
Traffic Committee Meeting

Tuesday 12 April 2022



TRAFFIC COMMITTEE

Notice is hereby given that a Traffic Committee meeting of Randwick City Council will be held on Tuesday, 12 April 2022 at 9:30am

Any members of the community, wishing to make representations regarding a matter listed within the Traffic Committee Agenda, must email the Council (council@randwick.nsw.gov.au) at least 24 hours prior to the meeting. Details on how to join the meeting would then be provided. Additionally, if a prospective participant wished to make a PowerPoint (or similar) presentation to the Committee, such presentation must be emailed to the Council at least 24 hours prior to the meeting.

Traffic Committee

The following information is provided so that you may be aware of the structure and operation of the Randwick City Traffic Committee.

- The Randwick Traffic Committee is a Committee of Randwick City Council but not one set up under the Local Government Act.
- Council has been delegated certain powers, from Transport for NSW (TfNSW), with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.
- Recommendations in this document may either activate the formal delegation from Transport for NSW to the Council, or not activate this delegation. Items which activate the delegation are indicated with the initials (AD) below the heading.
- There are four permanent members of the Traffic Committee, *each of whom has a single vote only*.
- The members are: **the NSW Police Service, Transport for NSW, the Local State Member of Parliament** (for the location of the issue to be voted upon) and **Randwick City Council**.
- Randwick City Council welcomes the public to attend and speak at its Traffic Committee on issues of concern.
- If the Local Member disagrees with any of the Traffic Committee recommendations, they may appeal to Transport for NSW or the Minister for Roads.
- If the Police or Transport for NSW disagrees with any of the Traffic Committee recommendations, or Council's resolution on any Traffic Committee recommendation, they may lodge an appeal with the Sydney Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of the notification to the members of Council's decision on the recommendation.
- Any action relative to any issue under appeal must cease until the matter is determined.
- The Sydney Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

Randwick Traffic Committee is a Committee of Randwick City Council. Accordingly, all participants are expected to comply with the Council's Code of Conduct. Details of the Code of Conduct can be accessed by [CLICKING HERE](#).

Please note that all Traffic Committee meetings are recorded

Acknowledgement of Country

The Chair will ask for a volunteer to acknowledge the lands upon which this meeting is being held:

"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples; being the traditional owners who, for thousands of years, occupied and cared for vast areas along the Sydney Coast.

On behalf of the participants of this meeting I acknowledge and pay my respects to the Elders past, present and emerging, and also to those Aboriginal people participating today."

Attendance and Apologies

Declarations of Pecuniary and Non-Pecuniary Interests

Matters Arising from the Minutes OR from Council Resolution

Items for Consideration

At this time the Chair will ask those present at the meeting to nominate those items about which they would like some discussion or elaboration.

The Recommendations on all other items, not so nominated, will then be put to the Committee for endorsement.

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General Business

(C) Coogee Electorate (M) Maroubra Electorate (H) Heffron Electorate

Traffic Committee Reports No. TC46/22

Subject: Prince of Wales Hospitals, Covid-19 Parking Arrangements - Various Streets - Standing Item (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.46	D04295265	Signage, Parking	Other	TL	Yes

At the Traffic Committee meeting held on 13 July 2021, it was recommended that there be a standing item reviewing the special parking arrangements instituted near to the Prince of Wales hospitals, due to the Covid-19 pandemic.

Given the current situation regarding the pandemic, it is considered that the existing special parking arrangements should be retained at this time.

Resourcing Strategy implications

The following recommendation has no impact upon Council's budget.

Recommendation

That:

1. the existing special parking arrangements near to the Prince of Wales Hospitals, for all staff of the Emergency Departments and the Intensive Care units, be retained; and
2. this matter be reviewed again at next month's Traffic Committee meeting.

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2020/00231

Traffic Committee Report No. TC47/22

Subject: Anzac Day Arrangements - Arden Street, Byron Street & Coogee Bay Road, Coogee (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.47	F2022/00425	Event	Road Closure - Temporary	RM	Yes

Each year, Council holds an Anzac Day Dawn service at Goldstein Reserve Coogee in partnership with the Coogee Randwick Clovelly RSL Sub-Branch (CRCSB), requiring a temporary road closure (operated by the Police). In 2021, the RSL Sub-Branch added a March from Coogee Diggers to Goldstein Reserve after the Dawn Service, and due to its success, the March is once again taking place.

The Dawn Service is primarily managed by Council's Economic Development and Placemaking team, and the March is managed by the Coogee Randwick Clovelly RSL Sub-Branch (CRCSB). This year, the organisers of both would like to streamline the traffic management of the two events by requesting approvals simultaneously. Council is requested to approve two temporary road closures from 5am to 7am of Arden Street and Coogee Bay Road, and 8:30am to 10am of Byron Street, Coogee Bay Road and Arden Street on Monday, 25th of April 2022. This is to assist the CRCSB with the Dawn Service occurring between 5am to 7am and the RSL March between 8:30am to 10am.

As this is a temporary closure of a local road, the RMS-issued overarching local road Traffic Management Plan (TMP), applies (Council reference D03728810).

Resourcing Strategy implications

The RSL are covering the traffic management costs associated with the march - with resourcing support from Police and the SES.

Recommendation

That the temporary road closures for ANZAC DAY 2022, from 5am to 7am and 8:30am to 10am on Monday, 25th of April 2022, as shown in the Traffic Control Plan (TCP) tabled at the Meeting, are endorsed subject to the following conditions:

1. The Council Traffic Control contractor shall close the streets in accordance with the approval and Traffic Management Plan (TMP), unless otherwise directed by Police / authorised City Rangers;
2. Council and CRCSB shall consult with the Police regarding the undertaking of the road closures;
3. Council and CRCSB to consult with Transdev John Holland Buses representative, and agreement is made prior to the event to mitigate the impact to the bus services during the closures;
4. Council shall close off the Goldstein Reserve Car Park;
5. CRCSB shall not occupy the carriageway or footway of the road until the second road closure begin;
6. Council shall advise all emergency services (Police, Fire Brigade and Ambulance) of the proposed temporary road closures;
7. The Council Traffic Control contractor is to obtain a Road Occupancy Licence from the Transport Management Centre prior to event;

8. A minimum of 4.0 meters corridor for use of emergency vehicles shall be maintained within the areas of the proposed closure;
9. All Traffic control devices are to be installed in accordance with Australian Standard 1742.3;
10. No fixtures of a permanent nature shall be located on the public way; and
11. At all times, access to adjoining premises in the proposed street closures shall be maintained to the satisfaction of the Emergency Services. All services (fire hydrants etc.) shall be kept free of any obstructions.

Responsible officer: Rasheeq Mahmood, Transport Technical Officer

File Reference: F2022/00425

Traffic Committee Report No. TC48/22

Subject: Bundock Street, Randwick - Trailer Parking (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.48	F2014/00528	Road Safety	Road Safety	DA	Yes

The Council had been approached by some Bundock Street residents who have concerns about the parking of many trailers along the southern side of Bundock Street, between Hendy Avenue and Avoca Street, Randwick.

This matter was reported to the Randwick Traffic Committee in February 2022, resulting in a recommendation that community consultation be undertaken regarding the concerns raised. A letter was delivered on 11 March 2022 to all residences along, or near to, this part of Bundock Street, inviting participation in a parking survey. The matter was also listed in Randwick eNews – 23 March 2022 edition, an email was sent to Your Say Randwick subscribers and the Randwick Precincts and Councillors were notified as well.

The survey informed residents that the Council is proposing to install a 'No Parking 7am–7pm - Tuesdays – Motor Vehicles Excepted' parking control along the southern side of this part of Bundock Street. Residents were informed that the trial would be assessed after six months.

Overall, 75% of respondents said they supported the introduction of the trial while 21% of respondents were unsupportive (see consultation report attached as Appendix 1). Accordingly, the Council proposes to install this parking control, for a trial period of six months, with an assessment and review to be undertaken at the end of this period.


Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That the installation of a "No Parking 7am–7pm - Tuesdays – Motor Vehicles Excepted" signage is approved for the southern side of Bundock Street, Randwick, from just west of 101 Bundock Street (125 metres west of Hendy Avenue) to Avoca Street, for a six-month trial period.

Attachment/s:

1.  Community Consultation Report - Bundock Street trailer parking restrictions March 2022

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2014/00528

TC48/22

COMMUNICATIONS

Community Consultation Report Bundock Street trailer parking

29 March 2022



1300 722 542
randwick.nsw.gov.au

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1. Executive Summary

Randwick City Council undertook community consultation to determine community support for a proposed trial of parking restrictions designed to discourage trailer parking on the south side of Bundock Street in Randwick.

This consultation follows concerns from some residents about the negative and ongoing safety concerns caused by parked trailers in this location.

Council undertook a survey and directly notified residents around Bundock Street via a letterbox drop in March 2022.

Three hundred and sixty (360) survey responses were received which includes 153 respondents who identified as living or owning property on or close to Bundock Street and 50 respondents who live directly opposite the area of the proposed parking trial.

Overall, 75% of respondents said they supported the introduction of the trial while 21% of respondents were unsupportive.

Those who live closer to the proposed trial area are likely to be more supportive of the trial with 84% of people living or owning property near Bundock Street in support and 86% of people living directly opposite in support.

Those who indicated they parked a truck, trailer or boat trailer on the street (11 responses) were generally unsupportive of the trial.

Respondents who supported the trial said they did so because it would increase safety on the road for all road users, that owners of trailers should park them on private property or pay for storage, and that removing trailers would improve the visual amenity of the area.

Of the respondents who didn't support the trial, the most mentioned reason was concerns it would force trailer owners to park in other residential streets, that Bundock Street is a good place to park trailers because there are no residential properties on the south side, and because there's usually available street parking.

2. Community engagement strategy

2.1. Background

Randwick City Council consulted with the community in March 2022 to obtain feedback on a proposal to trial 'No Parking 7am–7pm - Tuesdays – Motor Vehicles Excepted' signage on the southern side of Bundock Street, Randwick.

The intent of the signage is to restrict trailer parking on the street.

The consultation followed requests from some Bundock Street residents who were concerned about the parking conditions along the southern side of Bundock Street, between Hendy Avenue and Avoca Street, Randwick.

