

Frederick Street Ashfield safety upgrade

Community consultation summary

December 2022



Pedestrian Crossing on Frederick Street near the intersection of John Street (Credit: Max Phillips)

Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live, including Wangal country where the proposal site is located. We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

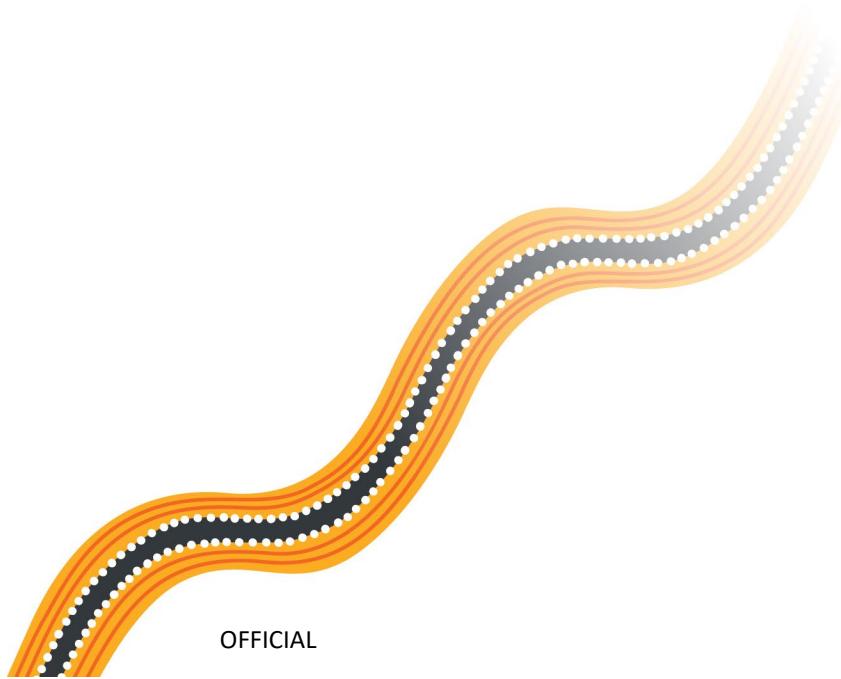


Table of Contents

1.	Executive Summary	5
2.	Purpose of this report.....	6
2.1	Background.....	6
3.	Project overview.....	8
3.1	Frederick Street safety upgrade proposal.....	8
3.2	Speed zone changes	9
4.	Consultation approach.....	10
4.1	Consultation objectives	10
4.2	How consultation was done	10
5.	Consultation summary.....	11
5.1	Overview.....	11
5.2	Consultation outcomes.....	15
5.3	Next steps	15
6.	Appendix	16
6.1	Community Update	16
6.2	Project Website	16
6.3	Social Media posts.....	17
6.4	Notification distribution area map	17

Document control

Authors	Transport for NSW
Document owner	Community and Place
Approved by	Director, Community and Place
Document number	
Branch	Greater Sydney
Division	Eastern Harbour City, Inner West
Review date	
Superseded documents	

Versions

Version	Amendment notes
12/12	Reviewed by NSS
13/12	Sent to Director

1. Executive Summary

This report is a summary of Transport for NSW's engagement with the community and key stakeholders on a proposed safety upgrade to the pedestrian crossing on Frederick Street near John Street, Ashfield.

In 2022, Transport carried out a road safety review of Frederick Street between Hedger Avenue and Henry Street, Ashfield. The review identified options to provide a safer crossing for pedestrians on Frederick Street.

Based on the road safety review, Transport approached the community for feedback on two feasible options:

- Option 1 involves signalising the intersection of Frederick Street and John Street and providing pedestrian crossings at all legs of the intersection. This option includes restricting right turns from Frederick Street into John Street, removing the existing zebra crossing just south of John Street, and relocating the westbound bus stop south of John Street.
- Option 2 involves installing a signalised pedestrian crossing on Frederick Street mid-way between John and Church Streets and restricting the intersection of Frederick Street and John Street to left in left out movements only to reduce the conflicting movements and enhance intersection safety. The existing zebra crossing just south of John Street would be removed.

