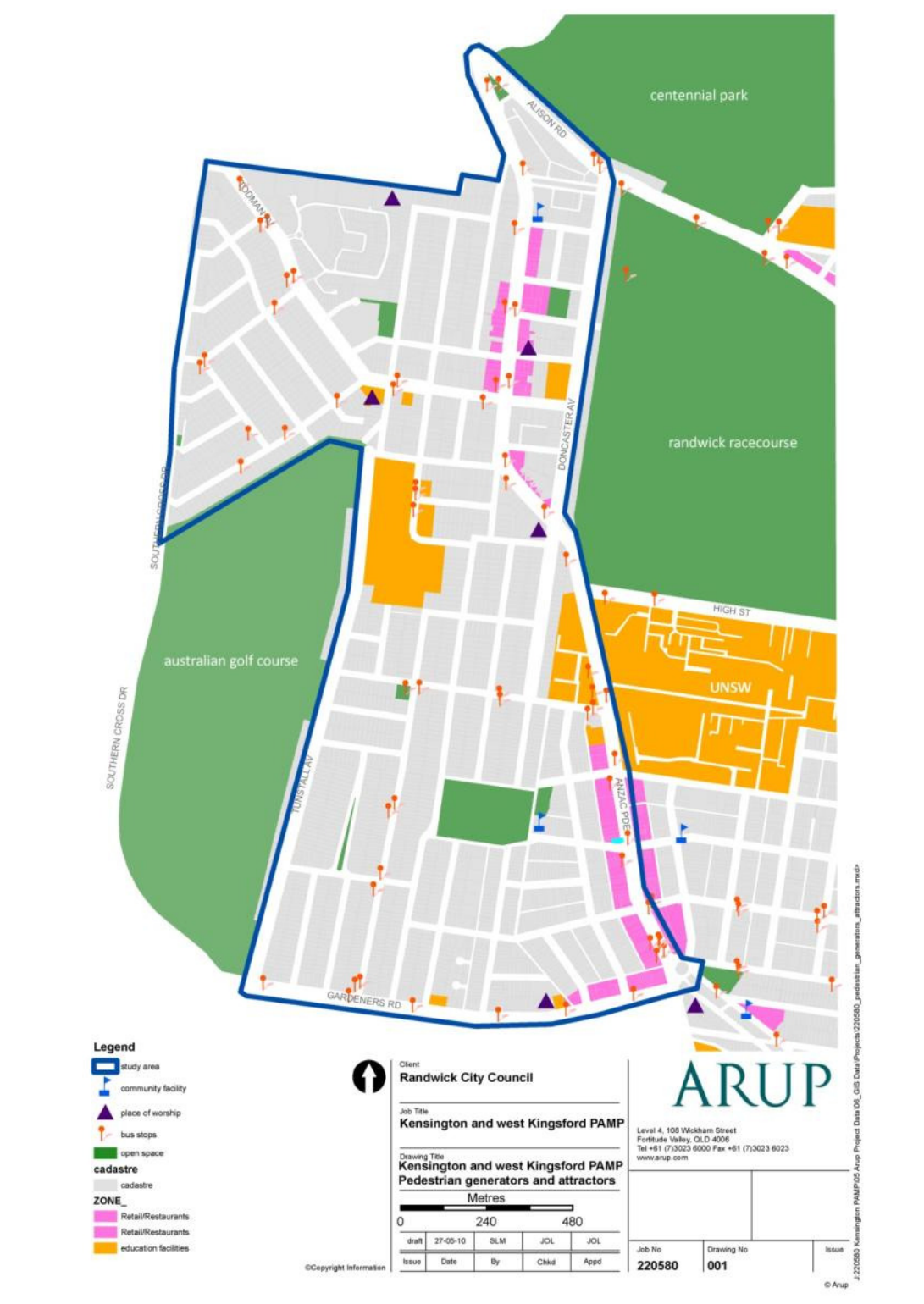
3.2.3 Proposed Developments

The Kensington area has a long history of urban development. Some old developments are gradually undergoing a renewal process as high density residential continues to develop within close proximity to the University. The revision of the Local Environmental Plan (LEP) as part of the Standard LEP process also creates further opportunities for commercial and residential development in the activity areas.

Randwick Racecourse Development

In 2008, a development at 66A Doncaster Road was approved. The development includes: 82 dwellings in 10 buildings, car parking and landscaping, construction and dedication to Council of internal roads, parks and a community centre. The provision of an off road pedestrian and cycleway along Doncaster Avenue and will provide future additional enhanced pedestrian environment at this location that has been identified as a hazard location for pedestrians.

Figure 5 Pedestrian attractors and generators



3.3 Pedestrian Accident Statistics

3.3.1 Pedestrian Accident Distribution and Type

The accident data was central to the PAMP network development and the prioritisation of the Action Recommendations. Locations with high accident history will be examined in the PAMP route audit.

RTA pedestrian accident data has been reviewed from 2004 to 2008 as shown in the tables below. Over the five year period 71 pedestrian accidents were recorded in the study area. Four of these accidents involved fatalities with 2 occurring at Day Ave and Anzac Parade in 2004 and 2007, 1 at Alison Rd and Doncaster Ave in 2005 and 1 at Tresidder Ave and Maitland Ave in 2006. These pedestrian accident locations are mapped in Figure 6.

The distribution of these pedestrian accidents through the areas is detailed in Table 2.

Table 2 Pedestrian Accidents (within the study area), 2004-2008

Degree of Accident	2004	2005	2006	2007	2008	Total	Total %
1 Fatal	1	1	1	1	0	4	6%
2 Injury	16	13	13	8	17	67	94%
Total	17	14	14	9	17	71	100%

Most of the accidents involving pedestrians occurred near to the side of the road (28%). The far side accidents (13%) are the second most common accident type.

Table 3 summarises the pedestrian accidents by the location of pedestrians.

Table 3 Location of Pedestrian Involved in Accidents, 2004-2008

RUM code	Location of Pedestrian	2004	2005	2006	2007	2008	Total	Total %
00	Near Side	9	5	4	2	7	27	38%
01	Emerging	2	1	2	1	6	12	17%
02	Far Side	1	7	5	5	2	20	28%
03	Playing, Working etc.	1	0	0	0	1	2	3%
04	Walking with traffic	1	0	0	0	0	1	1%
05	Facing traffic	1	0	0	0	0	1	1%
06	On Footpath/Median	0	0	1	0	0	1	1%
07	Exiting/Entering Driveway	1	0	0	0	0	1	1%
09 and others	Others	1	1	2	1	1	6	8%
	Total	17	14	14	9	17	71	100%

Figure 6 Pedestrian Accident Data 2004 - 2008. Source: RTA



4 Community Consultation

Consultation is considered to be an essential part of the PAMP development process to ensure public needs were considered and incorporated into the PAMP route development and action recommendations.

4.1 Media and Web Site Coverage

A media advertisement and web site information page were prepared by Arup and issued to Randwick City Council for release. The information about the PAMP study was published on the Council's web page. These items sought input from the Randwick community in the preparation of the PAMP.

Direct feedback was received from members of the public, raising issues regarding the pedestrian environment. Ninety one online submissions were received from individuals from the community.

4.2 Questionnaire Surveys

Questionnaires were distributed throughout the study area to capture the community's comments on pedestrian access issues. Questionnaires were distributed to community groups and businesses in Randwick including schools, churches, day care centres, health centres and Chamber of Commerce etc. The list of organisations contacted was provided by Randwick City Council. The questionnaire was also available on Randwick City Council's website to allow resident feedback.

A total of 91 completed questionnaires were received. In general, the questionnaires focussed upon the following issues:

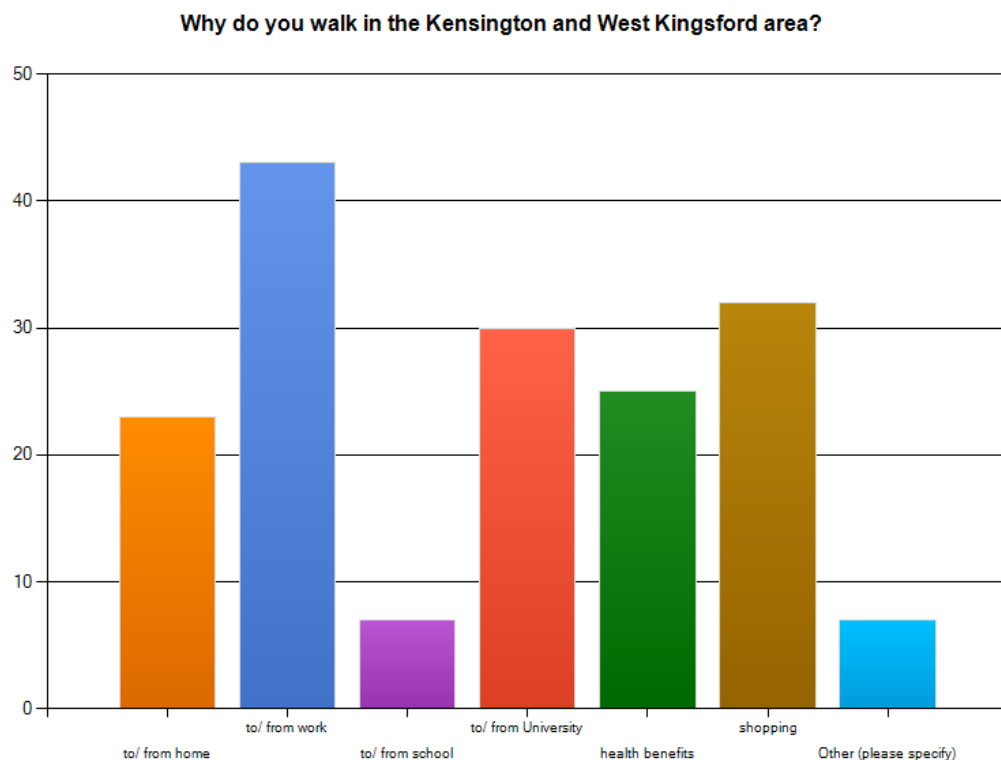
- What are the travel patterns of Randwick residents and in particular residents of Kensington and west Kingsford?
- Where are the major problem locations in relation to pedestrian safety, access and mobility within the study area?
- What facilities (and where) could be upgraded/provided in the study area to improve pedestrian safety, access and mobility?