The Randwick Traffic Committee considered the matter in February 2022 and recommended that community consultation be undertaken on the issue.

2.2. Objectives

The consultation program aimed to:

- Inform local residents about Council's proposed trial aimed at limiting trailer parking
- Understand community attitudes and knowledge of parking and traffic issues around Bundock Street, Randwick / South Coogee
- Obtain a measure of support for whether to proceed with the trial

2.3. Consultation period

The consultation was open from 11 March 2022 and closed at 9am on 28 March 2022.

In accordance with Council's Community Participation Plan, the project was assessed as having a higher level, local area impact and Council determined the public participation spectrum to be 'involve' – meaning the promise to the public being "We will work with you to ensure that your concerns and aspirations are directly reflected in the decisions made."

2.4. Consultation activities

Community engagement activities undertaken:

- A dedicated consultation website with background about the project and an online survey (www.yoursay.randwick.nsw.gov.au/bundock)
- A letter hand-delivered with a QR code to complete the survey to 135 households along or within 50 metres of Bundock Street, between Avoca Street and Hendy Avenue.
- Listing in Randwick eNews – 23 March 2022 edition (106 clicks from 49,782 recipients)
- Email to Your Say Randwick subscribers (7,167 recipients)
- Notification to Councillors
- Notification to Randwick City Precincts

3. Consultation outcomes

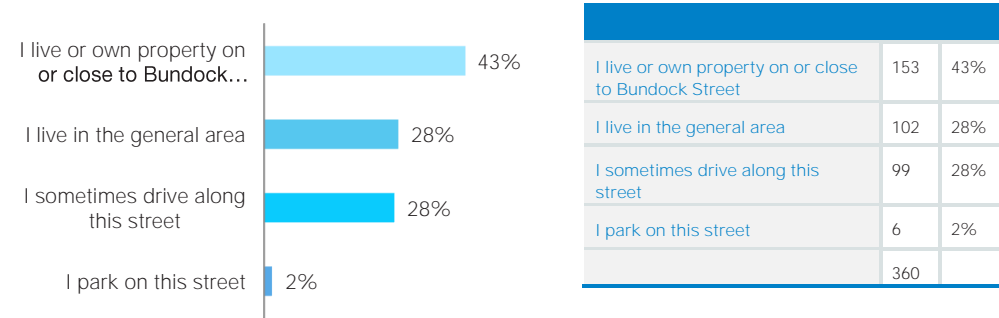
3.1. Survey results

An online survey was hosted on the Your Say Randwick website. The survey was open to everyone to complete, but survey respondents were asked to identify whether they were local residents (and if so what their address is) to help segment responses to understand the attitudes of both residents and road users.

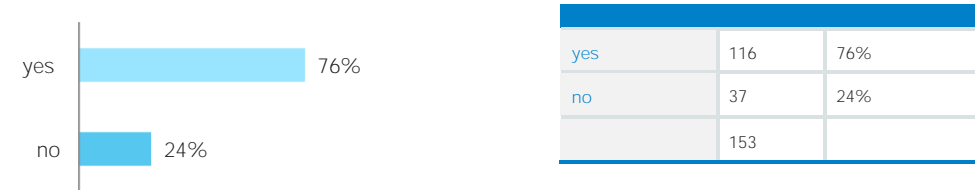
Respondents were also able to telephone Council to undertake the survey **if they couldn't access the** online survey.

In total there were 360 completed surveys received and 975 total visits to the webpage.

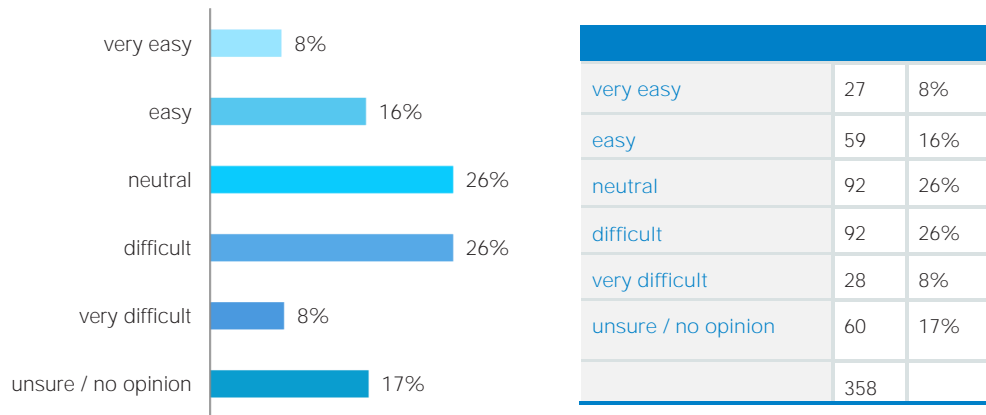
3.1.1. What best describes you?



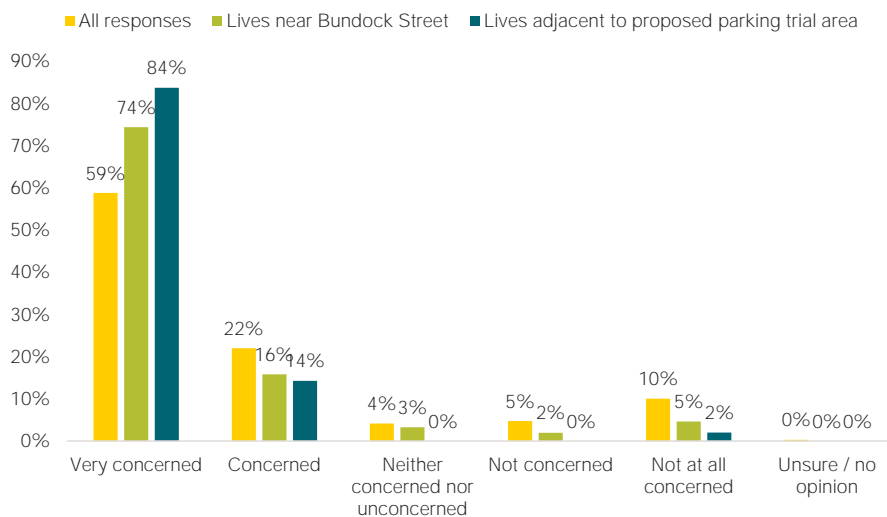
3.1.2. Do you have offstreet parking?



3.1.3. How easy is it to find parking along Bundock Street?



3.1.4. How concerned are you about trailers parking on Bundock Street?

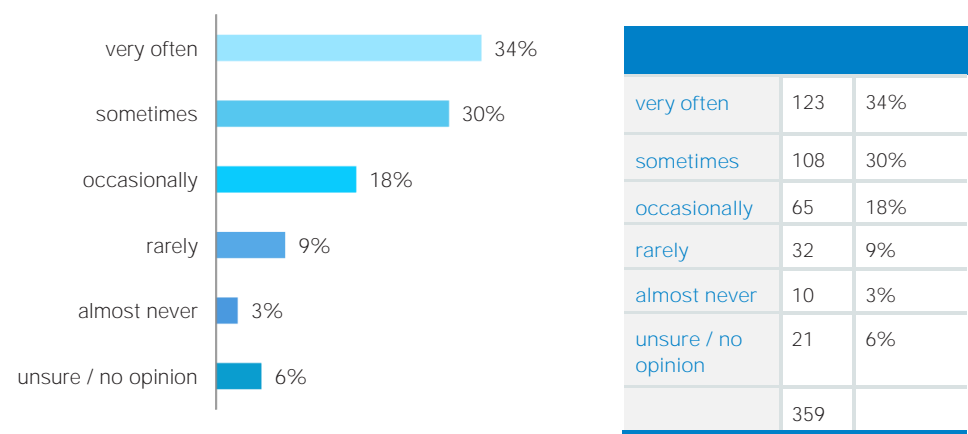


The above chart shows an increasing level of concern about trailers parking on Bundock Street based on the respondent's proximity to the location.

71% of all responses are very concerned / concerned, rising to 90% of those who live near Bundock Street and to 98% of those who live directly opposite to the proposed parking trial area.

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3.1.5. In your opinion, how often do you feel vehicles speed along Bundock Street?

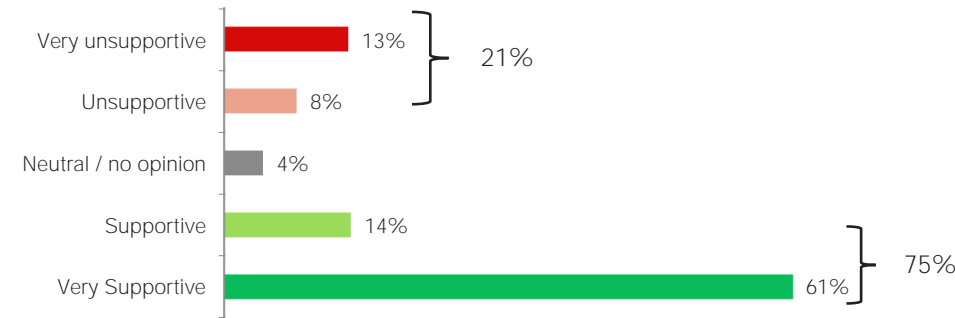


There is a perception from respondents that vehicle speed can be an issue along Bundock Street with 64% of respondents feeling vehicles speed very often or sometimes.