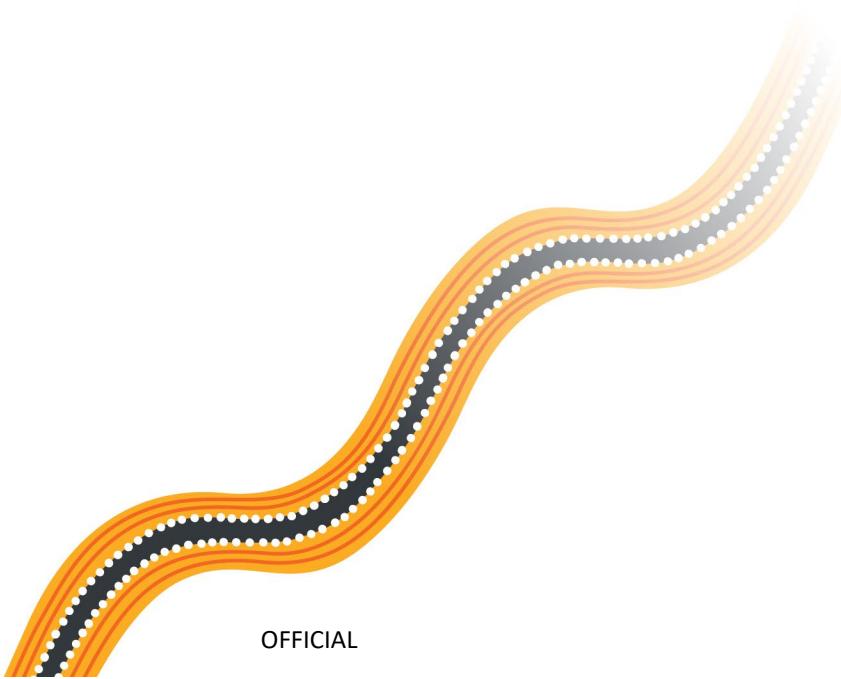
While the feedback received was supportive of any provision of a signalised crossing in this area, most respondents stated a preference for Option 1.

The review also recommended a reduction in speed be implemented along Frederick Street. Transport have considered this recommendation and the speed limit will be reduced from 60km/h to 50km/h on Frederick Street and Milton Street in Ashfield, between Parramatta Road and Georges River Road.

The decision

Transport would like to thank everyone who provided feedback.

After having considered the feedback received, Transport will proceed with developing a detailed design for signalising the intersection at Frederick Street and John Street.



2. Purpose of this report

2.1 Background

Frederick Street in Ashfield is a state road that has one lane of travel in each direction connecting two arterial roads, A22 Hume Highway and A44 Parramatta Road. The Road also links into the A4 City West Link. It experiences a moderately high volume of traffic throughout the day.

In April 2022, Transport for NSW received a petition from local residents with 1,600 signatures requesting the intersection at Frederick Street and John Street be signalised. At the April Local Traffic Committee, Inner West Council requested consideration be given to providing traffic lights with signalised pedestrian crossings at this intersection.

Transport then engaged a consultant (The Transport Planning Partnership) to conduct an independent road safety review of Frederick Street, Ashfield between Hedger Avenue and Henry Street Ashfield. The review identified potential safety improvements with two options presented to the community and stakeholders for feedback.

Previous improvements

In mid-2018, Roads and Maritime Services (now Transport for NSW) made several upgrades to improve road safety in the area, including:

- relocating the pedestrian crossing from the intersection itself to its current location to the west of John Street
- providing a kerb buildout to the new crossing west of John Street and also providing a kerb buildout at an existing crossing west of Henry Street to reduce the crossing distance for pedestrians
- installing a central median next to the bus stop east of John Street.

Summary of safety risks identified in the review

The review identified the following risks:

- long delays resulting in motorists focusing more on getting through the intersection than pedestrian movements
- poor sight distances for both pedestrians and motorists at the existing crossing, which is located behind a bend on Frederick Street which can be further impeded by vehicles on John Street attempting to turn onto Frederick Street
- road users turning from John Street into Frederick Street generally take risks by accepting small gaps in traffic, focusing more on the turning movement and accelerating up to speed than the pedestrian crossing. The short distance (18m) from John Street to the pedestrian crossing may not provide sufficient distance for these motorists to observe, react and break if there were any pedestrians at the crossing
- isolated cases of excessive speeds from motorists in wide travel lanes.