Key issues were identified through questionnaires and are summarised in this section.

4.3 Questionnaire Results

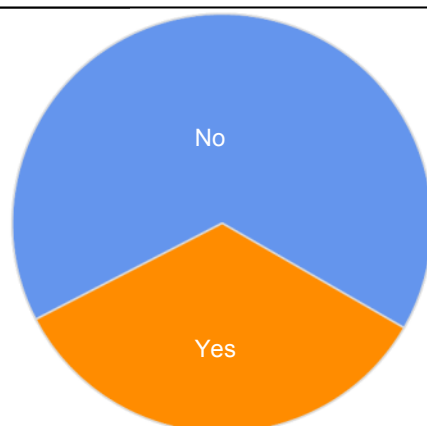
Purpose of Travel

When walking in the Kensington and West Kingsford area, a high proportion of the respondents used the pedestrian environment when walking to and from work, university and for shopping trips as shown in the graph below. Respondents also considered walking as a form of exercise and used the pedestrian network to increase their health. The pedestrian environment within the study area is therefore active for periods across the whole day and has to be able to serve a range of users across the whole day period.



Existing pedestrian environment

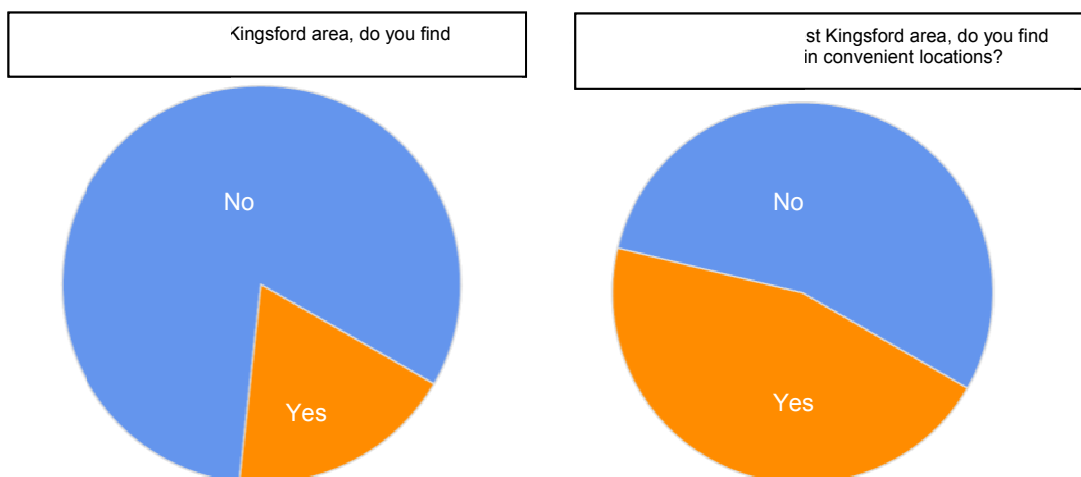
walking environment in the Kensington and West Kingsford area pleasant and convenient?



A majority of the respondents considered the state of the pedestrian environment within the study area to be inconvenient, as 65.9% of people replied 'No' in response to 'Do you find the walking environment in the Kensington and West Kingsford area pleasant and convenient?.'

Pedestrian crossings

Respondents had concerns over the safety of the pedestrian environment in the area, as just over 80% of respondents suggested they considered crossing roads in the area was unsafe. Respondents also felt that the pedestrian environment in the area is also limited due to respondents' perception of the convenience of connections in the area. Just over 50% of respondents suggested that the location of pedestrian crossings were not in convenient locations as shown in the pie graphs below.



Barriers to walking

Steps are identified as a barrier to walking for people with prams, wheelchairs or mobility impairments. Locations specified where steps were a part of the pedestrian route includes:

- Eastern Avenue and Inglethorpe Avenue;
- Boronia St to Anzac Parade; and
- Barker St, west side.

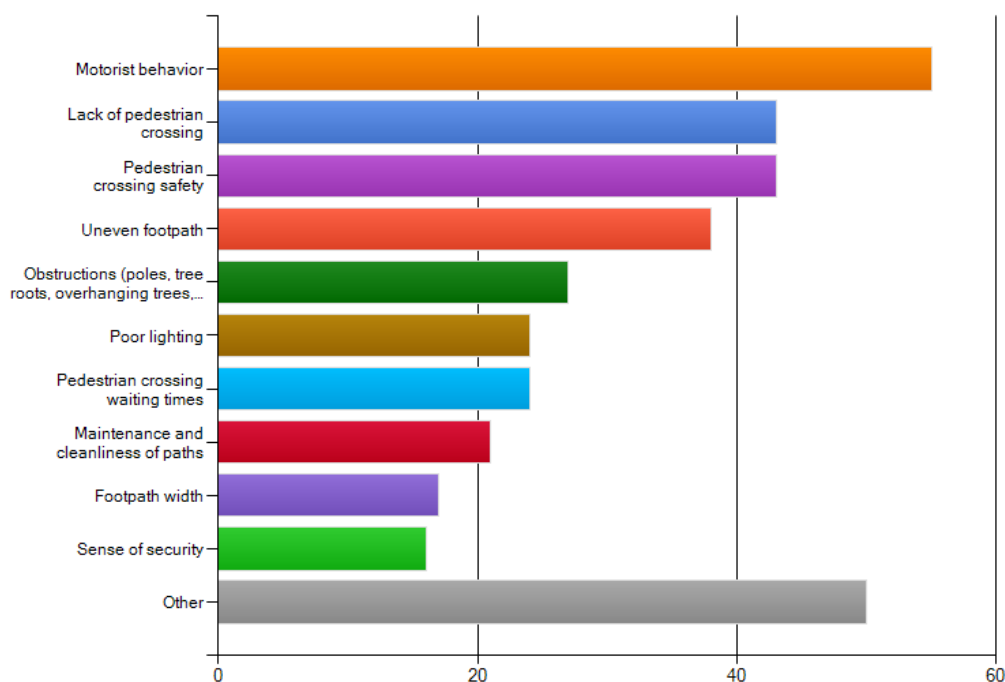
These locations will be considered in the route network development to audit their accessibility.

The respondents were asked to identify the main barriers to walking in the area. The five main barriers the community identified include:

- Motorist behaviour;
- Lack of pedestrian crossings;
- Pedestrian crossing safety;
- Uneven footpath;
- Obstructions (poles, tree roots, overhanging trees etc.)

Other barriers to walking are outlined in the graph below.

What are the main barriers to walking in the West Kingsford and Kensington area? – (please specify the location where possible)



Key locations of specific concern that were identified by respondents include:

- **Anzac Parade near UNSW:** high concern for pedestrian/ vehicle conflicts, limited pedestrian crossing time, driver behaviour creating unsafe environment for pedestrians, high pedestrian movement.
- **Todman Avenue:** limited crossing opportunities, roundabouts create unsafe pedestrian crossing environments, limited pram ramps at crossings.
- **Day Avenue:** poor lighting, driver behaviour creating unsafe environments for pedestrians, uneven footpaths.
- **Gardeners Road:** poor crossing opportunities for pedestrians.
- **Roma Avenue and Cottenham Avenue** near the Our Lady of Rosary school: poor crossing opportunities for students and parents.

Key barriers and most hazardous locations were plotted in the study area, as shown in Figure 7.

Figure 7 Questionnaire Issues



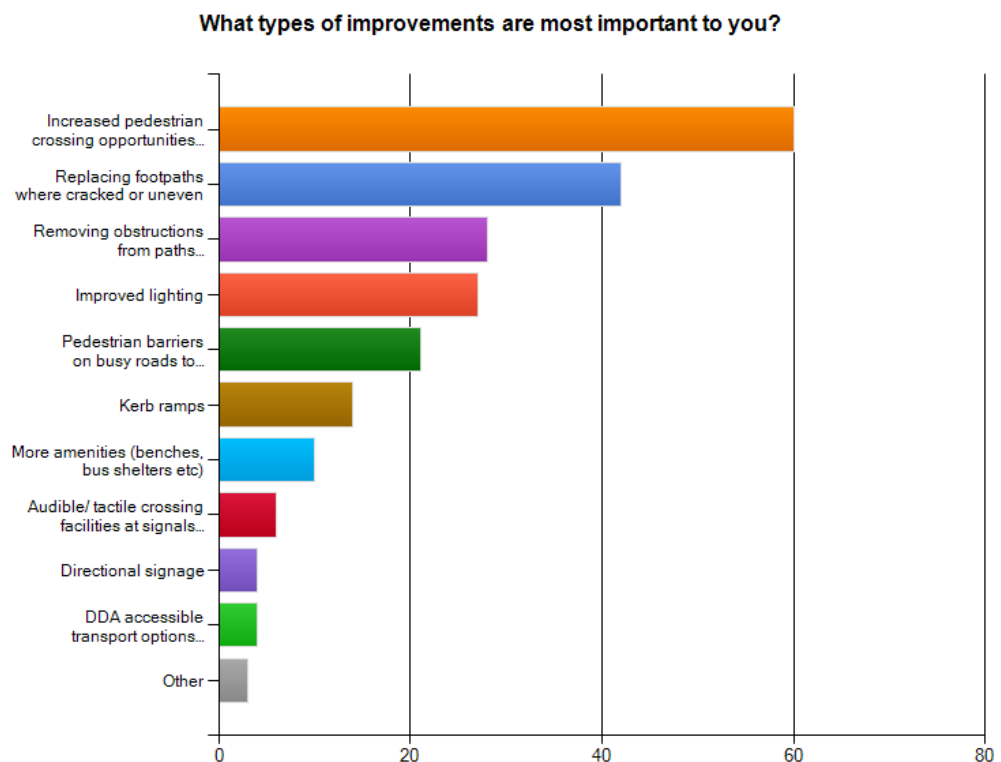
Pedestrian environment improvements

In order to gain a view of the improvements that Council should carry out, the questionnaire asked 'What types of improvements are most important to you?'