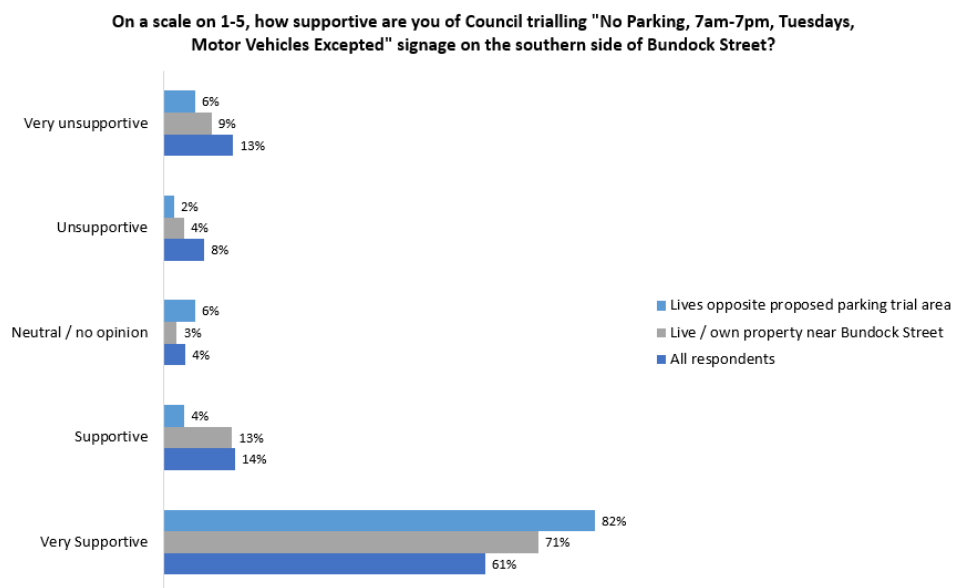
3.1.6. Level of support for trial

ALL RESPONDENTS

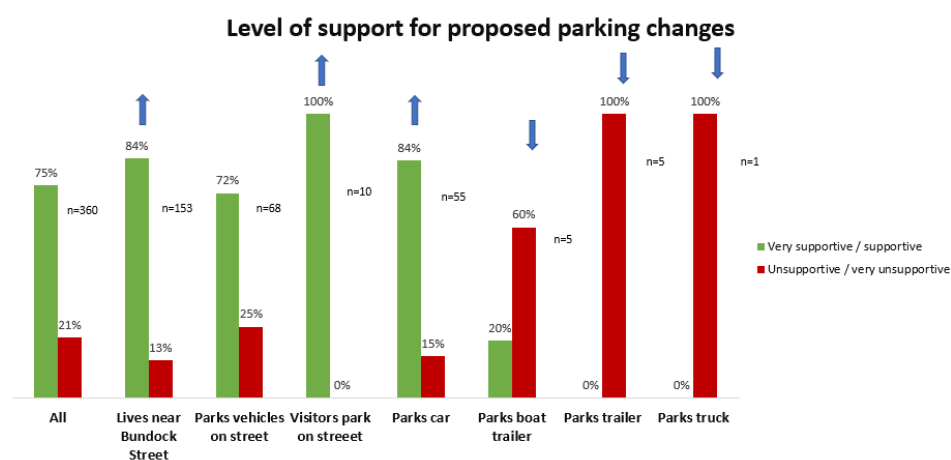
On a scale on 1-5, how supportive are you of Council trialling "No Parking, 7am-7pm, Tuesdays, Motor Vehicles Excepted" signage on the southern side of Bundock Street?



The above chart shows the attitudes of all 360 respondents to trialling the parking restrictions. It shows a majority 75% are supportive with 21% unsupportive.



The level of support for the parking trial increases based on the respondent's location. Of all respondents, the level of support is 75%. This rises to 84% for those who live on or near Bundock Street and rises further to 86% (or 43 out of 50 respondents) for those people who live opposite the trial location. Of the three residents who live directly opposite who indicated they didn't support the trial, one wanted a different parking restriction, another was concerned trailers would park on the north side of Bundock Street and the third wanted a more permanent solution.



The above chart shows the responses based upon whether people live near the street or what activity they undertake.

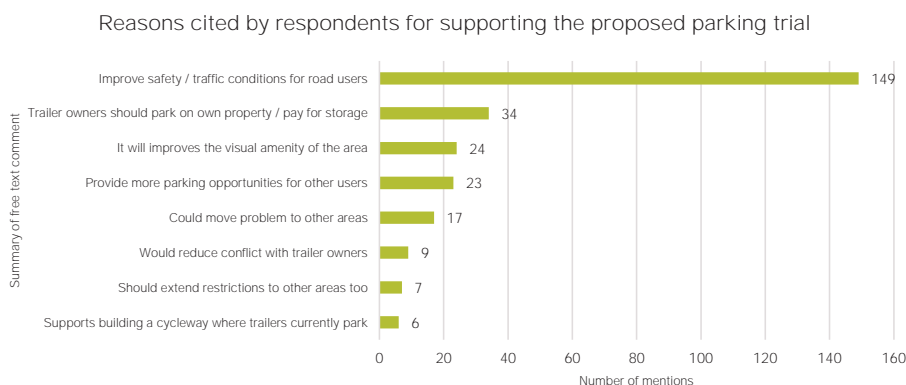
It shows a higher level of support for the parking changes for those who live nearby, and for those who identified they parked a boat trailer, trailer or truck on the street (11 respondents) they were generally unsupportive.

3.2. Sentiment analysis

3.2.1. Reasons for supporting trial

An analysis has been undertaken of the free text comments provided by respondents to understand people's attitudes further.

Of those who indicated support for the parking trial, their comments were analysed to identify recurring themes.



The most mentioned reasons for supporting the trial related to perceptions around safety. Respondents said removing the trailers would increase safety as it would increase sightlines and reduce trailers protruding onto the road causing traffic dangers.

"It will reduce dangerous vehicles blocking the street."

"I feel trailers parking along Bundock Street is a dangerous practice because they make the road narrower for cars to safely pass each other."

"Help with parking for my family, avoid accidents, so dangerous crossing road behind trucks especially for kids."

"My sister's car door was swiped while she was trying to put her child in the car and we believe it is because a car veered out to avoid a boat..."

The second most mentioned issue was the belief that people who own trailers should park them on their own property or pay for parking off-street.

"If you own a trailer or boat - park it at your own house."

"If you cannot house your vehicles on your property then you should not own them or pay for private storage."

"Absolutely sick of trailers and boats been dumped / long term parked anywhere without time limits. The only place they should be parked is on the owners own property."

"Trailers boats and caravans dumped in Bundock Street are an affront and an abuse to others. If an individual owns these items they should take responsibility for parking them on private not public property."

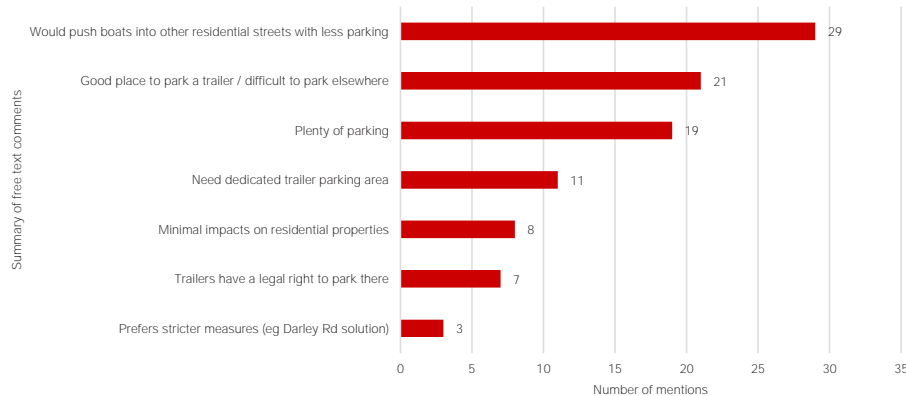
And the third most cited reason to support the parking trial to restrict trailer parking was a belief that it would improve the visual amenity of the area.

"Huge vehicles parked semi permanently in a residential zone are an eyesore and inconvenience to the local residents."

"Bundock St too narrow for passing vehicles when trailers and boats are parked. The streetscape is extremely ugly with trailers and boats that look abandoned sitting on the road."

3.2.2. Reasons for opposing trial

Reasons cited by respondents for opposing the proposed parking trial



Of the 21% of respondents who opposed the parking trial, the top mentioned reason was a concern that the trial will push trailer parking into other less desirable streets.

"Because the trailers will all move to Rainbow Street that does not have the timed signs. Just kicking the problem down the road!!!"

"My concern is this will move the problem rather than create a solution. Unless the council provides select trailer and boat parking in a designated area the trailers will park on other local streets. I suggest the initiative include designated parking at say the Anzac Parade tram terminus carpark on Rainbow St and Anzac Pde"

The second most mentioned reason for people opposing the trial was a belief that Bundock Street was a good location to park trailers.

"Of all places for people to park their boat, this is a fine location. There's plenty of parking for everyone, why push the boats to park elsewhere (outside people's houses would be work)."

"The street only has properties on one side of the street so the need for residential street parking is limited when compared to other neighbouring streets in the area."

"This is a local dispute. It's not about a lack of parking. The locals don't want trailers in the street and are hostile about the trailers being there. The trailer owners have often had their property damaged. Both parties need to co-operate and realise there is space for everyone that needs to use this street."

And the third most cited reason for opposing the trial was a belief there is sufficient parking on Bundock Street.

"Don't think it's necessary. There seems to be enough parking and some people have no room to park trailers on their own property."

"I own a boat trailer and live in the area. Bundock St is the best parking option as it has low house density and usually finding parking is easy."

"I pay rates and taxes and am entitled to park my trailer. I have no intention of using the trailers on a weekly basis nor does anyone who owns a trailer. This approach is simply a way to refuse parking to people paying road tax."