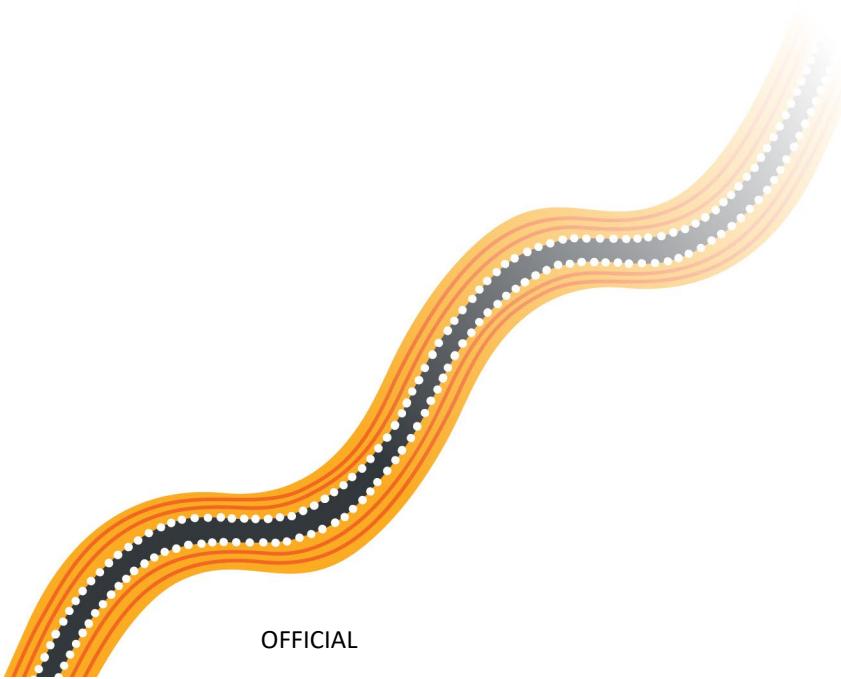


Road Safety Review recommendations

The primary recommendations from the Road Safety Review to improve safety in this area:

- reduce the speed limit from 60km/h to 50km/h
- reduce traffic conflicts by replacing the existing pedestrian crossing with one of two feasible options:
 - signalising the intersection of Frederick Street and John Street and providing pedestrian crossings at all legs of the intersection and removing right turn movements from Frederick Street into John Street. The existing pedestrian crossing south of John Street would be removed
 - relocating the pedestrian crossing to a location with a straight road alignment and installing a signalised pedestrian crossing mid-block between John and Church Streets. This means restricting all right-hand turn movements and the through movement at the intersection of Frederick Street and John Street (left in left out only).

Transport decided to implement the recommendation on the speed limit and seek community feedback on the two options that involve signalised pedestrian crossings.



3. Project overview

3.1 Frederick Street safety upgrade proposal

Transport for NSW proposes to improve safety around the intersection of Frederick Street and John Street, Ashfield.

We consulted with the community on two options:

- Option 1: Signalising the intersection of Frederick Street and John Street and providing pedestrian crossings at all legs of the intersection and restricting right-turn movements from Frederick Street into John Street.
- Option 2: Installing a signalised pedestrian crossing between John Street and Church Street and restricting all right-turn movements as well as through movement at the intersection of Frederick Street and John Street. This would only allow left-turn into, and left-turn out of, the intersection

Both options remove the existing zebra crossing south of John Street.