The five main improvements that were identified include:

- Increased pedestrian crossing opportunities;
- Replacing footpaths where cracked or uneven;
- Removing obstructions;
- Improved lighting
- Pedestrian barriers on busy roads to stop illegal crossings

Further improvements expressed by the community are shown in the graph below.



4.4 Focus Group Workshop

An important component of the PAMP development is the Focus Group Workshop. The group format of the workshop provides an opportunity for generation and exchange of ideas between key stakeholders in the PAMP process. The aim of the workshop was to identify issues pertinent to the PAMP development with specific reference to pedestrian issues within Kensington and West Kingsford area.

The workshop was held at the Randwick City Council Chambers on Tuesday 22 June 2010. Topics covered in the workshop included:

- Introduction to PAMP;
- Purpose of the Workshop;
- Outline of the Study Area;
- Aims of the PAMP;
- Objectives of the PAMP;
- The PAMP Methodology;
- The data collection process;
- The pedestrian network audit checklist;
- The Final PAMP; and
- Points of Discussion:
 - The main pedestrian routes in Kensington and west Kingsford
 - The hazardous locations within the study area
 - The issues relevant to pedestrian access and mobility within the study area

4.4.1 Discussion

The workshop provided opportunity to discuss hazardous areas for pedestrians in the area. Specific locations identified in the workshop are summarised Table 4 below.

Table 4 Identified Pedestrian Issues / Hazardous Locations

Location	Issues
Eastern Avenue	<ul style="list-style-type: none"> - Roundabouts limit pedestrian crossing opportunities - Trees around roundabout at Eastern Ave/ Tressider Ave obstruct vision
Cottenham Avenue	<ul style="list-style-type: none"> - Cars parked along driveways obstruct footpath - High speed traffic. Motorist ignore stop sign at Roma Ave - Day avenue intersection is hazardous for pedestrians trying to cross -
Lenthall Street	<ul style="list-style-type: none"> - Underpass was perceived not safe with poor lighting and public surveillance
Doncaster Avenue	<ul style="list-style-type: none"> - High traffic movement needs crossing opportunities - Footpath facility needed for crossing

Location	Issues
	driveway at the Racecourse <ul style="list-style-type: none"> - Consider future development proposal at the Racecourse and provision of off road pedestrian and cycle route - Pram ramps need to be installed at Anzac Parade/ Doncaster Ave
Day Avenue	<ul style="list-style-type: none"> - Limited crossing opportunities for children and prams, especially near the park at corner of Eastern Avenue - Metal service pits on south side are trip hazards - Roundabout at Doncaster/ Day Ave creates poor pedestrian crossing
Anzac Parade	<ul style="list-style-type: none"> - Intersection with Day Avenue not sufficiently lit. - At Addison Street intersection near to have "square" realignment treatment to reduce crossing distance, slow down traffic and increase pedestrian visibility - Retail activity at the corner of Barker Street blocked footpath. It forces pedestrian onto the road - Cars left turn from Barker Street to Anzac Parade at high speed - Good pedestrian crossing design (staggered crossing enforced with fencing) outside of Peters of Kensington
Barker Street	<ul style="list-style-type: none"> - High pedestrian movement - Cars parked along footpath north side - Should be considered as a high priority route - Intersection with Day Lane (near Bowling Club) is difficult to cross
Roma Avenue	<ul style="list-style-type: none"> - Motorist behaviour at stop signs is hazardous for pedestrians - Poor sightlines for vehicles and pedestrians - High pedestrian volume at school starting and finishing hours - Investigate provision of pedestrian refuge at Cottonenham Ave intersection
Pedestrian only walkways	<ul style="list-style-type: none"> - Walkway off McDougall Street south of Lenthall Street - Walkway from Brompton Road to Salisbury Road - Pedestrian only walkways need signage
General	<ul style="list-style-type: none"> - Missing footpath at northern side of

Location	Issues
	<p>Kensington Park</p> <ul style="list-style-type: none"> - Seating should be provide along major routes, especially at hilly paths - Poor footpath condition, cracked and lifted by tree roots, along Duke Street - Disabled parking / elderly parking access from carpark to shops. - Change route priority reference from High / Low to Major/ Minor?

A number of suggested improvements for the pedestrian environment were raised by the attendees of the workshop. They included:

- Suggested traffic calming devices to improve safety
- Crossing devices
- Lighting
- Enforcement
- Signage for pedestrian way finding
- Treatments undertaken at Houston Rd + Lane/ Barker Street have improved the traffic situation

It is noted that the installation of formal crossings (pedestrian signal and zebra crossings) require meeting the warrant stated in the RTA guidelines.

The workshop attendance list is provided in **Appendix C**.

5 Next Steps

The questionnaires highlight key pedestrian trip generators and attractors, highlight key constraints experienced by the community and help inform the development of the PAMP Routes. The pedestrian routes and hazardous locations raised in the workshop will be incorporated into the development of the PAMP routes. Audits will be conducted on the high priority routes.

Appendix A

**Questionnaire Hard
Copy**



ARUP

Randwick City Council is seeking community feedback to help develop a **Pedestrian Access and Mobility Plan (PAMP) for Kensington and**

parts of West Kingsford.

The PAMP aims to improve the planning of pedestrian and access facilities in Kensington and West Kingsford as shown on the Study Area map, with a focus on areas used frequently by pedestrians. Key actions for the PAMP are:

- developing walking routes to shops, schools and other important local facilities
- improving pedestrian access to bus stops
- creating safe and accessible environments for pedestrians
- reducing pedestrian accidents by creating safe facilities on busy roads and reducing vehicle speeds.

Kensington and West Kingsford residents can send their comments and ideas to Council by completing the online survey, through the community consultation "Have my say" section of Council's website, www.randwick.nsw.gov.au. The PAMP for Kensington and West Kingsford is a Council initiative with 50% funding from the NSW Government through the Roads and Traffic Authority. Randwick Council has contracted the consultancy firm ARUP to assist in the project.

Residents and others who visit the area are also welcome to take part in the survey.

For further information please contact

- Randwick Council's Traffic Engineer, Lynsey McGarvey, on 9399 0866 or by email to general.manager@randwick.nsw.gov.au
- Safiah Moore at Arup on 9320 9230 or safiah.moore@arup.com

The deadline for completing the survey and sending comments to Council is **Thursday 10 June 2010**.

Privacy

The demographic information we request on this form will only be used to analyse this survey information. We ask for name, address, a valid email address and phone number for validation purposes only. Supplying this information to us is voluntary and the information is removed from the survey data before doing the analysis. Access to your survey responses is restricted to specific Council officers and staff of Council's contractor, Arup. If you cannot or do not wish to provide the information we ask for, the Council may not be able to include your survey responses in the analysis of all the survey data. You may apply for access or amendment to your personal information held by the Council.

The Questionnaire relates to the area as shown in Figure 1, below.

Figure 8 Kensington and parts of West Kingsford PAMP Study Area Map (Source: Google Maps)



Questionnaire

(please note that you are able to choose more than one answer)

Pedestrian experience

1. Why do you walk in the Kensington and West Kingsford area?

☐	to/ from home
☐	to/ from work
☐	to/ from school
☐	to/ from University
☐	health benefits
☐	shopping
☐	Other, please specify: <input type="text"/>

2. Do you find the walking environment in the Kensington and West Kingsford area pleasant and convenient?

☒	Yes
☐	No

If you answered "no", why not?

<input type="text"/>		<input type="button" value="↑"/>
		<input type="button" value="↓"/>
<input type="button" value="←"/>	<input type="button" value="→"/>	

Pedestrian crossings

3. In the Kensington and West Kingsford area, do you find crossing roads safe?

Yes
No

If you answered "no", please specify locations and reasons for concern

[illegible]

4. In the Kensington and West Kingsford area, do you find the pedestrian crossings are in convenient locations?

Yes

No

If you answered "no", please specify locations and reasons for concern

		▲
		▲
		▲
		▲
◀		▶

Barriers to walking

5. Along your walking routes in the Kensington and West Kingsford area, are there any steps?

Yes

No

If you answered "yes", please specify locations

[illegible]

6. What are the main barriers to walking in the West Kingsford and Kensington area? – (please specify the location where possible)

	Location
☐	Uneven footpath
☐	Footpath width
☐	Poor kerb ramp design
☐	Lack of kerb ramps
☐	Lack of appropriate pedestrian signage
☐	Lack of audible/ tactile signals at crossings
☐	Lack of pedestrian crossing
☐	Poor lighting
☐	Maintenance and cleanliness of paths
☐	Pedestrian crossing safety
☐	Pedestrian crossing waiting times
☐	Lack of amenities (benches, bus shelters etc>)
☐	Obstructions (poles, tree roots, overhanging trees, rubbish bins on footpaths)
☐	Motorist behavior
☐	Sense of security
Other:	<input type="text"/>

7. In your opinion and experience, where are the most hazardous locations for pedestrians within the Kensington and West Kingsford area?