3.3. Verbatim comments

3.3.1. Verbatim comments of those supportive of the trial

Supportive / very supportive
As long as it is enforced by rangers every Tuesday it should work. However we were told that we would be offered several alternatives not just one.
<ul style="list-style-type: none"> - It looks like a harbor - Use long term parking - Reduce visibility on street intersections - Reduce street space increasing accidents
Some trailers are dangerous as a lot wider than a normal car that protrude into main lane that makes Bundock st dangerous. Some trailers are neglected with flat tyres which looks unsightly.
I have lived on Bundock St and the trailers really restrict your vision when you are pulling out of trying to park. They are also very unsightly.
Parked trailers/boats interfere with visibility, traffic flow and safety. They are often wider than a standard car and jut out. On many occasions, cars need to stop in one direction to allow a bus (for example) to travel in the other direction. I would also recommend extending the No Stopping zone on Bundock St (southern side) immediately before Avoca St. Parked trailers/vehicles block left hand turn access into Avoca St during busy times when there are also cars wanting to turn right.
They cause lack of vision. They cause the road to be dangerous - especially when passing other vehicles or busses. It is dangerous to ride along the road. Cars speed constantly on bundock st and we have so many accidents. There should be a chicane or numerous speed humps - erecting a slow down sign is useless. They just ignore it.
The street is dangerous to drive down due to so many trailers and boats parked there. you often have to cross into the opposite car lane due to the amount of boats and trailers parked
The trailers tend to obstruct visibility when travelling from Canberra street to Bundock and make driving up this street precarious.
The long term Parking of boats and trailers is an issue that needs to be addressed more broadly across Randwick council. Residents should be restricted to one trailer/boat/caravan per residence with higher rate fees where trailer is parked for long periods. An average sized Trailer/boat takes up a minimum of 2 car spaces. Residents with boats/trailers also have a car/suv and dominate parking areas on residential streets. Boats should be parked in driveways or garages
I am concerned people with trailers, boats and large vehicles will simply move their vehicles from Bundock Street to surrounding streets in the Esperance complex - eg. the surrounding streets near the Randwick Community Centre such as Marida Street, Gumara Street, Hendy Street without council also implementing similar street signage in this area. Council need to be proactive about implementing similar signage in these areas otherwise you are just simply moving the problem to another area and not addressing the core issue. We already have a trailer permanently parked directly across the road from 18 Marida Street which has been there for months.
The trailers obstruct views badly when driving down this street. Also ugly having trailers parked that don't move for months at a time.
It deter vehicles been parked for long periods of time. The downside is the the trailers currently parked long term on the street may be moved to the other side of the road or nearby streets.

Supportive / very supportive
Fantastic idea! It is such a dangerous stretch of road with trailers and boats and we drive passed several times a week to visit my in laws who live in Bundock Lane. Would be wonderful to see this implemented at other locations such as Franklin St and Lawson St, Matraville.
It's an increasingly busy road and I think long term parking is not beneficial in the area
Trailers (and boats) shouldn't be permitted on ANY Randwick council street. If you own a trailer or boat you should also purchase appropriate parking or storage along with it... using our streets free of charge is simply unfair
Trailers often stick out from road side impeding cyclist path and visibility to drivers
I drive along that street almost daily, and it has become very dangerous and a nightmare to turn either left or right from Canberra Street into Bundock Street, and then to turn into Avoca Street. I have lived here for 20 years and it is much worse than it used to be. Drivers are very impatient, it is difficult to drive down Bundock Street if there are wide vehicles coming in the other direction, and vision is very difficult as there are obstacles (parked vehicles along the road and too close to the corner of Canberra/Bundock and Bundock/Avoca).
The permanent parking of trailers , boats by non residents causes traffic congestion. Bundock St is a very busy thoroughfare and this traffic has increased since the light rail and no right turn from Rainbow ST at Kingsford as people use an alternate route. The parking reduces the lanes on the Sth side of Bundock to one lane and huge queues of traffic in morning peak
Would stop long term dumping of boats, caravans and trailers on the street.
My Husband and I (and our family) lived on this street many years ago when it was a beautiful and special tree lined street. This was without ugly, bulky and dilapidated vehicles that make traveling along that road dangerous, due to their encroachment of the road. We want to see those days again when these eyesores disappear at last !.
This street is well used for trailer, commercial vehicle and caravan parking which seem to be dumped there for months on end. Besides the parking problems for locals, visual issues, it's also a potential safety/ traffic issue with people trying to load and unload their trailers / hitch to their cars
If you own a trailer or boat - park it at your own house.
Trailer and boats should be stored off roads that are being used by all kinds of road users including kids on bikes
'I walk along the street almost daily and frequently cross the relevant part of the street. It is dangerous because: - they obstruct the view of oncoming traffic. - there is limited room to get out of the way if a car is coming because the caravans are so big (cars arent as wide and it is a shorter distance to get between parked cars and clear of traffic). They are also disgusting to look at.
Not enough room between wide trailers/caravans/boats and parked cars opposite
If people want to own boats/ trailers/caravans they should pay for parking in parking lots or park on their front lawn. This also happens in Dudley St opposite the park. I want paid metered parking , around 4 hours free parking in all of Randwick and Coogee to prevent free parking for months on end. This also would raise revenue for Randwick Council to pay for new toilets at Coogee Beach
I drive along the street almost every day and am frightened of the way some trailers and large boats reduce the road width and safety
The amounts of boats, caravan, trailers etc parking in Bundock Street is excessive and dangerous.
Some of the larger trailers make the road unsafe as it is difficult to back out of our driveway when they are parked directly opposite. It is also difficult to be seen when crossing the road due to the large trucks, caravans, boats etc. Alot of people walk down our street so visibility is iportant for safety when

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Supportive / very supportive
crossing the road. Also parked trailers, trucks, caravans, boats at intersections mean traffic can build up when someone is turning right ie Canberra Street or at the end of the street and traffic cannot pass. However, my main concern is the speed of traffic passing though our street. Cars drive very fast down our street at peak hour so as long as the proposal does not increase the speed of cars going up and down the street i am in support of this.
The trailers and large boats parked along the street often protrude into the lanes and restrict traffic movement along the road. This is dangerous. In some instances it can obstruct views on other traffic along the road. It requires traffic to drive more in the centre lane, which can be dangerous especially when larger vehicles use the street.
Trailers often protrude onto the road making it dangerous they are often parked at the end of Canberra St making it dangerous to turn or at the end of Bundock St making it dangerous to turn onto Avoca Street
A row of Wide trailers and caravans are a safety risk and an eyesore. If people have enough money to invest in large boats and trailers they shouldn't be relying on free parking that places the rest of the community at risk. They cause congestion at intersecting and this is particularly and issue during busy school drop of times.
This is a perennial problem around the eastern suburbs where parking space is at a premium - council might also look at trailer parking in Dolphin Street Coogee. People who buy boats or trailers can't expect to monopolise public space indefinitely, and should make other storage arrangements.
Recently driver crashed into trailer and a parked car, leaving the car immobilised in the middle of bundock st (between canberra and avoca st) Sunday 27th Feb 2022. The big trucks and their trailers that use bundock st are wide, its a residential neighbourhood not an industrial truck parking area. The boats and campervans end up being an eyesore due to them looking abandoned and potentially increasing unwanted attention. Its hard for people to get out of drive ways because people speed through Cars end up using the middle of the lane because they are not spatially aware of how close they can be to parked cars and trailers and trucks; In support of making it a no parking area and putting in the bike lane with concrete barrier to protect cyclist - however cyclist must use that bike lane and not the road as cyclist end up impeding the flow of traffic. If the ex-defence land can be utilised to offer long term boat storage by council, that would be a potential solution for randwick boat owners and charge for out of area boat owners.
There are trailers, caravans, boats etc all parked along there which are wider than cars and when you have two way traffic is does pose a safety concern as there are lots of trucks driving both ways each morning I take my children to school. If you cannot house your vehicles on your property then you should not own them or pay for private storage.
Today I was trying to turn right into Canberra st, from bundock st..and blocked the traffic as a caravan was parked there.
The trailers take away parking for local residents and visitors as well as block road cleaning. It's dangerous exiting Canberra St onto Bundock St as you cannot easily see vehicles speeding towards you. I suggest that rather than 7am-7pm with "motorcars excepted" that a shorter period Eg Weds 2-4pm for all vehicles would be as effective and easier to manage. You could arrange to coincide street cleaning and there would be less issues with identifying what constitutes a motor vehicle. Are not campervans, trucks, large vans & motorhomes also motor vehicles? All long term vehicles should be moved on each week.
Residents deserve more parking for themselves and visitors. A number of vehicles also get left long term though so would need to be extended somehow to cover this. The same goes for Dolphin Street along the playground and Coogee community garden. Trailers and unused cars there for years.

Supportive / very supportive
I think the council should also look to provide a long term parking option for trailers somewhere off residential roads for a nominal fee.
The trailers permanently dumped on Bundock Street take away valuable parking space. Due to their bulky nature, they often present a hazard to cyclists and other motorists as well.
Its not just a problem on Bundock Street. Loads of boat, trailer and heavy equipment owners park these items all over the area. Basically treating the street, often in front of other peoples homes as their own personal parking areas. This should not be allowed and should be policed with fines more heavily. Perhaps a compromise is they park these items in front of their homes if there is no space on their property. The current availability to essentially park these items wherever they want is dangerous in some cases and can lead to conflict when in front of other peoples homes.
Trailers often belong to people from outside this area who simply use this street as a dumping ground
The street is littered with long term trailers and neglected boats etc
Absolutely sick of trailers and boats been dumped / long term parked anywhere without time limits. The only place they should be parked is on the owners own property.
I regularly cycle along the street, the trailers are actually a danger, I often need to ride near the middle of the road to make sure I safely go around them, then exposing me to cars.
A public street is also not a trailer park. Bundock Street has been mis-used this way for over a decade.
I think all the trailers and boats are unsightly but more than this at certain points they are plain dangerous! We regularly need to turn onto Bundock St from Hendy St and there is always a few boats parked very close to the corner of this intersection. Boats are wider than cars and it is very very difficult to be able to see around the boat to turn right onto Bundock from Hendy. We need to edge right out into this intersection before we can see if a car is coming down Bundock St (from Avoca St toward Malabar Rd). I am aware of a bus crash having already occurred at this intersection not that long ago. It also poses a big risk to the many pedestrians that cross at this intersection to go down to the Environment Park. My children and I have had a near miss here as I had to edge out to try and see around the boat when crossing the road to walk down to the preschool at the Environment Park. Please extend the restrictions to be for BOTH sides of Bundock street!!!! And please impose further restrictions right at corners and intersections!!!!
It's unfair for boats and trailers to take up space. Same for Walsh at maroubra . Better off making residents get permits for boats if they really are local and want to park there
It's a viable measure to stop long term trailer dumping. My concern is that Moverly Rd will be the alternative to Bundock St as it already has many trailers parked there.
If you own a trailer, boat or caravan you need to have access to your own off street parking
If you're lucky enough to own a boat, park it in your own garage. Not blocking the street and amenity of other residents.
We are now noticing more and more trailers, caravans and commercial vehicles being dumped/parked in our street and generally take up about the space of 2 vehicles. We have terrace housing along our side of the street with no off street parking. Over the last 5 years, the situation is becoming worse to the extent our neighbours mention it all the time we can't get a park close to our house and try to avoid using our cars in risk of losing our car spot. The whole issue of parking needs to be reformed - for example we have a resident who lives on adjoining Henry street who park 3 x 4 wheel drives vehicles plus and a massive caravan outside our house - it's insane but they are allowed to do it as there are no restrictions. It's a family area and we need some action.
We lived for 10 years on Canberra Street and regularly go via Bundock and Canberra St and the trailers and boats pose a significant traffic hazard, particularly at the T section of Bundock and Canberra St and particularly when buses are travelling down one side of Bundock