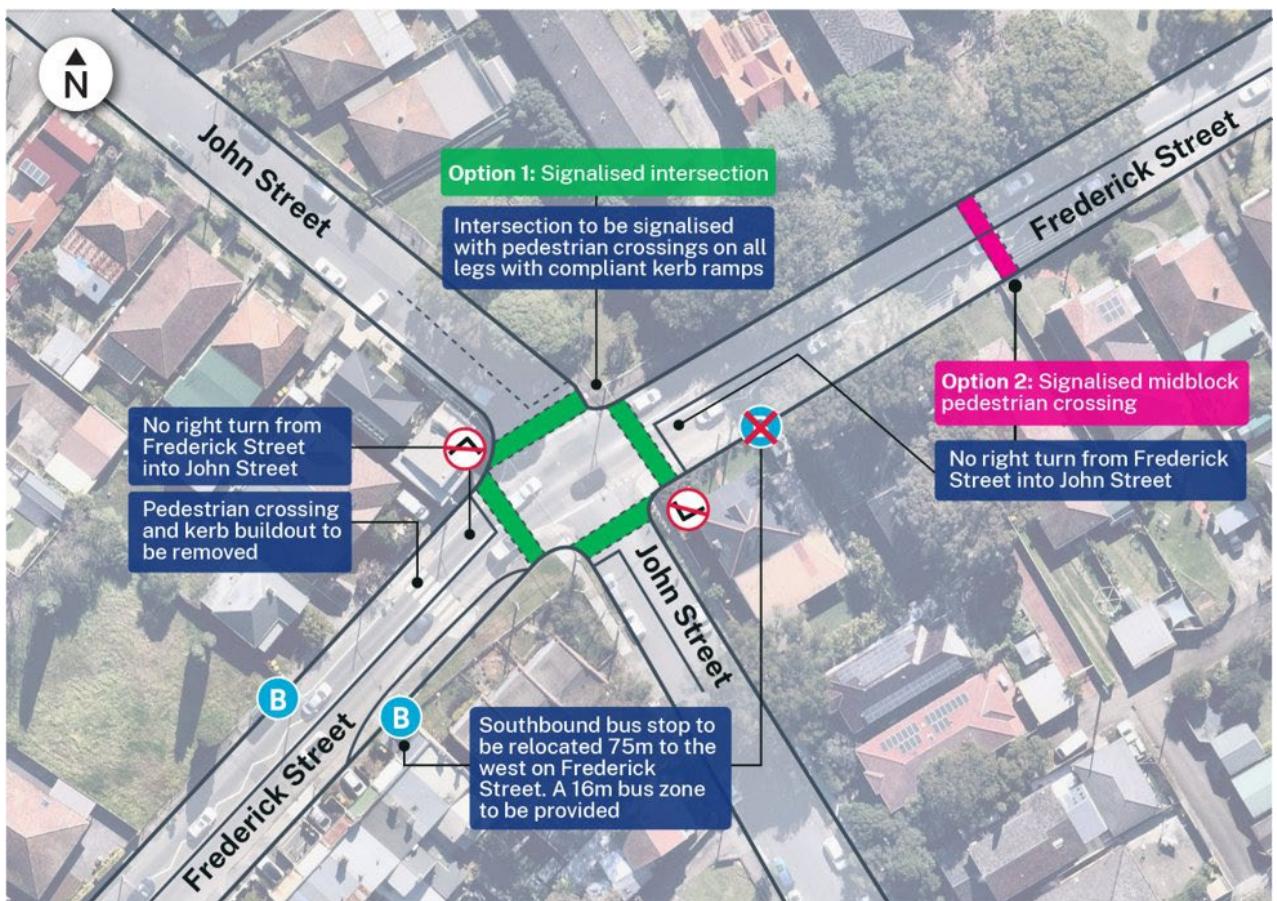


Figure 3.1: Map of area with proposed changes.

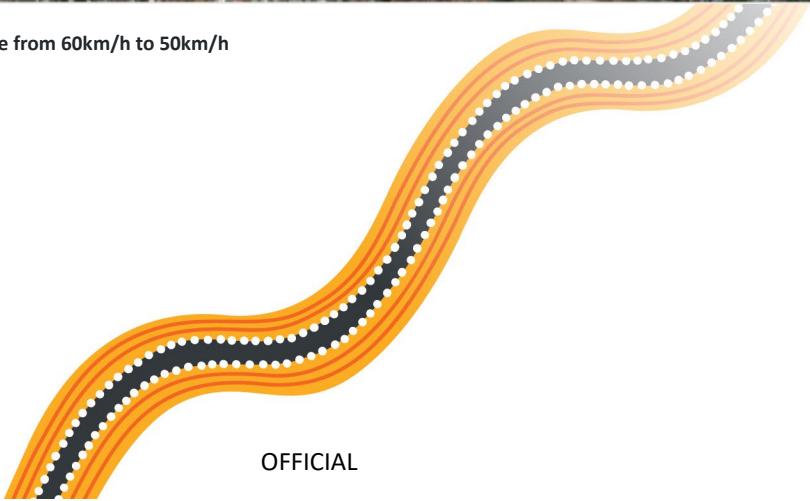
3.2 Speed zone changes

As part of Transport's safety upgrade, the speed limit on Frederick Street and Milton Street, between Parramatta Road and Georges River Road, will be reduced from 60km/h to 50km/h.

The red-light speed camera at the intersection with Liverpool Road will also be adjusted to match the new speed limit.



Proposed speed zone change from 60km/h to 50km/h



4. Consultation approach

4.1 Consultation objectives

In October 2022, having carried out the road safety review and feasibility study for safety upgrades at the pedestrian crossing on Frederick Street near John Street, we consulted with the community to:

- seek comment, feedback, ideas, and suggestions for us to consider on the two options presented
- build a database of interested community members with whom we can continue to engage during the proposal's development.

4.2 How consultation was done

Transport presented the proposal and commenced community engagement from Tuesday 11 October to Friday 28 October 2022.

Community members were encouraged to provide their feedback, leave comments and make submissions via the Transport “Have Your Say” website as well as email and phone.