Please mention the street name (as well as the nearest cross street), and specify your reasons for concern:

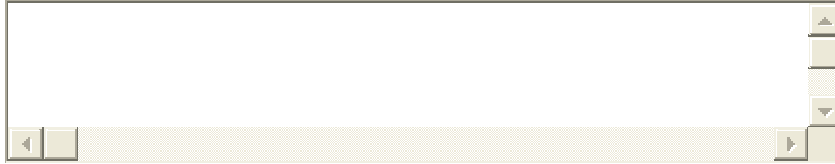
[illegible]

Pedestrian environment improvements

7. What types of improvements are most important to you? (please specify the location where appropriate)

	Location
 Increased pedestrian crossing opportunities (pedestrian lights, refuges, crossings, overpasses)	
 Directional signage	
 Pedestrian barriers on busy roads to stop illegal crossing	
 Mobility maps for the area showing accessible locations	
 Kerb ramps	
 Improved lighting and security	
 Accessible transport options (e.g. access to buses)	
 Audible/ tactile crossing facilities at signals for the sight impaired	
Other: <input data-bbox="344 1601 662 1644" type="text"/>	

9. Do you have any other comments you would like to make relating to pedestrian facilities within the Kensington and West Kingsford area and ways of improving them?



Your details

10. Are you mobility impaired or use mobility aids?

☐

Yes

☐

No

11. Would you like to attend a community workshop?

☐

Yes

☐

No

12. Can we contact you to discuss your comments further?

☐

Yes

☐

No

13. Please provide your details

Name

Address and suburb

Post code

E-mail

We appreciate you taking the time to complete our survey,

If you have any queries regarding this questionnaire, or would like any further information please contact the people listed below:

Lynsey McGarvey

Randwick Council
30 Frances Street
Randwick NSW 2031
Phone: 9399 0866
Fax: 9319 1510

general.manager@randwick.nsw.gov.au

Safiah Moore

Arup
PO Box 76
Millers Point NSW 2000
Phone: 9320 9522
Fax: 9320 9321
safiah.moore@arup.com

Appendix B

**Responses from Online
Questionnaire**

Pedestrian Access and Mobility Plan :Kensington and parts of West Kingsford		
Q1. Why do you walk in the Kensington and West Kingsford area?		
Answer Options	Response Percent	Response Count
to/ from home	25.3%	23
to/ from work	47.3%	43
to/ from school	7.7%	7
to/ from University	33.0%	30
health benefits	27.5%	25
shopping	35.2%	32
Other (please specify)	7.7%	7
	answered question	91
	skipped question	0
Q2. Do you find the walking environment in the Kensington and West Kingsford area pleasant and convenient?		
Answer Options	Response Percent	Response Count
Yes	34.1%	31
No	65.9%	60
Comments		55
	answered question	91
	skipped question	0
Q3. In the Kensington and West Kingsford area, do you find crossing roads safe?		
Answer Options	Response Percent	Response Count
Yes	18.4%	16
No	81.6%	71
Comments		69
	answered question	87
	skipped question	4
Q4. In the Kensington and West Kingsford area, do you find pedestrian crossings are in convenient locations?		
Answer Options	Response Percent	Response Count
Yes	46.0%	40
No	55.2%	48
Comments		45
	answered question	87
	skipped question	4
Q5. Along your walking routes in the Kensington and West Kingsford area, are there any steps?		
Answer Options	Response Percent	Response Count
Yes	17.9%	15
No	82.1%	69
Comments		10
	answered question	84
	skipped question	7
Q6. What are the main barriers to walking in the West Kingsford and Kensington area? - (please specify the location where possible)		
Answer Options	Response Percent	Response Count
Uneven footpath	45.2%	38
Footpath width	20.2%	17
Poor kerb ramp design	11.9%	10
Lack of kerb ramps	8.3%	7
Lack of appropriate pedestrian signage	16.7%	14

Lack of audible/ tactile signals at crossings	7.1%	6
Lack of pedestrian crossing	51.2%	43
Poor lighting	28.6%	24
Maintenance and cleanliness of paths	25.0%	21
Pedestrian crossing safety	51.2%	43
Pedestrian crossing waiting times	28.6%	24
Lack of amenities (benches, bus shelters etc>)	15.5%	13
Obstructions (poles, tree roots, overhanging trees, rubbish bins on footpaths)	32.1%	27
Motorist behavior	65.5%	55
Sense of security	19.0%	16
Comments		40
	answered question	84
	skipped question	7
Q7. In your opinion and experience, where are the most hazardous locations for pedestrians within the Kensington and West Kingsford area? Please mention the street name (as well as the nearest cross street), and specify your reasons for concern:		
Answer Options	Response Count	
	70	
answered question	70	
skipped question	21	
Q8. What types of improvements are most important to you?		
Answer Options	Response Percent	Response Count
Increased pedestrian crossing opportunities (pedestrian lights, zebra crossings, pedestrian re	74.1%	60
More amenities (benches, bus shelters etc)	12.3%	10
Pedestrian barriers on busy roads to stop illegal crossing	25.9%	21
Mobility maps for the area showing accessible locations	3.7%	3
Kerb ramps	17.3%	14
Replacing footpaths where cracked or uneven	51.9%	42
Removing obstructions from paths (maintaining trees etc.)	34.6%	28
Directional signage	4.9%	4
Improved lighting	33.3%	27
DDA accessible transport options (accessible buses etc.)	4.9%	4
Audible/ tactile crossing facilities at signals for the sight impaired	7.4%	6
Comments		36
	answered question	81
	skipped question	10
Q9. Do you have any other comments you would like to make relating to pedestrian facilities within the Kensington and West Kingsford area and ways of improving them?		
Answer Options	Response Count	
	32	
answered question	32	
skipped question	59	
Q10. Are you mobility impaired or use mobility aids?		
Answer Options	Response Percent	Response Count
Yes	2.5%	2
No	97.5%	77
	answered question	79
	skipped question	12

Q11. Would you like to attend a community workshop?		
Answer Options	Response Percent	Response Count
Yes	14.1%	11
No	85.9%	67
	answered question	78
	skipped question	13
Q12. Can we contact you to discuss your comments further?		
Answer Options	Response Percent	Response Count
Yes	59.5%	47
No	40.5%	32
	answered question	79
	skipped question	12
Q13. Please provide your details		
Answer Options	Response Percent	Response Count
Name:	98.3%	58
Address 1:	78.0%	46
City/Town:	76.3%	45
ZIP/Postal Code:	72.9%	43
Email Address:	98.3%	58
	answered question	59
	skipped question	32

Question 1: Why do you walk in the Kensington and west Kingsford?

Other (please specify)

to visit family in the area
 for daily exercise
 to/from parks
 doctor, dentist
 work-related activity
 childcare
 walking between campuses/classrooms on Anzac Parade and University UNSW

Question 2: Are walking environments in Kensington and west Kingsford pleasant and convenient?

If you answered "no", why not?

because of unevenness in sidewalk paving - which has previously resulted in a fall - and because roundabouts in the area do not encourage traffic to observe and respond to pedestrians.
 traffic along tunstall ave is heavy and very fast
 too much traffic
 Both suburbs need more greenery & leafy mature street trees
 Todman Ave and Anzac Parade and busy and unpleasant
 shared footpaths, traffic
 Illegally parked cars on driveways/verge obstructing footpaths are a constant problem that appears ignored by authorities
 uneven and unsafe footpaths, poorly maintain nature strips that are uneven and hazardous tree and bush plantings encroach footpaths and also obscure your vision
 state of the footpaths
 No pedestrian crossings at Todman Ave's intersections between Balfour and Anzac Parade.
 Too many illegally parked cars - too close to corners, parked on nature strips, blocking footpaths
 Traffic especially between Gardners and university and the rat run from Todman to Gardners, Anzac pde to Kingsford via Cottenham and Day and Borradale

TO TREES TO SHADE WHILE WALKING, TO MANY ROUND ABOUT WERE CAR SPEED UP ETC

crossing side streets can be dangerous
 Not many paths
 cars always trying to run you over, even with pedestrian crossings
 Excess traffic
 cars parked too close to corners, making streets, especially Day Ave, impossible to cross
 While it is generally very pleasant it is changing for the worse with the high density street parking from Eastern Ave to the UNSW and the high density traffic flow during the 'extended' peak hours along what were quite 'pedestrian safe' streets such as Cottenham at Barker (accessing Kensington oval from the west), Eastern and Day Ave, and Tunstall along by the golf course to Addison. A large part of the problem is to do with local vehicle owners parking across the footpath at their residential driveway (sometimes necessary when all street parking outside is occupied by non resident vehicles). On the north end of Tunstall this is simply lack of consideration by the resident and result the pedestrian or cyclist skirting out onto the road, which becomes dangerous.

small pathways
 Too much traffic
 There are some dangerous pedestrian crossings
 While walking around the area is convenient, I believe it would be a more pleasant experience if more trees were planted (and maintained) in suburban streets.

scary traffic
 Junction of Day Avenue / Anzac Pde is very dangerous
 Anzac parade needs a pedestrian bridge from the bustop to the university main entrance.
 Too much vehicular and pedestrian traffic trying to cross Anzac Pde at UNSW
 We are on Anzac Parade which is not particularly pleasant which can't be helped
 traffic, never at night, people got robbed
 It's dangerous
 Traffic Danger
 Tyre shop around Barker Street is a hazard to pedestrian. There are many cars parked along the foot path and People are forced to walk on the road.
 dangerous traffic
 traffic
 Certain areas are rather dangerous
 Uneven pavements, crowded bus stops, litter
 Footpaths are uneven and in need of repair, and several roads are dangerous to cross
 dirty streets + Day Avenue dangerous to cross
 Crossing the road at the corner of Day Ave and Anzac Pde is quite dangerous as cars often speed around this corner or visibility of oncoming traffic can be reduced by busses in the bus lane on Anzac Parade
 I don't feel safe to cross the Day Avenue cnr. Anzac Parade.
 Walking across Anzac parade is annoying, and you to wait for ages for a green traffic light to go across to the university (or back). Also, crossing Day avenue is very dangerous (when walking from my work to go teach on campus).
 Crowded, lack of pedestrian crossings.
 hard to cross Anzac Pde at the university
 Cars travelling too fast
 Some parts are good, but others are quite dangerous
 Dangerous crossings especially Day Ave/Anzac Pd and Day Ave/Houston Rd. Street flooding. Drenched by bus/trucks/cars spraying storm water when waiting to cross at the lights on Anzac Pde at UNSW.

some intersections are incredibly dangerous

crossing the roads is dangerous at some places

Some of the sidewalks are in bad condition

the intersection of anzac parade and day avenue is very busy. I have seen cars ram their way through a group of students crossing at high risk to the pedestrians. Once was a group I as supervising.