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Supportive / very supportive
I think it's a great way to stop trailers but I fear they may park unless, like on the northern side of the street. There is currently a boat on the north side of Bundock at Hendy that makes it very difficult to cross the road. I also worry the trailers will move to Rainbow st in front of the park.
The trailers affect resident convenience, driver visibility, general safety and parking . It's unfair that trailer owners use the street at no cost for long-term parking. They should make other paid arrangements or not own a trailer.
I'm sick of trailers, trucks and boats parking on streets anywhere throughout Randwick. If you own one of these - you should have to have off street parking. If you don't - then you shouldn't buy these things. They should be booked or towed away.
When driving along Bundock Street it feels very congested with all the trailers, trucks and boats parked along the street . It's a hazard if there is bike riders or if buses are turning onto Canberra Street. Sometimes the trailers are parked on an angle which means you need to drive across the middle line to pass. If truck or boat is Of considerable size then it is not easy to pass Especially if traffic is coming in the opposite direction – which it usually is as Bundock Street is a main thoroughfare.
I very often drive along that street and the trailers and boats stick out more than cars do making the street narrower so less safe to drive on
Trailers should be stored on private property, or in storage facilities. Parking on residential streets is selfish and dangerous.
Why is there a time when trailers can park there. So many cars veer over the centre of the road due to the width of the trailers. I've had to flash my lights, or slow down many time to get cars to go back onto their side of the road. While talking Bundock Street, could the council increase the no parking further away form Canberra St. When coming out of Canberra St, you can't see the oncoming cars coming from both directions in Bundock St.
I have had a trailer parked outside my property & never moved for 2 years in Apsley Avenue, because it's registered council can't remove it .
Trailers seem to be overtaking streets like this and more and more residents are missing out on parking in front of their homes.
I find that some of the vehicles parked along the street are oversized and it pushes busses onto the wrong side of the road. I would like to see if the trial helps in preventing this.
Good idea. Bundock street is a nightmare for cars and pedestrians. The footpath at the army barrack end also needs to be rectified. Pedestrian crossing bays also need to be addressed and speed humps. Cars travel very fast and it's hard for our kids to cross the street safely.
I'm supportive of this if the Council extends the exclusion of trailers to many other streets in the area. If not then the trailers will move to nearby streets and cause the same problems there. I live in Dolphin St. There is a popular playground between Melody St and Carrington Rd. Unfortunately because there are so many trailers parked in Dolphin St, it's difficult for parents to find parking in order to take their children to the playground. Dolphin St is also a place where people want to park to go to the beach. The numerous trailers are an impediment to that as well. Some of these trailers occupy the same spot for years without moving. The streets of Randwick should not be a storage facility for trailers.
There are a lot of boats, caravans, trailers and business vehicles parked on Bundock street, with the majority rarely leaving the street. This limits the parking for residents and their guests.
We feel the road has been narrowed significantly with the regular parking of boats trailers and trucks in the south side of bundock st. The traffic has to drive in the oncoming lanes very closely or slow down to get past each other. It is very dangerous to park in the north side of bundock st and to try getting into the drivers side of the car, as the traffic behind you has to drive very close to the parked cars. We are surprised there has not been more oncoming accidents along the street. Our neighbors and

Supportive / very supportive
visitors have been nearly crushed getting into their cars on the drivers side. And some have lost their mirrors on the doors from cars having to squeeze through.
It is a busy street and we need to drive along it when returning from Maroubra, as there is no right-hand turn into Rainbow Street. We have to go around the block to get to 163 Rainbow. With the number of vehicles parking on both sides of the street, and the number using it, and at speed, we do consider the street to be a risk area. I agree with the council's ideas. I thought that you are going to make a cycle track on the army side. Is this to go ahead? I hope so.
The trailers are dangerous especially when parked near busy intersections such as Canberra street. Traffic moves quickly and a drivers line of sight is seriously reduced due to trailers and boats. Also, the low trailers especially those without reflectors are difficult to see at night. The same trailer or boat can be left for weeks without moving and I don't believe many are even local owners. It's become the destination to park a boat or trailer for free without cluttering the owners own street of residence. It's awful.
The trailers and boats are very wide and often stuck out making drubbing and cycling hazardous. Public streets shouldn't be a free storage area
A bike lane is approved to be constructed on the southern side of Bundock Street so this trial will be a signal to the owners of trailers that parking will not be possible once the bike lane is constructed.
E cause the trailers are a road hazard. Also when turning out of Canberra Street onto Bundock is quite dangerous when large boats/ trailers are parked there.also at intersection on Bundock and Avoca Trailer/ boats/ caravans cause problems with traffic flow and vision trying to turn left and right onto Avoca st
The trailers are often large and impede traffic and visibility along the street
The trailers,trucks and sometimes caravans take up a lot of the road and dont leave much room for passing cars. They can be dangerous because of this.
The residents have every right to be heard by council, we pay our rates and we are the people who are being subjected to abuse by people coming into the area looking for parking whether it be long or short term. I have had many issues in Magill St over parking (between the UNSW & POW) and as a resident of the RCC I do not feel I have had the support I needed from the support of council. I am glad the Bundock St residents took their story to the newspapers.
Its become a lot more common for boat & trailer owner's. to park in residential St, making it dangerous to see pedestrians, bikes, or peoples crossings the streets in front of large boats or trailers. Some also park in narrow streets blocking two-way traffic.
Some of the boats and trailers are wide and makes the road narrow to drive through.
I support this move and more stringent moves since long term boat/trailer parking on many suburban streets in the area is increasing thereby reducing vehicle parking for residents. Unfortunately what actions have council taken to stop these trailers being dumped on other residential streets nearby Bundock St which will occur once this restriction is introduced? This rule could be applied to all residential streets in the municipality. Council also has allowed medium density apartments to thrive which brings more vehicle traffic into the municipality so more off street residential and visitor parking will be necessary. What actions will be undertaken to address a similar problem on nearby Dudley St? In my view, no trailer, boat, caravan or storage trailer should be allowed to be parked on residential streets on a medium to long term basis.
This permanent parking by trailers in this area and Randwick generally is absurd
In addition to parking problems, the storing of large vehicles and motor homes significantly reduces the width of the lanes and impacts on sight lines.
Trailer parking narrows road space for cars and always make me feel nervous when driving along this street.

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Supportive / very supportive
Council needs to do much more around the entire Council area to solve extended parking of trailers, caravans and trailers
There should be a cycle way along that side of Bundock Avenue
I think 4p signage 1to 6 is more appropriate due to the fact cars and trucks can still be dumped long term.
The traffic on this street is a real nightmare and anything to help that would be welcome
There is a well known problem of long-term parking by non-residents which was the cause of a vicious assault on a resident in January
If they cannot fit their trailers and boats on their own properties they should not have them. They sit there for months and don't even live in Randwick! HOWEVER the solution cannot be that they just move them into other streets with unrestricted parking - they should be made to garage them or pay for storage - this is so unfair to everyone else. It's a common problem across Randwick and RCC does not do enough to move dumped and abandoned cars/trailers on. Using restricted parking DOES NOT WORK - you are penalising the residents who already pay huge rates. Young people are not moving out of home and have cars - residents have more than 2 cars - we can't park them under your resident parking schemes! Start penalising the people who dump and abandon cars, trailers and boats - NOT THE RESIDENTS
Huge vehicles parked semi permanently in a residential zone are an eyesore and inconvenience to the local residents.
Parking in & around POW Hospital & the 3 nearby schools & UNSW is hard enough without people leaving boats, caravans, etc, parked for months on end. The same is now happening on FENNELLY STREET, RANDWICK behind Rainbow Street Public School. It is incredibly dangerous as school children are crossing that road & there are large boats blocking their view as they try & check for traffic. Vehicles use Fennelly Street as a rat run from Barker St to Botany Street & are driving too fast. Something needs to be done on this street before a child is hit by a car. Once again boats, etc and dumped vehicles with no number plates, are taking up valuable parking spaces for hospital workers, patients & teachers. It's not acceptable.
<ol style="list-style-type: none"> 1. Because rate payers and residents should not have to pay for other's parking- which is what in effect is happening. 2. The trailers are bulky and therefore reduce visibility for pedestrians, cyclists etc. accessing community facilities or cars travelling through 3. Generally reduce the amenity of the street for residents, visitors, cyclists; 4. Reduce parking options for residents or visitors 5. Make it dangerous for cyclists - whatever happened to the cycleway 6. Council should have a more articulated and comprehensive parking policy in place; at the moment it is very hotch potch and confusing at the best of times ! <p>Bundock street is a beautiful street but it is being made to look like a parking dump for all sorts of things - this should be discouraged in all of the municipality--- where let's face it, parking is at a premium.</p> <p>The same should apply to Neptune street - where council have removed 11 parking spaces without warning ! And signage has been poor, confusing and unfair on the part of council.</p> <p>would make it look better, trailers are ugly. it is sometimes hard to see past them also as they are big or stick out. be nice to have them parked at their properties if they own them, not on the street.</p> <p>Trailers boats and caravans dumped in bundock street are an affront and an abuse to others. If an individual owns these items they should take responsibility for parking them on private not public property.</p>