Our key consultation tools are listed below:

Communication method	Audiences and distribution
Media Release	Released to local media channels on 11 October
Community update	<ul style="list-style-type: none"> • 3,421 print notifications delivered to residents in Ashfield and Croydon • Email sent to emergency services, community groups and schools in the local area
Websites	<p>Project had both a project webpage and a “Have Your Say” portal, as well as featuring on the Inner West Portal</p> <ul style="list-style-type: none"> • https://roads-waterways.transport.nsw.gov.au/projects/frederick-street-ashfield/index.html • https://yoursay.transport.nsw.gov.au/frederick-street-ashfield • https://caportal.com.au/tfnsw/inner-west
Stakeholder briefings	<ul style="list-style-type: none"> • Inner West Council briefing on 7 October 2022
Social Media - Facebook	<ul style="list-style-type: none"> • 596 views, 48 comments, 36 reactions, 9 shares regarding the proposal on social media.

5. Consultation summary

5.1 Overview

Transport received 316 submissions from residents, local businesses, community groups (including Walk Sydney and Friends of Iron Cove Creek) and Inner West Council.

Requested signalisation in general	Option 1 preference stated	Option 2 preference stated	Raised other issues
15%	48%	7%	30%

The feedback was supportive of the proposal, with a vast majority of respondents wanting a signalised crossing of some kind on Frederick Street. A majority of those (48% of all submissions) indicated a preference for Option 1 (signalising the intersection at John Street). Feedback also requested additional traffic calming such as speed cameras, speed humps, roundabouts and the restriction of right hand turns from Frederick Street into John Street.

Feedback was also largely supportive of Transport's plan to reduce the speed limit from 60 km/h to 50 km/h along a section of Frederick Street.

Other feedback received:

- traffic signals and pedestrian crossings suggested for other locations
- right hand turn restrictions at other locations
- request for clearways on Frederick Street
- additional traffic calming measures (speed reduction)
- zebra crossing improvements in general.

Issue Category	Issue Raised	Response
Design	Option 1 should include pedestrian crossings on all sides	Option 1 includes pedestrian crossing across all four sides of the intersection as part of the design.
	Option 2 does not resolve the safety issues at the intersection and would require pedestrians to walk further, so some would still risk crossing at the intersection	Option 2 is not being further pursued.
	A pedestrian overpass should be considered for this location	Installation of a pedestrian overbridge looks into a set of specific criteria such as existing pedestrian infrastructure, pedestrian volumes and arrival spacing, pedestrian crash history, vehicle volumes, specific land usage within a prescribed radius from the location, environment and heritage issues and land acquisition and space availability. Transport is not considering a pedestrian overpass at this location.