Difficulty crossing Day Street

Footpaths are not always level and therefore can be dangerous

Cars turning into Day Ave from Anzac Parade, sometime careless drivers don't give the way to pedestrians so, I must be very careful to cross the Day Ave. I am aware of the student was hit and died.

some areas are not safe for the pedestrians

too much traffic

Question 3: In the study area, how do you find the pedestrian area safe?

If you answered "no", please specify locations and reasons for concern

Houston Rd especially Roundabout at Borrodale & Houston road cars & busses continually speed all along Houston rd with no regard to Pedestrians, drivers behave if its their right to continue and not stop when pedestrians are crossing. My elderly mother has narrowly been missed on more than one occasion but the drivers just laugh or abuse you.

All roundabouts - traffic takes right of way. I have timed walking across at roundabouts and then traffic passing the roundabout and it takes longer to cross than it takes a car to approach and whiz round. Dangerous!

Eastern Ave, Day Ave are very busy - motorists are speeding.

speeding vehicles

Sothern side of Tresidder Ave. at intersection with Eastern Ave. Shrubs planted on eastern corner obstruct view for pedestrians crossing Eastern Ave.

todman avenue ,kensington road -too much traffic

Ther uni students are careless drivers and park poorly (too close to crossings) and drive to fast.

Not enough places to cross Todman Ave with a pram

anzac parade pedestrian crossing, doncaster avenue near alison road

Day Ave (near Eastern Ave) to go to Fitzpatrick Park gets lots of cars including fast drivers coming downhill from Tunstall Ave; Cottenham Ave (near Roma Ave) heavy traffic and bad visibility and cars ignore stop sign on Kensington Rd; kensington Rd near Our lady of Rosary church needs a pedestrian crossing too; Barker St near Cottenham to get to kensington oval has too much traffic and parked cars and bad visibility

Illegal car parking near street corners badly obscure vision

o pedestrian crossings at Todman Ave's intersections between Balfour and Anzac Parade.

See previous answer

NO PEDESTRIAN CROSSING, TRAFFIC ALWAYS RUSHING TO UNSW THEY SEAM TO BE TRAVELLING THOROUGH KENSINGTON TO SOMEWHERE ELSE

roads are wide, it's difficult to account for all traffic movements - all streets leading off Anzac Parade and Todman Avenue without traffic lights

heavy traffic on streets used for quicker thoroughfare

Cars pass whilst you are on crossings

Traffic in Cottenham Ave, Day Ave, Houston Rd, Roma Ave, Kensington Rd, Cnr Doncaster & Day

cars parked too close to corners, sticking out bums, speeding cars, especially Day Ave.

At junction of Gardeners Rd and Tunstall and junction of Addison and Balfour Rd there are no marked crossings. At Addison/Balfour motorist's vision on approach is impeded by the terrain and illegal vehicle parking in Balfour (too close to the 3 way T junction). There is no crossing where the pavement from Tunstall into Addison crosses Balfour (Nth side). It is dangerous at busy times due to bulky SUVs parking illegally on the corner northbound into Balfour and you risk life and limb stepping out around the offending vehicle to cross Balfour. Similarly when crossing from Nth side pavement on Gardeners Rd eastbound at Tunstall and crossing Tunstall. No pedestrian crossing exists to prevent pedestrian or cyclist being skittled by eastbound vehicles on Gardeners Rd approaching rapidly and turning north into Tunstall. The northside Gardeners Rd footpath is used by cycles and/or pedestrians coming from the Eastlake shopping centre via the tunnel crossing, thus avoiding the footpath 'skittle alley', on the south side - from the Eastern Distributor bridge to Racecourse Place.

Motorists do not stop at crossing in Todman Ave near Carminya St. Very dangerous to cross. I personally do not use crossing.

Barker St pedestrian crossing, cars coming down the hill do not see the pedestrians due to cars parked both sides of the road, insufficient lighting, over hanging trees and lack of clear signage.

Anzac Parade and Day Avenue, poorly lit and traffic travelling too fast

It is very dangerous crossing Anzac parade in front of UNSW. This should be a 40 zone given the amount of foot and vehicular traffic

1. Crossings on Todman between the top of Samuel Terry Avenue and the Supa Centa (cars do not slow down or take sufficient care in the left hand slip lanes) 2. Across Todman at the end of Karminya (cars do not seem to notice pedestrians at all!)

It can be difficult to cross Houston Rd at peak traffic times for three reasons: (a) the street is very wide (b) the volume of traffic is quite high (c) and the speed limit is 60 (rather than a safer 50)

traffic

many corners are unsafe for pedestrians

As per prev answer: Day Ave / Anzac Pde junction

Anzac Pde opposite UNSW main entrance, the crossin is always choked with people, and people cross against the signals constantly. there is sufficient pedestrian traffic to warrant a permanent foot-bridge

Crossing Day Ln while walking along Anzac Pde is quite dangerous

Too much vehicular and pedestrian traffic on ANZAC pde at UNSW

Todman lights crossing is dangerous - the red arrow needs to stay on for longer. Cars often duck in front of people crossing as the red drops after 5 seconds

people cross not always in the crossings

Anzac Pde/Day Ave - there isn't good visibility of cars (on-coming or from behind). NW Crn of Barker and Anzac Pde: the tyre business operates from the footpath and one lane of the roadway. Inherently dangerous due to the nature of the business (ie constant car movement/cars obstructing the footpath plus tyres/equipment on the footpath and roadway.

Cnr Day Ave and Anzac Pde, heading towards the city, has traffic entering Day Ave from two directions. Traffic is often moving fast, and often blocked by other vehicles (e.g. parked busses). Many international students use this crossing and are unaware of the dangers it poses

Day Ave and Anzac Pde is dangerous for pedestrians. Barker St near Anzac Pde, the tyre shop treated the footpath as a garage.

Crossing Day Ave is very dangerous to a lot of overseas student, should be no right turn from ANZ parade.

Day Avenue Crossing is dangerous due to cars turning right from Anzac Parade into Day Avenue or turning left from Anzac parade into Day Avenue at speed

Day Avenue difficult to cross

Day Avenue - limited vision

corner of Anzac Pde and Day Ave, no pedestrian crossing

Traffic on Day Avenue - often obscured by buses

Some roads, specifically Day Avenue, are very busy intersections, with traffic coming around corners from several different directions.

Day Avenue - dangerous because of traffic turning into street

Day Ave (near Anzac Parade)

Day Avenue cnr Anzac Parade, no pedestrian lines

Lights take long to change, so people take chances. Plus, buses are parked on Anzac parade before Day avenue which makes it difficult to see coming traffic.

Cars run the red lights a lot of times crossing over Anzac parade going to UNSW.

Corner Day Ave & Anzac

Day Ave/Anzac Pde, Anzac pde East to West

Day st- cars and students- a lethal combination

corner anzac pde and day Avenue - large volume of pedestrians with little driver patience

Day Ave particularly - students aren't used to looking and often almost cause accidents

Houston road- speeding cars

Again, some parts are fine. The Todman Ave/Kensington Road roundabout is quite dangerous for pedestrians, as cars don't feel the need to watch out for you, or give way. Kensington Road is quite bad too, as motorists tend to speed along this stretch of road.

buses parked obscure vision of oncoming cars, cars don't stop

Major concern is the cross st of Anzac Pde/Day Ave and across Anzac Pde into UNSW. Right turning vehicles into Day Ave from Anzac Pde rush to complete their turn and often pedestrians are unaware of the imperative for drivers to miss oncoming traffic. Right turning vehicles from Day Ave into Anzac and bus lane and lights on Anzac Pde causes issues for cars turning left from Day into Anzac - pedestrians need to dodge traffic to complete the crossing. Anzac Pde into UNSW is a high traffic area which is especially treacherous in wet weather and with pedestrians crossing against the lights to catch buses.

cnr of day ave and anzac, and also crossing anzac pde at unsw

too little light @ night, speed limit could be 50Kph

Corner Day Avenue and Anzac Pde

Too many cars, lack of pedestrian friendly areas

for the same reasons listed above. This is the only intersection I have an issue with

Cars crossing into Day Street from north direction on Anzac Pde sometimes turn into Day street while pedestrians crossing it.

I mentioned Q2

Corner Day avenue and Anzac Parade: turning traffic from Anzac Parade into Day Street.