Supportive / very supportive
The trailers etc are dangerous to passing traffic and are an eyesore. They should not be allowed to accumulate like this. The owners need to take responsibility and park them within or outside their own residences.
Certainly there needs to be a restriction on trailer parking in the street. However, I believe this needs to be a broader restriction across all streets as the situation is getting out of hand. In this instance, restricting the Bundock street trailer parking will just move them somewhere else, therefore it needs to have a broader application across the whole council geography
Street parking should be for motor vehicles. People who own trailers and trailer boats and caravans should park these on private property.
Boat trailers and storage boxes are littered all over Randwick and Coogee but particularly bad on Bundock St. Council's insistence on building more high-rise with little parking makes it difficult. The streets around Bardon Park have boats parked for months and months on end with no action by Council.
Parking numerous trailers of various sizes causes safety issues for residents parking, alighting vehicles and for vehicles themselves. Trailers often oversized and poorly parked eg at an angle. In the past 6 years both my cars parked in the northern side have been crashed in to twice, in 2015/2016; and again 2 weeks ago on 26 February 2022 evening. The narrowing of roadway here due to large trailers parked on southern side will have been a factor. Also dangerous to turn the car around due to reduced visibility. Proper the parking can be expanded to include commercial vehicles like trucks and also recreation vehicles like motor homes.
Trailer parking is a problem on a number of streets in RMC. It seems to be free storage at the expense of other users. I believe these restrictions should also apply to Dolphin St Coogee. Parking is in high demand, especially during summer and lack of parking flows into other residential streets. They are also an eyesore - often full of rubbish and/or appear to be in a poor state of repair
Public roads are not meant for long term personal vehicle storage. I hope the council agrees
The trailers are dangerous, as they are wider than cars.
This signage would improve the safety of 2 way passing traffic. Some trailers are oversize and impinge on visual safety especially at night
Bundock St too narrow for passing vehicles when trailers and boats are parked. The streetscape is extremely ugly with trailers and boats that look abandoned sitting on the road. It is definitely time for these selfish owners to remove them.
I recall you doing a similar survey before. Too many trailers in Bundock St, obviously not all owned by residents in that street. It is thorough fare street and they take up so much space, narrowing the road for normal traffic flow, posing a safety hazzard.
It will hopefully address issue of "abandoned" vehicles. I'm not "Very Supportive" as I'm concerned that these vehicles will just be moved to other parts of Bundock St or other cross streets. Also large boat/trailers parked on the northern side of Bundock St close to intersections (Eg from Hendy Av turning right into Bundock St) dangerously obscure view of oncoming traffic. The trial should be extended to 50m from these intersections also.
If people buy trailers or caravans , they should have somewhere to park them. They are a traffic and health hazard as many of them have dumped garbage on them.
Bundock St looks very untidy with all the unattended trailers, caravans and boats lined up all along the street. It is certainly not a great outlook for the residents.

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Supportive / very supportive
If enforced, this may raise revenue for Council which is good. Long term parking trailers on public should not be free, it costs Council to maintain the surface and drainage and has an adverse impact on amount of permeable areas and canopy cover. Council should implement this control LGA wide.
The trailers should not be parked in this street on a long term basis!
Take up too much space; parking difficult for residents; street feels narrow; obscure vision.
Because they are a hazard, block view of traffic, take up too much room. Its not just south side its also 3 boats northside
There seems to be many trailers, boats etc that are large parked there that take up some of the through traffic space and at times it's difficult to pass other vehicles attempting to park or just traffic travelling in the opposite direction.
Trailer parking is a huge problem. If you have a trailer you should consider where it is going to be left that does not impact others. Trailers on Bundock, like many roads, cause congestion due to their width and bulk, driver are cross the midline to avoid scraping them sand ghey may cause an obstruction to sight when pulling out of side roads. This trial might be success at bundock road but it will force trailers to other roads. I think trailers parking on side roads should be banned everywhere
The trailers and boats parked on Bundock Street are a traffic and bike hazard because they crowd the street and obstruct the view of drivers and cyclists. I support the proposed parking restrictions, but only to the extent that they does not interfere with the approved separated Bicycle way that is the number one priority for Bundock Street.
Cycling along Bundock is currently unsafe weaving in and out of different widths of vehicle. It is known that parked boats increase the risk of cyclist deaths - https://www.dailytelegraph.com.au/news/nsw/cyclist-killed-in-pagewood-in-sydneys-south/news-story/33cdb1bab655708347f4ebdb78b83633 - restricting parking of large vehicles along this key cycling connection through Randwick LGA would support the community.
Its a dumping ground for all types of non passenger registered wheels. Some are wide and cut into the traffic lane pushing head on vehicles too close to each other. Look at the blue trailer nearest Avoca street. Been there for ages
Over the past number of years trailers and boats parked along the street have increased in number. The street is a major thoroughfare and the size of the vehicles impact the street. Council should consider utilising unused land and charging boat/trailer owners a rental fee to store them off the streets.
This has been a long term problem dumping of trailers, caravans & boats for long extended times unattended
The boats and trailers are often parked dangerously and limit visibility at intersections. Often make it hard for the bus at stop. As a cyclist, trailers parked on angles often jut out and make it dangerous while cycling along the road with cars passing.
Trailers and caravans make the road narrow! They often stick out and make difficult to drive down the road safely
Because the street has become a dumping ground for boats trailers and caravans which is continually causing problems for local residents.
I have trouble getting in and out of my driveway due to caravans or boats being parked directly opposite, also the boats and trailers/caravans parked opposite at an angle to the kerb make the traffic lanes narrower. This makes it dangerous for anyone crossing the road or trying to exit there driveway. Especially as this is also a bus route.
The trailers and the boats and all the dumped rubbish near them look disgusting. It's turning the beautiful street into a trailer park

Supportive / very supportive
Trailers, boats and camper and are a nuisance and should be kept in private storage not in front of other peoples houses. They are spreading throughout the area. At the park in Tucabia St business's park their 3 & 4 tonne trucks there and yet they live in Dundas St. Park you own vehicle in front of your house or pay for secure parking elsewhere. In Bundock st it's only a matter of time before those parked vehicles cause a major accident.
The trailers and boats dumped there not only take up car spots but because they are wide or parked on an angle, they take up lane space which makes the road tighter for cars. When turning right from Canberra street, chances are there is a trailer or boat parked on the t-zone of that intersection. Turning right is made more difficult as you cut into the opposite lane more than necessary. This has been an issue for YEARS.
Please stop the trailer parking on Bundock st
Why is it only Tuesdays?
I think this should be extended to other streets as well.
The parking of trailers, campervans and boats has made the south side of Bundock St unsafe for access of pedestrian, bicycle, and vehicle traffic. Oversized trailers and boats restrict vision and space especially when cycling down the road.
The current situation is extremely dangerous, especially when trying to turn right from Ellen St to Bundock St
Build the cycleway! There's no way that public land should be used for private storage, so this is an improvement, but build the cycleway and it all gets fixed!
The number of boats restrict residential and their visitors parking on the street.
My grandparent, uncle and friends all live on Bundock street. The trailers and boat longer term parking has been a constant issue and it needs to be resolved.
Parking has become a problem for bundock st residents and residents in nearby roads. These long term trailers and boats are 'dumped' in bundock street and mostly do not belong to residents of the street. As residential density has increased in the area, I feel this is no longer appropriate and parking should be made more accessible and available to the residents who live there.
Dumping of boats and trailers by non-residents are an eye sore and have caused significant issues for Bundock St residents.
Because the trailers and boats are obstructing traffic and are dangerous to the already busy and tight road. It's also causing dangerous conflict for residents on Bundock street.
Boats, caravans and trailer highly obstruct pedestrian visibility when they try to cross the road.
The traffic on Bundock Street has increased significantly in recent times, and having trailers, boats and promotional trailers of varying sizes parked day and night on south side of Bundock Street is very hazardous, dangerous, unsightly and inconvenient for local residents. Speeding on Bundock Street is also very concerning.
Sometimes trucks do park in front of our house for a few days. It's difficult for us to reverse out of our driveway safely.
When a trailer/caravan/boat parks near my house, I have zero visibility to oncoming traffic when I come out of my garage. Any measure to discourage those vehicles parked on the south side of Bundock Street will enhance safety to all.
I believe the council should be addressing this issue for the whole of the Randwick areas and this needs to be further extended to boats and caravans as well as trailers. Council should only allow parking of these vehicles in designated areas and should ensure they cannot be parked in built up residential areas and or on grass areas. It's a blight across the whole council area and enforcing a ban on one street

TC48/22

Supportive / very supportive
does not go far enough. Randwick Council could designate specific areas for longer term parking of these lower use vehicles, such as the centre of Anzac Parade, in designated parking zones and Council could ultimately make a decision whether to charge and raise revenue by doing so.
If you want to restricted the southern area.. please put sign on northern side as well. Otherwise, car would be parked northern side and same story would happen
To limit trailers and boats
It will prove that traffic flows MUCH better in the mornings if it's not obstructed by boats parked im the left hand lane. Traffic backs up towards Coogee, when as people can't get past stationary right-turning cars as boats fill the left lane.
More room for cars, And easier for traffic to flow traffic won't have to occasionally cross to the other lane to get past larger boats. If you own a boat you should store on your property or at a mooring
It would be fantastic if the council could reduce the parking of vehicles that do not live on this busy road
Trailers obstruct view of traffic especially when turning from Canberra street. Or often obstruct traffic when turning left onto Avoca street. They narrow the street space and am supportive of bundock street residents' concerns.
At least the trailers will have to move weekly. They are an eyesore.
I see the trailers on Bundock Street, month after month, even years, never moved, and yet it is public space, that has been virtually privatised. It can be impossible to park a car there for even a short period, and it makes riding ia bike along bundock street unsafe. Sometimes I encounter trailers parked on the footpath.
The trailers, caravans etc obstruct the view turning onto Bundock St, particularly when turning from Hendy Ave right onto Bundock St is very dangerous. They take up parking spots and are an eyesore.
Safety issues
Easily enforced, but I thought there was a bylaw re boats, caravans etc.
If someone wants to own an oversized boat or trailer they should have to park it off street
I heard about an altercation between a resident and an owner of one of the parked trailers which concerned me. I also ride my bike along that street and it is dangerous to have sharp edges of trailers extending out wider than a car.
The boats/trailers parked on Bundock St are a traffic hazard. The only problem with making this change to the parling is that they may just end up parked on a residential street (ie with houses on both sides) and never be moved. If they own the boat they should have to park it on their own property or pay for parking off street. They are ugly and dangerous.
Having a large number of trailers and boats 'dumped' along Bundock street makes it very hard to cross the road safely. I often walk my dog around the area and need to cross Bundock street, which I find difficult to have visibility around the trailers and boats.
Too many large boats, trailers, caravans and commercial vehicles esp trucks are parked there making it dangerous for both passing vehicles and cyclists and pedestrians crossing the road as visibility is reduced.
To limit parking of trailers and boats.
I agree that an action needs to be taken to fix the situation, however I am concerned that this will just shift the problem elsewhere in the area
Trailers are a big problem across much of randwick council. I have trailers outside my house that never move. One has not moved for 1.5years. The owners do not live on my street.