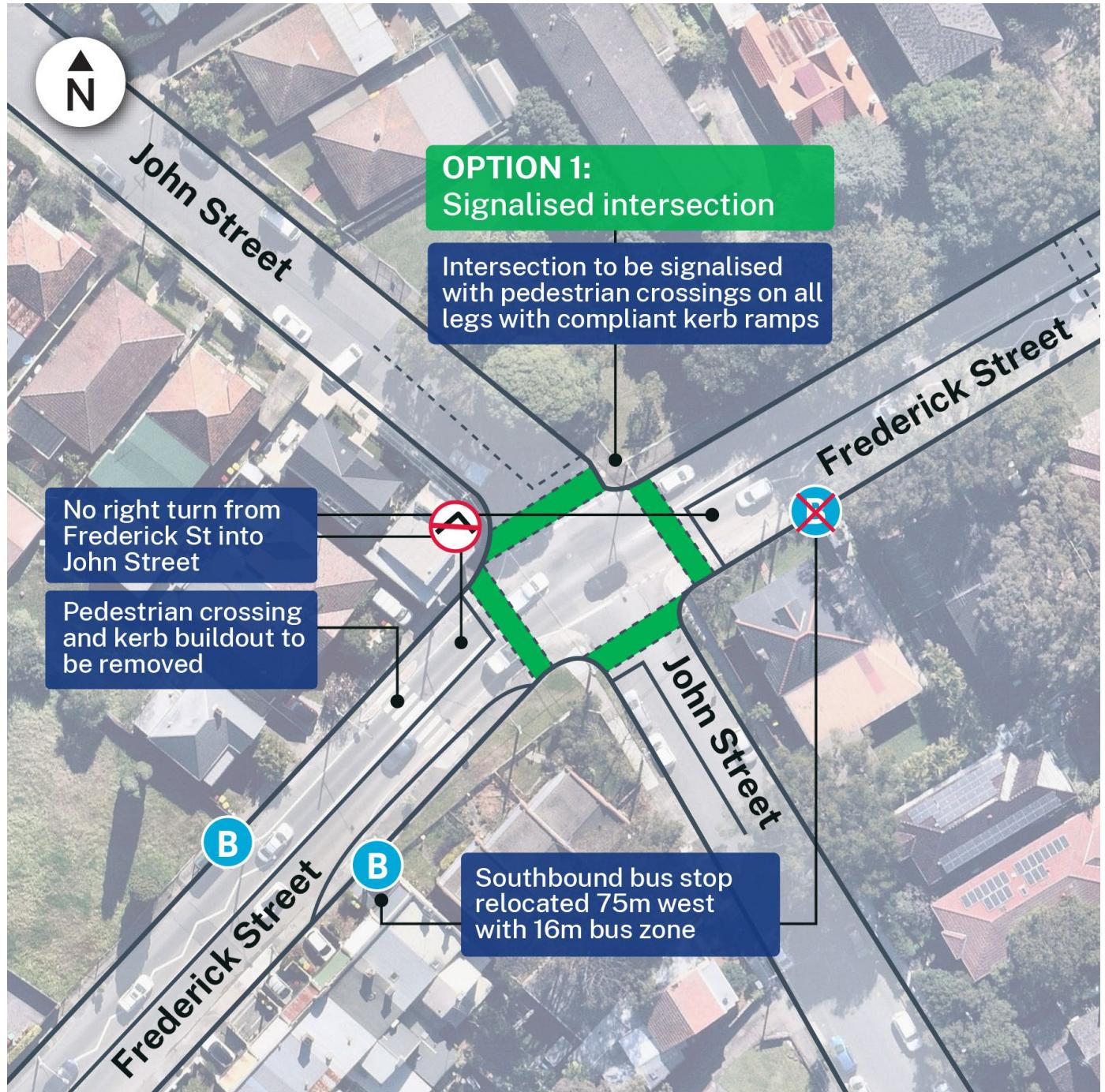
Issue Category	Issue Raised	Response
	A roundabout should be considered for this location	A roundabout is not considered feasible at this location as it would require significant widening of the intersection in order to meet Australian Standards.
	Include flashing lights and signage at crossing	The existing zebra crossing is being removed as part of this proposal.
	Install a wombat crossing at John Street	The preferred option (Option 1) includes signalised pedestrian crossings across Frederick Street, which will be safer than a wombat crossing.
	Limit wait times for people walking	Wait times to cross at the proposed signalised intersection at Frederick Street and John Street will be as per Transport standards.
Right turn suggestions	Restricting right turn movements may reduce traffic on John Street but will redistribute traffic to other local streets	Transport has analysed the current traffic demand of right turns from Frederick Street into John Street and expects there to be a small increase in demand for right turns from Frederick Street into Church Street and Elizabeth Street. Considering the existing volumes making this turn at John Street, we do not anticipate increased safety issues or detrimental impacts to either intersection.
	Intersection of Frederick St at John Street should have right turn signals/ phases	Right turns from John Street into Frederick Street are included in Option 1.
	Restrict right turns from other (side) roads onto Frederick Street	Transport is not considering any changes to traffic movements on the Frederick Street corridor except at John Street as part of this proposal. We will monitor the area for safety and efficiency and make changes where feasible.
	Restrict right turns from John Street into Frederick Street, not the other way around	Transport has considered this as part of its feasibility study and considering the number of vehicles making these movements have decided to pursue restricting the turns from Frederick Street and not from John Street for the preferred option (Option 1).
	Restrict right turn northbound for motorists on Croydon Road into John Street	Croydon Road is a part of the Local Road network for the area and is managed by Inner West Council. The project team will pass this feedback on to Council for their consideration.
	Church Street needs left in/out only	Transport is not considering any changes at this location. We will monitor the area for safety and efficiency and make changes where feasible.
	Restrict all right turns at intersection Frederick Street at John Street	Transport considered this as part of the feasibility study. We are restricting right turns from Frederick Street into John Street as part of Option 1. Right turns out of John Street under the control of traffic signals will be considerably safer.
Frederick Street	Frederick Street needs to be widened	There are no plans to widen Frederick Street. There are many competing desires for road space along Frederick Street and Transport will continue to monitor to see if any changes are feasible.
	Traffic lights at John Street will create more congestion on local streets and Frederick Street	Transport acknowledges that there will be some additional traffic on the local roads as a result of this proposal, however the safety improvements from the signalised intersection will have a significant benefit to the local community.
	Frederick Street is in poor condition and needs maintenance	The project team has passed this feedback on to the road maintenance team to address.