Anzac Parade and Day Avenue. Cars and buses turning left and right off Anzac Parade are often missed by pedestrians ESPECIALLY IN THE AFTERNOON WHEN BUSES PARK ON ANZAC PARADE JUST BACK FROM THE CORNER - you have no vision of what is coming along Anzac Parade.

high traffic area with lots of students should have more street lights

too much traffic

Corner of Day Street and Anzac Pde

Question 4: In the Kensington and West Kingsford area, do you find pedestrian crossings are in convenient locations?

If you answered "no", please specify locations and reasons for concern

Although I have walked along every street in the area, I am not aware of any single pedestrian crossing apart from those at traffic lights. These allow too short a time of 'green man' for pedestrians to feel safe. Special concern - Anzac Pde at Barker Street, Todman Ave at Anzac Pde

Not if motorists are speeding - not very well lit

there are no pedestrian crossings on install ave. Vehicles are driving very fast and the traffic is heavy at peak hr and school times

see above

More are needed Kensington Rd, Cottenham Ave, Day Ave, Barker St

N/A

o pedestrian crossings at Todman Ave's intersections between Balfour and Anzac Parade.

Strachan street, when crossing Houston.

In the Kensington and Kingsford areas there are no pedestrian crossing in the routes that I use especially the south eastern corner

IN WESTERN KINGSFORD WERE ARE THE CROSSING? ONLY 2 I KNOW OF - OLSHS SCHOOL AND SUPERCENTRE JUST 2 IS SUCH A LARGE AREA, REALLY LOOKING AFTER PEDESTRIANS

non-existent, e.g. in Houston Road w. heavy traffic

cnr Highs street and lane to gate 9 at uni, cars will still cross if you are on the crossing, too close to intersection, should be moved closer to medical faculty

Corner Roma and Cottenham, cars don't stop at the Stop sign. Cnr Roma and Kensington cars go too fast. Cnr Lorne and Roma poor sight distance to cnr Roma and Cottenham

need another pedestrian crossing in front of the church on roma ave, for us parents and kids from Our Lady of Rosary

They are not at the foregoing locations.

I really don't know why there isn't a footbridge over Anzac Parade at the UNSW entrance

I have lived in the area for over 2 years and cannot think of any crossings in the area, except for the one near OLSH. Thus, the problem appears to be not enough crossings.

further from shops

Not enough pedestrian crossings provided

near UNSW need some change

Anzac pde and Day avenue

Day Ave again, pedestrian crossing will be good

Day Avenue does not have a pedestrian crossing

Day Avenue dangerous to cross

Day Avenue - turning buses and cars

Same area as above, no designated crossing

Day avenue needs a pedestrian crossing

Really would like a pedestrian crossing to be located on Day Avenue near Anzac parade

Day Avenue cnr Anzac Parade, no pedestrian lines

There should at least be a pedestrian crossing on Day Avenue, next to Anzac parade

Needed at the above

not enough near the uni

need another opposite 223 Anzac pde for students and staff

Todman Avenue has very few crossings near bus stops and intersections, and there's not a safe island in the middle to help you cross. It's a busy road, with high speed traffic.

one is especially needed around my work

see above answer to no 3 applies here

there are not enough of them

not enough of them

We need lights or pedestrian crossing Cnr day and anzac

They are too far

Mostly, but need something on Day Street or filter light from Anzac Pde into Day Street

I mentioned Q2

Anzac parade and Day avenue: turning traffic from Anzac parade into Day Street

Not always. The crossing at Anzac Parade opposite the university entrance should NOT be on the road. An octopus type crossing with arms leading to and from the university entrance, New College Village/bus stop, Foundation Studies/Languages Building, and bus stands B, C, D etc. should replace it. This would stop people trying to race across the road, on the "don't walk" sign to catch a bus or make a class on time, etc.

too far from work and so people tend to jay walk

Question 5: Along your walking routes in the Kensington and West Kingsford area, are there any steps?

If you answered "yes", please specify locations

Between Eastern Ave and Inglethorpe Ave

Connection between Eastern Ave and Inglethorpe Ave

in some places there are no "lips" for prams

inglethorpe avenue to eastern avenue,

ON HOUSTON ROAD BETWEEN THE bARKER AND dAY AVENUE NO STEPS BUT THE FOOTPATH IS ALL OVER THE PLACE.

Boronia to Anzac

Between Eastern and Inglethorpe - not relevant really?

barker st

can't remember

in barker street, west side around from mechanic on corner

Question 6: What are the main barriers to walking in the West Kingsford and Kensington area?

Please specify location of barrier

Uneven footpaths in See street and Meeks St due to inappropriate tree planting in the past, there are several pine trees that a ripping up the pavement and causing pipe damage. Cleaning of gutters is random and they do not clean around corner blocks they only clean along the main rd and leave the area around the corner. With wind & rain debris is transported to the main road again. Biggest problem is uncontrolled speed of cars & busses especially in streets used as rat runs such as Houston Rd, Dncaster Ave & Day Avenue.

All over the suburb - some specially noted instances are: Uneven footpath, Tunstall Ave near junctions of both Goodrich and Tedwin Aves; lack of pedestrian crossing at all roundabouts in the area; pedestrian crossing safety as above; pedestrian waiting time Anzac Pde near Addison St/Lorne Ave; motorist behaviour - excessive speed throughout the suburb, drivers' evident impatience during morning and evening peak-hour traffic through suburban streets.

Gardeners Rd lights

Kerb ramps for disabled persons absent at northern end of Maitland Ave., Aboud Ave., and southern end of Shaw Ave.

Uneven foot paths alot of streets eg Eastern Ave in low number range, Poor lighting throughout suburb eg Turning at the corner of Day & huston, Most areas around the racecouce and Kingsord in general, Obstructions - Kingsfor around the flats. Motorist Behaviour - Uni students and p platers appalling, Sense of security - dure to lack of lighting.

lorne avenue has uneven footpaths, overhanging trees and sense of no security Cottenham Ave near Roma has overhanging trees which intrude into footpath.

As above - Barker, Cottenham, Day, Kensington Rd, Eastern Ave

Around Kensington, Roma, tunstall st area

In Cottenham St, the number of illegally parked cars is outrageous. They are parked right up to the corner of the roundabout, right on the bend in the road at Edward Ave intersection. Cars are parked on the nature strips (resident cars) so that getting out of my driveway is almost impossible, because line of sight is blocked.

Also a significant barrier in the streets is the habit of residents parking their cars in driveways across the footpath. I have had to ask some residents to move their cars so that i could push a pram thru. This practice would hinder elderly, wheel chair bound people, parents pushing prams and children riding bikes. As an able bodied walker I find it an a nuisance especially on occasions when the car has its nose thru the driveway gate. This is a problem in South C ottenham Eastern ave and north Tunstall

BENCH ONLY ALONG ANZAC PARADE, NO CROSSINGS, TRAFFIC LIGHT ARE TO LIMIT PEDESTRIAN AND MAXIMISE TRAFFIC MOVEMENT. ONLY AFTER NUMBER OF DEATHS AT A INTERSECTION DOES RTA INSTALL TURN CONTROLL SIGNALS IN TRAFFIC VOLUMES FROM UNI ARE HUGE AND INTIMIDATING PEDESTRIANS WHILE MAKING TURS AT INTESECTION, SPECIFIC INTERSECTION OF BARKER STREET AND ANZAC PARADE FOR EXAMPLE. A GOOD EXAMPLE OF BAD DESIGN IS THE BOTTOM OF BARKER STREET JUST EAST OF MACDONALD A NEEW PEDESTRIAN CROSSING HAS BEEN LOCATED AT THE BOTTOM OF THE HILL AND IT IS NOT LITE AT NIGH AND MOST PEOPL WEAR DARK CLOTHING HARD TO SEE.

Streets in the area, excluding Anzac Parade & Gardeners Road

Locations mentioned above. Also crossings at intersections along Houston are not the best,

Bus stops on Anzac Pde at Kingsford main shops are in the wrong places, too many people standing around;

Roma Ave, Grosvenor St and Kensington Rd

1 The unpaved verge beside the narrow footpath at the junction of Day(north side) and Doncaster is badly eroded and is a sunken trip hazard. This may be accommodated by the masses of young students who use it, but I am not one and have fallen heavily when stepping off the pavement to pass others at this intersection. 2 Vehicles parking across the footpath in their driveway on the busy trafficked streets (Tunstall Nth, Eastern and Cottenham).

Cnr Anzac Parade and Day Ave particularly dangerous. Anzac Parade between Barker St and High St should be 40km/h at all times.

Around Duke St, Kensington

Motorists do not take enough care at pedestrian crossings

Houston Rd is a road that features all of the above elements, except for the footpath width problem, which is evident on Houston Lane at the back of the IGA.

Crossing Day St at Anzac Pde; Barker St at Anzac Pde

Need some kind of pedestrian crossing at Day Ave / Anzac Pde Some motorists do not want to wait pedestrians to cross at lights; put real pressure on people to hurry up.

UNSW crossing at Anzac pde

Corner Anzac and Todman

Barker st near Anzac Parade, much of Anzac Pde; Rainbow street is awful both for drivers and pedestrians

Barker street and ANZAC Pde Day Ave and ANZAC pde

This area is not very safe at night especially around the hotels and the round about.

Corner of Anzac Pde and Day Ave

Uneven footpaths/obstructions Anzac Pde near Oportos & Anzac Pde near the Regent Hotel, Need crossing at Day Ave,

Crossing at the traffic lights going to and from UNSW on Anzac parade. Walking to and from the traffic lights towards 223 Anzac parade and crossing Day avenue.

As mentioned - Day Ave. Extremely dangerous for the many international students based in Institute of Languages UNSW near that corner. When crossing Day Ave, they don't see the cars turning from the other side of Anzac, and nearly get swiped. Also frustrating for the drivers, who have to pull up suddenly for oblivious students.