Supportive / very supportive
<p>This is a significant safety issue. I live near the intersection of Bundock and Canberra Streets, and in the two years I have been here there have been a number of accidents and countless near accidents. The visibility turning into Bundock from Canberra is bad, cars speed, but situation made much worse by the very limited room for cars to move due to the trailers taking up so much space. It's a major feeder road - not appropriate to have large vans and boats all along. Also, it's a local residency area yet people who park there come from out of area to park. This can cause conflict, as has been the experience of residents in the past.</p>
<p>It is unfair for local residents to have their local car spaces occupied by the long term parking of trailers or other vehicles.</p>
<p>I think that trailers and other vehicles end up being abandoned. This also seems to occur on Dolphin Street near the community garden.</p>
<p>Trailer and boat parking is a problem which impacts on people who do not own trailers in the area. Parking is an issue throughout Randwick Council area and the parking of boats, trailers, etc takes up valuable space for those that live in the area and make it difficult for people who live there and their visitors to park.</p>
<p>Too many boats and over size trailers, motor home & storage box trailers have been parked in Bundock st Randwick for a long time (weeks or months). The over size trailers make a traffic hazard, it is hard for a driver to maneuver in both directions. I suggest to draw the line of maximum wide of vehicle along Bundock st, so oversize trailer cannot park on that street.</p>
<p>I feel that the trailers parked there make it a driving hazard on the street</p>
<p>People park there for months at a time. Large boats and trailers too There was a recent assault by a boat owner to a resident who challenged this. We need more bike paths not trailers and boats clogging our streets</p>
<p>I often need to park my car in Bundock St as there isn't space in Canberra and the many vehicles parked there take up space. Some of the vehicles parked are large and wide creating a hazard. Vehicles parked particularly right on the junction with Canberra st create a traffic flow problem- when someone coming from the east along Bundock stops to turn right into Canberra, all traffic following has to stop and wait because the parked vehicles are blocking what could be a left lane. If someone can't keep their additional vehicle, boat, truck, trailer on their own property, they should find a proper storage place. The Council could consider providing such a storage facility and charging a reasonable fee for its use. Quite frankly, the vehicles are a real eyesore and I'm aware that at least 2 owners have been seriously disrespectful to residents (assault). Thank you.</p>
<p>I drive along Bundock Street, joining from Canberra Street and exiting onto Avoca Street every workday. It is a very difficult part of my daily commute due in part to the trailers parked on Bundock Street.</p> <p>The junction Canberra to Bundock often has a trailer parked directly opposite which is wider than a normal car. When a bus is trying to turn in to Canberra Street it does not have enough turning room when there are cars waiting to exit Canberra Street.</p> <p>At the other end of Bundock Street onto Avoca Street cars exit into three lanes. The first is turning left onto Avoca Street continuing towards Maroubra Junction, the second is turning right onto Avoca Street towards Randwick and the third is turning left to cross Avoca Street to turn down Sturt Street. Bundock Street is wide enough to have two lanes at this junction with cars turning left into the left lane of Avoca Street being able to exit quite quickly but those turning left into Sturt and right onto Avoca towards Randwick often have to wait a while. The large black trailer that is permanently parked at the junction of Bundock / Avoca prevents two lanes being used causing delays at peak times. The trailers are much wider than normal cars and being physically larger it makes it difficult to see if pedestrians are trying to</p>

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Supportive / very supportive
cross. Several times I have had to brake sharply because I thought a pedestrian (a runner) was going to attempt to cross in front of me. Some simple steps; to remove trailer parking and paint some lines at the Bundock / Avoca Street junction will speed up the morning commute for everyone. Removing the right turn at the junction into Avoca Street would also help.
The impress on parking for residents of Randwick LGA continues to be difficult with many once easy access areas unavailable - especially to shop or enjoy the amenities.
Stop long term parking if boats, trailers and vans that block traffic visibility by cars and pedestrians
It's the only alternative proposed, so better than the present nothing. Resident Parking only would be better and safer.
There are far too many boats & trailers parked in Bundock St., causing danger to the public. with parts jutting out.
Impacts the buses, especially at Ellen and Canberra streets
I think it's ok to park a couple of boats there. But it's a hazard when there are so many of them. And I noticed that some of them don't get moved for months.
Understand why this trial is happening however we know from experience that when you restrict one area the problem just moves elsewhere. If you are to put in place these restrictions I would ask that you also look at doing the following. Place the same restrictions on Dooligah Ave, Burragullung and Marida Streets. These streets are very close to where the restrictions are proposed and the boats / trailers etc will move to these streets. If no restrictions are placed on these additional streets the parking set aside for families who use the Randwick Environmental Park for get togethers and birthday parties will not be available and the use of the park will stop. Any events that the council plans will also be impacted. Please consider adding these streets to the restrictions - the impact on the usage of the Environmental Park will be huge without the car parking available now....
Only control provided by council in response to escalations in aggressive behaviour towards residents from those who choose to park their vehicles (including trailers) as a means of long term storage away from their own homes. It remains extremely disappointing that the option actually selected by residents and implemented successfully elsewhere (4P Wed) was not offered as an option, as this forces ALL long term parked vehicles to move weekly. It should also be noted that the proposed measure will still allow registered motorised vehicles to be dumped in Bundock Street without any constraints.
The trailers and boats obstruct traffic sometimes.
The large boats, trailers, and caravans reduce visibility for drivers and pedestrians and reduce the parking available to motor vehicles. Also effectively narrow the street as they are often wider than a normal car.
The trailers/boats/caravans are causing danger for cars and pedestrians. There was a car accident yesterday, 12th March due to a trailer being parked at the cross road of Bundock and Canberra.
Because the way these vehicles are parked cause traffic problems are dangerously parked used for commercial storage and have caused dangerous anti social behavior form the owners of these vehicles. Also The Mayor at the street meeting committed to providing this survey only to the affected residents only but has provided it to the whole LGA and I would like to understand the reasoning behind this about face.

Supportive / very supportive
The trailers and caravans owners regularly demonstrate poor behaviours. I have seen people leave their rubbish on the side kerb after cleaning out the trailer and caravan, using the neighbour's front yard hose and water to wash their boats and doing noisy maintenance on their boats. I have also noticed a lot of cyclists riding on the footpath as the large boats and caravans tend to be wider which limits the road space as well as making it difficult to clear the gutters of the leaves and branches.
It's been an issue that has been steadily getting worse over the past 5 years. A very dangerous street to drive on especially at night and when buses are also sharing the road. Often find myself forced to veer onto other side of the road as there is not enough space when a trailer/boat/caravan is parked.
Because I live in this street and it's very dangerous to drive along as the caravans, boats trailers are wider than a car and stick out into the road. If a bus is coming in the opposite direction it's even more dangerous
I request that the solution is applied all the way along bundock st (south side) up to the dangerous junction with Hendy Avenue. Otherwise we will see this trailer parking move in front of the houses from 101 - 113 Bundock St, which is very dangerous to resident reversing from underground garages. Hendy Ave (south), Marida St (west), Dooligah Ave and Burragullung St must also have the same restriction as proposed for Bundock St.
I think apart from the above, there should also be restriction on parking at the T junction of Canberra and Bundock as it hinders traffic.
The trailers and boats do not belong on the street as this is a very busy street. If you can afford to buy a boat then you should pay to moor it properly. Boats and trailers create blind spots in residential areas for local residents and should be banned altogether.
Virtually every trailer, caravan and boat are parked there and the owners live elsewhere. This is a big problem in the randwick council area. If you own a large boat, trailer or caravan it should be park off road. A large oversized bus parks in Bourke street chifley opposite Matraville High School blocking vision for traffic, yet nothing is done. All of these should be removed from the streets before something major happens like what has happened in Bundock Street, where a resident has suffered life changing injuries from someone who parks a boat there and lives in kensington, that is disgraceful
It will reduce dangerous vehicles blocking the street
For some time we have felt that the intersection of Bundock Street and Hendy Avenue has become increasingly busier and the trailer parked at that specific intersection impedes vision for vehicles turning from Hendy Avenue. In the last 6 months there was a bus accident there - and visibility I think was a contributing factor in this. We ourselves have on occasions (no matter how carefully you edge out to see around the trailer) have had some near misses. I have written in the past to the council about this intersection and am pleased finally safety is being taken into account.
Seems to be the best trial option, especially if it isn't residents parking their trailers there
I feel trailers parking along Bundock Street is a dangerous practice because they make the road narrower for cars to safely pass each other
The amount of trailers, boats etc. left on the street and unattended for months is very alarming. I have personally seen so many near accidents because of wide campervans and trailers that take up more than a lane in width. This is very unsafe especially when buses need to travel along Bundock Street.
I'm supportive because I often drive along Bundock Street since I live on Canberra Street. Turning out of Canberra St is often quite treacherous (and I have both witnessed and been involved in near-miss accidents). There are buses turning into and out of Canberra Street with the street width impacted by parked trailers/boats. In addition, there are trailers and boats of varying widths parked along one side of the street, which is disconcerting when driving against oncoming traffic, including buses. Finally, at certain times of day, the sun is shining straight in your eyes, which is another driving hazard while trying to avoid the boats of trailers along one side of the street (and their varied widths jutting out into the street). I find it stressful to drive along there and am often nervous. However, it's the most direct route