Issue Category	Issue Raised	Response
	Improve lighting; existing lighting is poor	The existing lighting was not highlighted as a cause for concern as part of the road safety review, however Transport will continue to monitor this location and assess whether any lighting changes are required as part of the upgrade.
	Wait times at current signalised intersections all along Frederick Street	Transport is not considering any changes to the signal phasing for other intersections on Frederick Street at this time however we will continue to monitor safety and efficiency of the network.
Church Street	Proposal will result in more congestion at Church St where people can turn right into the local road network	Transport acknowledges that there will be additional traffic at the intersection of Church Street as part of this proposal, however the safety improvements of a signalised intersection will have a considerable benefit to the local community.
	Traffic signals at Church Street/Frederick Street intersection need longer time for motorists exiting Church Street (currently Frederick goes green too quickly)	<p>Traffic lights in NSW are controlled by the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on real time traffic flows. Sensors embedded beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly. The length of time the lights stay green varies in response to changing traffic conditions.</p> <p>Transport is not considering any changes to the current phasing at the church street intersection, however we will continue to monitor this intersection for safety and efficiency.</p>
Elizabeth Street	Elizabeth Street at Frederick Street intersection needs green and red turn signals	<p>Transport is not considering any changes at the Elizabeth Street intersection. We will continue to monitor this intersection for safety and efficiency.</p>
	Restrict right turn from Elizabeth Street (travelling east) into Frederick Street	
Clearways	Clearway along length of Frederick Street during peak hours or 24x7	Transport is not considering additional clearways along Frederick Street. We will continue to monitor the area for safety and efficiency.
Bus stops	The proposal should move the bus stop to Albert Parade	<p>There is currently a westbound bus stop located within 160m of Albert Parade.</p> <p>Moving the bus stop further towards Albert Parade would create a 600m gap between westbound bus stops, far greater than the 200m to 400m recommended gap between stops.</p>
Speed	The speed limit should not be lowered	Transport frequently reviews and considers changes speed limit across the network, often due to safety concerns. Our road safety review has identified a reduction in speed as a measure to improve safety for all road users on Frederick Street and our decision to lower the speed limit is widely supported by the local community and Inner West Council.
	Install speed cameras	<p>This feedback has been passed onto the relevant team within Transport for consideration.</p> <p>NSW residents can also nominate locations for camera enforcement by visiting saferroadsnsw.com.au. The information you provide, together with crash data and other road safety information will help to prioritise future locations for enforcement cameras in NSW.</p>

Issue Category	Issue Raised	Response
Pedestrian crossings/signals at other locations:	Request for pedestrian traffic lights at the Frederick Street and Henry Street intersection	Transport is not considering any changes at this intersection as part of this proposal. We will continue to monitor the intersection for safety and efficiency.
	Request for Pedestrian crossing further down on Frederick Street at either Hedger Avenue, Frederick Reserve, Banks Street or Albert Parade	Transport is not considering any additional crossings of Frederick Street as part of this proposal. Transport will continue to monitor this area for safety and efficiency.
Other Feedback	Iron Cove Creek needs a walk and cycleway	This request is outside the scope of our proposal. The project team will pass this feedback on to Inner West Council for their consideration.
	Unsafe conditions for walking and cycling, particularly along Frederick Street	The planned speed reduction will increase safe crossing opportunities across Frederick Street.
	Noise from vehicles moving at speed along arterial corridors	The planned speed zone reduction is expected to reduce the level of noise experienced by properties adjacent to Frederick Street.
	The railway underpass at Frederick Street is dangerous for pedestrians when cars speed past	The planned speed zone reduction is expected to improve safety for all road users on Frederick Street
	There are not enough safe crossings at Parramatta Road and Liverpool Road	This request is outside the scope of our proposal. This feedback has been passed onto the relevant team within Transport for consideration.
	Install separated bike lanes on either Frederick St or a parallel street so that people walking and cycling are safely separated	Cycling improvements are out the scope of this proposal. This feedback has been passed onto the relevant team within Transport for consideration.
	Improve the Frederick St rail underpass	This request is outside the scope of our proposal. This feedback has been passed onto the relevant team within Transport for consideration.

5.2 Consultation outcomes

After considering all feedback, Transport has decided to progress Option 1. A signalised intersection at Frederick Street and John Street, providing pedestrian crossings at all legs of the intersection. This will mean restricting right turns from Frederick Street into John Street. The existing southbound bus stop on Frederick Street near John Street will be relocated.



5.3 Next steps

Transport would like to thank everyone who provided feedback. We will continue to keep the community informed as we progress the detailed design for a signalised intersection at Frederick Street and John Street.

6. Appendix

6.1 Community Update

Transport for NSW



Proposed safety upgrade of Frederick Street and John Street, Ashfield

Have Your Say | October 2022

Transport for NSW is taking action to improve safety around the intersection of Frederick Street and John Street, Ashfield. We are seeking feedback on the proposed options and you can have your say by 28 October 2022.

Location of proposed changes



What we are proposing

In response to community feedback, Transport for NSW are carrying out a road safety review and feasibility study for safety upgrades around the intersection of Frederick Street and John Street, Ashfield.