Crossing Anzac Pde ant University, many cars go though red lights

Anzac Pde and Day st

anzac Parade

Houston road/ Day avenue

Trees, bins and parked cars block too many footpaths to mention by name!

Day Ave/Houston Rd/Barker St/Anzac Pde block

same details as listed above

Day Street

mentioned in Q2

Question 7: In your opinion and experience, where are the most hazardous locations for pedestrians within the Kensington and West Kingsford area? Please mention the street name (as well as the nearest cross street), and specify your reasons for concern:

Response Text

As mentioned above, the roundabouts all along Houston Rd, especially Staughan st & Borrodale rd Kingsford.

1. All roundabouts throughout the suburb. 2. Light signal-controlled crossing of Anzac Pde and Barker Street, especially the northern crossing of Anzac Pde.

Tunstall ave- between Day ave and gardeners road. Cannot offload kids from our car as vehicles speeding past have almost run over the children on several occasions and there are no speed barriers to reduce motorists speed or provide safe crossing points.

intersection Eastern Ave. and Tresidder. Ave.. Obstruction of vision by shrubs planted on eastern corner nature strip. Pedestrians can't see traffic approaching along from east on Tresidder when crossing Eastern Ave.

anzac parade, todman avenue ,lenthall street, kensington road

Day & Huston corner, Day and Anzac Parade (for both cars and pedestrian), Most of Day avenue intersections as it is used as a shortcut from Gardeners.

Most of Eastern Avenue for the same reason. Why can we not stop traffic taking shortcuts through out residential streets like dacyville has? Botany council is doing a better job at dampening traffic in residential streets.

zebra crossing on todman ave near supa centre and baker st, cars don't always stop. Lights at todman ave and anzac parade do not give pedestrians enough time to cross the road

bicycles (doncaster avenue near alison road) , day avenue (lack of pedestrian facilities) and poor street lighting.

As above- Barker/near Cottenham - due to heavy traffic, parked cars, visibility; Day/ near Eastern due to traffic volume and speed; Cottenham/ near Roma due to heavy traffic and stop sign overlooked by drivers coming out of Kensington rd; Kensington/ near Cottenham due to poor visibility from bend near convent and heavy traffic

Roma Ave and Cottenham St illegal parking close to corner which obscures your view and dangerous and speeding traffic along Kensington Road in School zone.

Reports of bag snatching and muggings in surrounds of the University

Todman/Balfour; Todman/Kensington; Todman/Villiers No pedestrian crossings

Crossing Houston St, from Strachan St.

Junction of Barker and Cottenham Junction of Tresider and Cottenham Barker Between Anzac Parade and the Kensington Bowling club

THE INTERSECTION OF BARKER AND ANZAC PARADE IN KENSINGTON AND A EAST KINGSFORD CROSSING AT THE BASE OF THE HILL ON BARKER STREET

I would like to draw attention to the Western end of Lenthall Street (under the Southern Cross Drive Bridge) at the boundary of the Randwick and City of Sydney Council areas. This spot is very poorly maintained. The site (under the bridge) is poorly lit, often there is rubbish left in that spot (although it is noted that charity bins previously located here were removed). The walls of the bridge are covered with posters and graffiti.

Anywhere on Todman Avenue that has no traffic lights. Doncaster Avenue can also be difficult.

The whole length of Houston Road & Day Avenue between Eastern Ave and Anzac Parade.

UNSW Gate 9 pedestrian crossing on High street

Cnr Day and DONcaster, Day Ave between Doncaster and Anzac Parade. Cnr Day & Eastern. Cnr Roma & Cottenham. Cnr Roma & Kensington

Day Ave, the full length, Kingsford Shops, too much litter and people standing around, I feel unsafe

As mentioned above

As already mentioned in a previous question.

Barker St, next to gate 14 at UNSW

Anzac Parade near Day Ave

At the entrance to UNSW on Anzac parade, opposite NIDA. Thousands of students cross here every day or alight from public transport, on what is a very busy main road. This crossing could really be improved if the area was made a 40 zone and/or a pedestrian bridge or tunnel was built.

Duke St

As mentioned previously, 1. Both crossings on Todman between the top of Samuel Terry Avenue and the Supa Centa (cars do not slow down or take sufficient care in the left hand slip lanes) 2. Across Todman at the end of Karminya (cars do not seem to notice pedestrians at all!)

Houston Rd, between Barker St and Borrodale Rd is very hazardous for pedestrians. This is based on over 2 years of living in the area and walking along and across this street everyday. There are a number of quantifiable reasons for my concerns: (a) There are too many vehicles using Houston Rd. According to [1, Figure 2-3], Houston Rd is a "Collector" road which should allow "little" through traffic. However, many cars use Houston Rd as a short cut between Anzac Pde and Gardeners Rd (briefly via Day Ave). In fact, the four recordings of number of vehicles per hour in [1, Table A1-1] using Houston Rd average to be about 550 vehicles per hour in peak time. Given that the RTA recommended environmental capacity performance standards for collector roads have a goal [1, Table 2-2] of 300 vehicles per hour and an absolute maximum of 500 vehicles per hour in peak times, it is clear to see that there are too many vehicles using Houston Rd which makes it increasingly unsafe and undesirable for pedestrians. (b) The current speed limit on Houston Rd is too high. The RTA recommended environmental capacity performance standard for collector roads is 50km/h. Currently the speed limit is 60km/h. Again, this also adds to

Crossing Day St at Anzac Pde; Barker St at Anzac Pde

At the risk of repeating myself, the junction of Day Ave and Anzac pde is an accident waiting to happen. I've seen lots of near misses, with pedestrians not realising the number of places motorists can come from. Also, Sydney buses (895) park on Anzac Pde near this crossing. They make it difficult to see if any cars coming down the center lane of Anzac Pde (Heading North) are intending to turn into Day Ave.

Crossing Day Ln while walking along Anzac Pde is very dangerous especially in the arvo as buses are parked on Anzac Pde & obstructing oncoming traffic turning left into Day Ln

as before - ANZAC pde at the UNSW main entrance. 1000's of student cross there every few minutes. a pedestrian foot bridge would be a safer option. There has already been one fatality at the crossing, and the fences have helped, but the fact remains is that the crossing is too busy and choked to be addressed with a regular crossing.

Anzac Pde to UNSW

Corner Anzac pde and Todman due to motorist behavior or The UNSW pedestrian crossing at Gate 1 - pedestrian behavior

Know several people who were robbed coming out of UNSW, so those immediate streets south and west of UNSW Kensington campus (towards Rainbow st)

Anzac Pde/Day Ave - difficulty of seeing oncoming traffic, esp when buses are parked south of Day Ave. NW Cnr Anzac Pde and Barker St - the tyre place seems to be allowed to conduct its business from the footpath and road. The operators have no concern for safety.

Cnr Barker Ave and Anzac Pde: contains a tyre repair business that often blocks the pavement, forcing pedestrians on to the road. As mentioned previously, Cnr Day Ave and Anzac Pde (heading towards the city): traffic at this intersection is fast moving and sometimes hidden by parked vehicles

Barker street and ANZAC Pde - tyre shop operating out of the footpath Day Ave and ANZAC pde - too many cars from different directions

Day ave and Anzac Pde

Day Avenue crossing, Anzac parade crossing to and from the university, due to volume of people crossing

Anzac parade/Day Avenue

Corner of Anzac Pde and Day Ave

Day Avenue and Anzac Parade, I am always pulling students back from traffic. The bus stops near the uni crossing are too crowded and people step onto the street

Anzac and Day Avenue

Day Avenue and Anzac Parade is perhaps the most dangerous in the areas in which I walk. I have seen many close calls with pedestrians and motorists.

Anzac Parade + Day Avenue

Day Avenue (near Anzac Parade) as cars come from various directions and cannot always be seen by pedestrians walking towards UNSW (especially due to busses in the bus lanes)

Day Avenue cnr Anzac Parade, no pedestrian crossing sign

Anzac parade and Day Avenue - crossing really not safe (buses parked before Day avenue blocks view of on coming traffic turning into Day avenue). No pedestrian crossing. Anzac parade crossing at traffic light to and from UNSW. Lots of students/staff cross there - waiting time is long, lights don't stay green long.

As above

Anzac Pde at University

day St and Anzac Parade corner- our students have been knocked over and killed in this vicinity-the island is not enough

Anzac parade - volume of students - only 1 crossing at uni.

Day Ave - I'm a teacher at 223 Anzac Pde and our students are not used to the traffic conditions here and I've pulled many back from walking out in front of cars turning into Day Ave from Anzac Parade.

Corner of Anzac Parade and Day avenue - fast traffic and busses parked on the corner so it is impossible for turning traffic to see pedestrians. Corner of Day avenue and Houston road fast traffic and no pedestrian refuge. All along Houston road - fast traffic, poor lighting and uneven footpaths

Todman Avenue/Kensington Road - a terrible roundabout for everyone!

cnr day & anzac (cars coming from many directions), and anzac pde crossing at unsw (some people cross before lights change and others follow automatically but are unaware they need to be careful)

day Ave and Anzac Parade intersection - poor vision of cars, cars not stopping at stop sign, buses stopped mean you can't see cars intending to turn, cars not indicating a turn, cars doing u-turns

Corner of Strachan St & Houston Rd Kingsford, stop sign should be replaced with a Roundabout

ANZAC PDE crossing between UNSW and NIDA is unsafe. ANZAC PDE between High & Barker St should be 40 Kph zone. Traffic between High & Barker St should run underground

Cnr Day Ave and Anzac Pde. Southbound cars are turning right and northbound cars turning left from Anzac to Day. Pedestrians (mainly students) crossing Day Avenue often have "near-miss" experiences.