We are considering two options:

- Signalling the intersection of Frederick Street and John Street and restricting right hand turn movements from Frederick Street into John Street.
- Installing a signalised pedestrian crossing between John and Church Street and restricting all right-hand turn movements and the through movement at the intersection of Frederick Street and John Street (left in left out only).

Both options will involve the removal of the zebra crossing south of John Street.

transport.nsw.gov.au

Page 1 of 2

Have Your Say

We invite you to provide feedback on these proposed changes until Friday 28 October 2022 at 5pm. Scan the QR code or visit yoursay.transport.nsw.gov.au/frederick-street-ashfield



Once the consultation period closes Transport will carefully consider all feedback received. We will notify the community when a decision has been made.

Speed zone reduction

As part of network safety improvements, the speed limit on Frederick Street and Milton Street, between Parramatta Road and Georges River Road will be reduced from 60km/h to 50km/h. The red-light speed camera at the intersection of Liverpool Road will also be adjusted.

We will notify you before these changes are put in place.

Speed zone reduction in the Inner West

Find out about all the other Transport projects happening near you at nswroads.work/innerwest



You can see news from across the area, use our interactive map and provide feedback to our team.

Contact Us

If you have any questions or would like more information regarding these proposed changes, please contact our project team on: 1800 684 490 projects@transport.nsw.gov.au yoursay.transport.nsw.gov.au/Frederick-street-ashfield



Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 684 490



October 2022 Privacy Transport for NSW (TfNSW's) is subject to the Privacy and Personal Information Protection Act 1998 ('PPIP Act') which requires that we comply with the Information Privacy Principles set out in the PPIP Act. You may access your personal information and request its correction by contacting us using the details above. If you wish to complain about how we handle your personal information, without your consent, it must be done by us at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

transport.nsw.gov.au

Page 2 of 2

6.2 Project Website

 Transport for NSW

Roads Maritime Business & Industry Projects Safety About us Contact us

[All projects](#)

Latest news

NOV 2022



Frederick Street Ashfield

Transport for NSW is planning a safety upgrade for Frederick Street, Ashfield

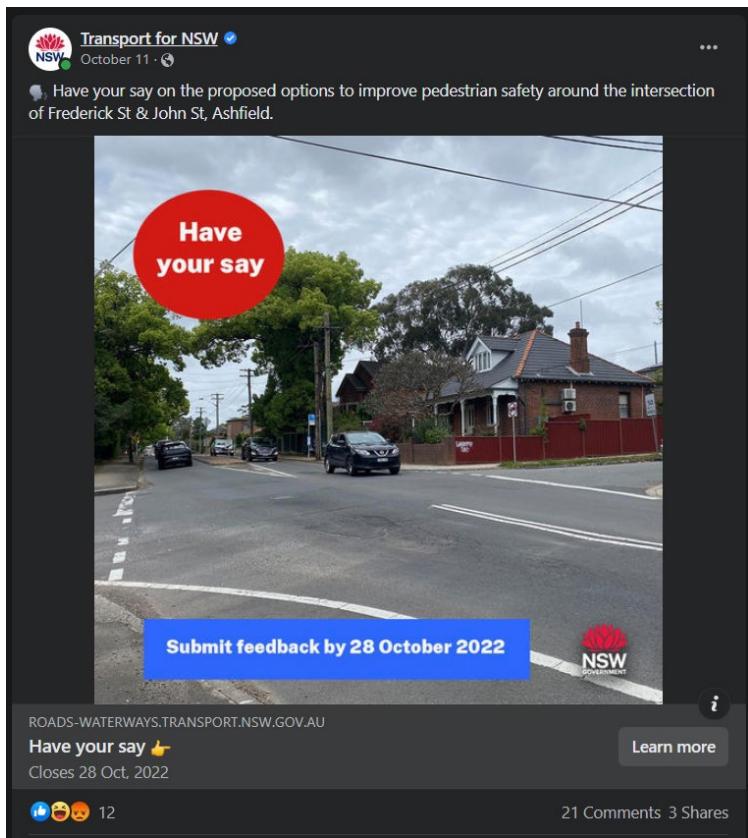
Thanks for your feedback

Transport for NSW thanks you for your feedback on our proposed options to improve pedestrian safety around the intersection of Frederick Street and John Street, Ashfield. Consultation closed 28 October 2022.

We will make the consultation report available on this website and keep you updated via community notification or email if you have subscribed to project updates.

<https://roads-waterways.transport.nsw.gov.au/projects/frederick-street-ashfield/index.html>

6.3 Social Media posts



6.4 Notification distribution area