Anzac parade and Day Street for the reasons listed above

Day Street and Anzac Pde

Day Ave from Anzac Parade

Corner Anzac Parade and Day avenue

Anzac Parade - at the corner of Day Street - lack of vision of oncoming traffic and the crossing on Anzac Parade opposite the University entrance - too many people running across against the lights.

day ave

day avenue, tunstall ave - traffic speed

Day Avenue and Anzac Pde corner as motorists turn right and left into Day Avenue from Anzac Pde

Question 8: What types of improvements are most important to you?

please specify the location where appropriate

pedestrian barriers at Anzac Parade Kingsford from Straughan st to big roundabout

Provide pedestrian priority at all roundabouts in the area

tunstall Ave. Between gardeners rd and day ave.

lorne avenue, day avenue, cottenham avenue, roma avenue

The main improvement I would like is the enforcement of laws against parking on driveway outside the home boundary which blocks footpath and verge Kensington rd and roma rd

Policing illegal parking in driveways and on footpaths

CRACKED FOOTPATH ON HOUSTON ROAD, LIGHT AT UNI BARKER STREET CROSSING, PITY THAT THE PEDESTRIAN BARRIERS ON ANZAC PARADE DO NOT STOP CARS, WHY NOY MAKE IT A PEDESTRIAN FRIENDLY PLACE BY LIMITTING CAR ACCESS THE OPENSACES ARE THERE FOR PEDESTRIAN NOPT FOR CARS WE NEED TO RECLAIM THE STREETS.

particularly support pedestrian refuges as they provide good sightlights, calm speeding vehicles, stopping erratic behaviour of drivers etc.

Houston Road, Day Ave. & Doncaster Ave

Along High Street

Kingsford main street, eastern ave, day ave

Pedestrian refuge: Balfour at Addison. Tunstall at Gardeners Rd.

Anzac Parade, especially at UNSW entrance

For me, the pedestrian crossings mentioned previously need to be better protected. Suggest raised "speed bump" style surfaces for the Todman/Karminya crossing and stop signs and raised surfaces for the Todman/Samuel Terry/Supa Centa crossings.

Houston Rd, in between Barker and Borrodale.

Crossing Day St at Anzac Pde; Barker St at Anzac Pde

Day Ln

anzac pde

pedestrian overpass at UNSW entrance on Anzac pde. This will improve both the traffic and pedestrian access. Will reduce pollution as cars do not have to stop

Corner Duke and Boronia poor signage cars go the wrong way down the one way

Barker St west of Anzac Pde Houston Rd and Day Lane south of Barker St

Day Avenue

Corner Anzac Pde and Day Ave

Day Avenue and Anzac Parade

Day Avenue cnr Anzac Parade

Day avenue, near Anzac parade

As mentioned

Overhead bridge at University

anzac pde at uni

better crossing/driver BEHAVIOR MODIFICATION at Day St and Anzac PDe

Day Ave again.

Houston road/ Day avenue

as detailed above

Day Street

Day Ave from Anzac Pde

Question 9: Any other comments

Response Text

Previous policy to improve vehicle traffic flow throughout the suburbs resulted in much increased danger to pedestrians. These areas are mostly quiet suburban streets, and - apart from the main roads - they should be recognised as such. Rather than speeding up traffic flow, measures should be taken to slow down the traffic. Examples would include removal of roundabouts and returning intersections to stop-priority, more striped and signposted pedestrian crossings, traffic pinches, chicanes or other 'calming' structures, selective road closures to prevent through vehicular traffic (although permitting bicycles and pedestrians to pass).

There are NO pedestrian facilities on Tunstall ave. With cars parked on either side of the road its impossible to see approaching vehicles, specially as they are often travelling well over the 50km/hr limit. And during peak hr traffic the volume of traffic is so great that crossing the road has taken us 10-15min! with a dog and two kids gis is probably more dangerous than any major road in our vicinity.

keep up the improvements

Get the University to be more accountable for there students and the nmode of transport they are choosing to come the the area. More and more students are driving these days which impacts on all aspects of life in the area . The University has to improve there management pan for traffic arising from there source of income - students. Get them to negotiate parking at the Race course fro students for a nominal daily rate of \$5.00 and this may alleviate a lot of problems. Get students to catch public transport by negotiating better deals with the State Transport. It is time they became better citizens of the area.

no

Pedestrian use of parks would be improved if dog leash laws were better enforced as many dogs illegally off-lead in Kensington (particularly near Kensington oval) create hazards for pedestrians and discourage walking

Illegal parking on nature strips, parking too close to corners and many car often park and impinge across driveway entrances near schools.

YES, SUPPLY SOME PEDESTRIAN WOULD BE THE FIRST STEP, FORCE TRAFFIC TO STAY ON ANZAC PARADE AND NOT SECONDARY STREETS.

Speed limit of 40 km & speedhumps along Houston Road to slow down traffic. Humps can also serve as safer pedestrian crossings, thus eliminating needs for traffic lights. Limit on heavy vehicles - Houston Road is not a bus route street, but is used as thoroughfare for buses travelling at hair raising speed, and Crossing to the university has always been a game of russian roulette

Slowing traffic would help things a lot, I would suggest. Modifying the intersection at Roma (west) and Cottenham to ensure cars do slow down would be desirable. Once a car went around from Roma to Cottenham at night accelerating so fast that I was caught standing with my dog, not knowing which way to Pedestrians around the uni complex are inconsiderate of motorists, they walk with headphones on and don't look where they are going, they need to be halted at crossings and forced to cross correctly.

Todman Avenue needs to be reduced to no more than 50 kmh speed limit and perhaps narrowed and speed humps installed. It is not a major road and only a shortcut between Anzac Pde and South Dowling Street. B Double trucks should be banned from using this road.

Overhead footbridge at UNSW entrance?

Cycling facilities need to be drastically improved. This is the way of the future and the council is lagging behind others (eg, City of Sydney) in improving cycling amenity.

I am commenting about Houston Rd in between Barker and Borrodale. My suggestions are to: (a) reduce traffic volume and speed on Houston Rd; (b) provide pedestrian crossing on Houston Rd; Objective (a) could be achieved by: closing parts of Houston Rd to avoid through traffic and/or erecting speed humps to deter traffic.

International students located at 223 Anzac Pde need education on the danger of crossing streets such as Day Ave at Anzac Pde. There are daily near misses as well as some accidents. Council could arrange with teachers there to educate students on this issue.

I use a pedestrian crossing to UNSW at Anzac Pde. The green pedestrian light turns flashing red almost immediately, i.e there's still plenty of time to cross. This makes it difficult for pedestrians to know how much time is left, i.e. someone who arrives a few seconds after the green light can't be sure if it's safe to begin to cross or not. In other countries there is a countdown clock on the lights, which tells you how much time is left.

Generally good, better than where I live in North Bondi. And Anzac Parade's not going anywhere!

Don't allow right hand turn from Anzac Parade into Day Ave Don't allow cars/buses to park on Anzac Pde so close to Day Avenue (south side)

Pedestrian facilities should be provided but not too near the corner of Anzac Pde and Day Ave

as above

If the buses didn't park outside 223 Anzac Parade then Day Avenue wouldn't be such a hazard. When you are crossing Day Avenue (going toward the city) you can't see the cars coming because of the buses parked there.

I really think a bridge/overpath is needed for crossing on Anzac parade to UNSW and back, plus something is needed for the Day Avenue crossing to make it safer.

The drivers need to not use DAY street- close it off. We have thousands of students per year from other cultures and they are not street smart enough to deal with our traffic and driver behaviors. It does not need to be a right turn into Day street from Anzac Pde-close off the street. CLOSE off the street

Houston road needs speed humps to stop Cars speeding as the traffic is quite heavy, i have seen many near misses for pedestrians as well as rear end collisions of cars purely because of the speed at which they travel. At the start of Houston road there is a bend in the road which makes it hard to see an oncoming car especially when trying to cross and when they travel so fast it can be very dangerous.

other: house construction workers using the footpath for working space - varies, along houston rd, anywhere really Other: tyre company blocking pedestrian access with cars and tyres - barker and Anzac parade

The Speed limit of 50 to remain and no speed humps for Houston Road, Roundabout to be built Corner Strachan St & Houston Rd Kingsford

no thank you

The Anzac Pde Bus Shelter for north bound buses does not provide shade in the afternoon nor protection from wind or rain coming from a westerly direction. The shelter needs to be glassed in.

Change to "No Turning" into Day Ave to Anzac Parade

Please fix the "crossing" at Day Street and Anzac Parade and the pedestrian crossing on Anzac Parade opposite the university entrance before

Appendix C

**List of Workshop
Attendees**

Appendix C - Focus Group Workshop Attendance

Name	Organisation / Department	Position	E-mail Address
Dr Chris Tisdell	Resident – Houston Road	Resident	
Ron Wood	Randwick Older Persons Committee	Resident	cct@unsw.edu.au
Margery Whitehead	Kensington Precinct	Resident	
Irene Vasil	Kensington Precinct	Resident	icalaizis@hotmail.com
Robert Wood	Kensington Precinct	Resident	robert.wood5@bigpond.com
Terry Lustig	Kensington Precinct	Resident	terry@environmentalmanagement.com.au
Dianne Thian	Resident - Kensington	Resident	dthian@bigpond.net.au
Tony Lehmann	Randwick City Council	Integrated Transport Manager	
Lynsey McGarvey	Randwick City Council	Traffic Engineer	
Frida Kitas	Randwick City Council	Age and Disability officer	
Joanna Lau	Arup	Study Manager	joanna.lau@arup.com
Safiah Moore	Arup	Pedestrian Planner	safiah.moore@arup.com