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Supportive / very supportive
for me to leave my neighbourhood to go to Maroubra, Malabar, etc. I would welcome a measure to discourage (but not fully ban) the parking of boats and trailers along Bundock Street.
<p>This is a good recommendation as at times we have to navigate carefully at low speed (less than allowed 50Km/hr) along Bundock st to avoid oversized boats or trailers and also stop and wait (or slow down) for buses to pass.</p> <p>However, please note that by the proposed action we will be moving the problem elsewhere eg Marida, Gumara, Burragulung or Dooligah streets, there are trailers and various large vehicles already parked in this area. If people start moving vehicles to this area, it could also cause parking issues for residents and people coming over to the environment park.</p> <p>Therefore suggest along with the restrictions along Bundock st, to take action to mitigate the risk in the streets named above by introducing suitable restrictions.</p>
Too many trailers parked for long periods of time.
These vehicles are usually wider than a car and make travelling down the street hazardous, especially for the buses. They are also dirt and rubbish collectors and prevent the street from being cleaned by the street sweepers. I would also like to suggest that there be no parking allowed at all on the south side at the T intersections of Ellen and Bundock Sts and Canberra and Bundock Sts, as this would make turning onto the street safer and would give the buses more room to access the bus stops. It would also reduce the risk of impatient drivers overtaking buses near the intersections.
This storage of anything on wheels has made the street very congested and dangerous. The idea people can go out and buy a van a boat a trailer without any plan to store it other than using the streets around Randwick is an absolute joke, historically this has not been a problem until recently. There needs to be a fix and using the street is not a solution.
I think this is a great plan to ensure trailers, caravans, boats, food trucks are not parked and left in neighbourhood streets for very extended periods of time. It is happening more often in streets in Randwick Council area, and I think this is a great plan to make owners of these vehicles more responsible in leaving them 'practically dumped' in our streets
Safety. Remove eye sore boats and trailers.
<p>Boats shouldn't be able to privatise what is effectively public space - that could be used for better purposes and the convenience of residents.</p> <p>Furthermore, these boats need to be moved in the expectation that there will soon be a planned and Council endorsed separated cycleway in the near future, which is much needed by the nearby and broader community. Removing the boats and other long term parked vehicles (such as trailers), is the first step towards the wonderful future upgrades to this area.</p>
The boats, trailers and caravans are a safety hazard for vehicles and pedestrians. The former because they reduce the width of the road so much that it is difficult for 2 cars to pass. The latter as a pedestrian has to walk out onto the road to be able to see oncoming vehicles, especially necessary if one is catching a bus. Additionally these trailers etc impede the free flow of traffic during the morning and afternoon peak periods.
Too many trailers, boats, etc parked for very long periods. Rubbish also collects under them and council cleaners have to move around them. The look of Bundock st is compromised. It is a lovely street.
To aid local residents finding a car park & for their safety. I am not convinced this is the best solution but it is the only option offered
<p>I would like trailers boats and trucks to be removed from Bundock street</p> <p>But I am concerned that this will increase the number of truck, boats and trailers that currently park outside Bangor park and/or outside my home</p>

Supportive / very supportive
There is already trailers trucks and boats parked there this may impact the number as they move from Bundock to rainbow
Long term parking of trailers and boats or anything else on any public streets is unacceptable - parking should be freely available for residents and visitors coming and going. If people don't have somewhere appropriate to store their boat or trailer they shouldn't have one. Proper storage is a responsibility of ownership - not making it other people's problem.
<p>Parking of trailers, caravans, campervans, boats etc. on public streets must be restricted. The proposal to prohibit these for 12 hours one day per week, with fines for non compliance, should have the desired affect. A couple of years ago I spent time in Los Angeles and this scheme operated in residential areas of Santa Monica which also facilitated the Council's street cleaning vehicles to regularly clean the streets.</p> <p>One problem is that this will result in many of the owners moving their trailers etc. to other streets in the area.</p> <p>I live in Higgs Street, Randwick, and this is already a problem in this vicinity. An inspection will show that a number of trailers etc. are parked in Higgs, Dudley and Thomas Streets. These streets are located beside a park and this attracts persons to park their trailers etc. for lengthy periods in this location. Consequently I believe that this would attract the owners of the the vehicles in Bundock Street. The use of the streets for this purpose results in the loss of parking facilities for local residents, visitors and people wishing to use the park and tennis courts.</p> <p>I also note that there is a trailer and a also van belonging to gym/exercise businesses 'permanently' parked in Dudley Street (near the Council tennis courts). I believe these are used to store exercise equipment used by the owners to conduct exercise classes in the adjacent park.</p> <p>The caravans are also a safety hazard as their height restricts motorists' vision as they approach the street intersection.</p> <p>Should the parking prohibition be introduced in Bundock Street it would be very much appreciated if it was also introduced in the Dudley/Higgs/ Thomas streets location.</p>
trailers are permanently parked long term taking up space and making it difficult for motorists to park
<p>Supportive but...</p> <p>Where will all the boats and trailers go to if you don't find them a proper place to park? Council should solve this and not just shift the problem around to other streets.</p> <p>Council must apply the same restriction on lower Hendy Ave, on Dooligah Ave and Burragulung St to prevent all the boats and trailers migrating and occupying parking spots intended for park users</p> <p>Why does the parking restriction not fully extend to the junction of Bundock and Hendy? Boats and trailers parked near the junction are very dangerous.</p>
I drive along Bundock St in the morning peak hour every week day, a lot of the trailers parked there are very wide and or high and obstruct vision and force you to travel closer to the centre of the road in places, which is quite dangerous, especially with buses using the road too.
<p>I wrote to Council about this in 2021 and feel very strongly that it is a safety issue that needs to be urgently addressed. Cyclists are especially vulnerable along this street as these large parked vehicles obstruct drivers' view of a cyclist ahead. It needs to be addressed before another cyclist is killed in a repeat episode of June 10, 2013. Vehicles speed along here, and do not take care when passing these large vehicles making it necessary for me to stop in the middle of the road to allow them passage.</p> <p>These large parked vehicles, when situated at the intersection of Canberra and Bundock St, make turning east along Bundock St from Canberra St very difficult. I now avoid driving along Bundock St, preferring Rainbow St when travelling west and I must drive through the Spot to make my way home which is a couple of blocks north of Bundock St. If trailers, boats etc are not permitted along this road, how will Council ensure they are not moving the problem to another street? For instance, Dudley St near</p>

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Supportive / very supportive
Baker Park has the same problem. Thankyou for reviewing this issue.
Driving down Bundock St at least 3 times weekly to get to appointments in mascot, I am finding traffic to be very congested between 7am & 7pm -trying to turn from bundock onto avoca & then immediately onto Sturt St is very stressfiul. --often we have to give way to oncoming traffic because the large vehicles parked on south side prevent safe passing of oncoming traffic
The street is very dangerous because of the mix of buses, pedestrians, bicycles, steep hills (meaning speeding) and insecure boats trailers and caravans with tarpaulins being blow by the wind, low trailers that have no lights and are difficult to see at night, BCTs that are seemingly not roadworthy, vehicles being left unattended for months/years, large trailers and industrial beehives being left on suburban streets. However we have concern that the BCT's will simply move to other roads in the area such as alongside the environmental park which will cause a greater hazard due to the number of families, small children, dogs, bicycles, etc on the street - the area needs to be a family safe area - with adequate parking for all to enjoy the community centre and the park
BTC owners should store their assets on their property.
our family uses this street 2-4 times daily to ferry our kids to school and back. in busy periods it is difficult to drive
The area is residential, with a lot of young families. It is important that traffic on the street is primarily local and local visitors to ensure the safety of children and the security of residents and their vehicles. The presence of long-term parked trailers, caravans, boats and trailers by non-residents does not support that need.
The safety to the residents
With boats, trailers and buses parking in the street it makes the street extremely narrow to drive along and also it creates terrible blind spots at certain points. Bundock St is a main thoroughfare and it should not be used as a carpark.
Help with parking for my family, avoid accidents, so dangerous crossing road behind trucks especially for kids.
Priority for road parking spaces should be for motor vehicles. Please note that, if the intention is to stop unrestricted use of the spaces, the proposed restriction should apply to all potential users.
As I drive on the street on a daily basis I see how difficult it is for parking and people wanting to get the bus when they have to flag down the bus by standing out on the road due to boats and trailers parked and being out of view of the bus driver at the bus stop. I would also like the No Parking to be extended to more days to ensure that the offenders get the message to park elsewhere.
My sisters car door was swiped while she was trying to put her child in the car and we believe it is because a car veered put to avoid a boat and then back and to avoid on coming traffic and hitting her car door while parked. It also causes non residents to be aggressive with residents when confronted and this is not acceptable
The parking of trailers and boats is a hazard for both cars and pedestrians. I believe the proposed restrictions are the absolute minimum required with a more appropriate action being they exist for both sides of Bundock Street up to Hendy Avenue!
Most of the residences do not have a garage or carport, so we are all forced to use off street parking. With medium density housing- this means 4 households from our one building all competing for the same few spots left on our street, after all the trailers, mechanics cars and abandoned cars take up the rest. It is the worst thing after work to be circling around our home looking for a park. Thank you.
I have been very concerned about this very issue of trailers, boats, caravans parked on Bundock Street for the following reasons: 1. Dangerous driving conditions from overcrowding on BOTH sides of the street, potential causing head-on collisions. Some trailers take up so much space, traffic has to veer to the other side of the

Supportive / very supportive
street to pass. Buses in particular.
2. Turning out of side streets (for example, turning right onto Bundock St from Hendy St) is extremely difficult due to boat trailers parked on Bundock St and obscuring the sight of the road. There have been 2 recent vehicle accidents (one involving a bus) at the Hendy/Bundock St intersection. You need restrict parking of trailers where it may impede line of sight for cars turning onto Bundock Street. There will be more accidents unless something is done. Specifically, DO NOT allow trailer parking within at least 20 metres (or more) of an intersecting street.
I propose you extend parking controls right down towards Hendy Street for the above reason. I believe limiting parking on Tuesdays may not work fully as people will still make an effort to move trailers weekly.
Because there are too many trailers on residential streets. It is cheaper for them than renting a garage. Parking a car should definitely have priority. I suggest that the old tramway lanes in the middle of Anzac Parade be turned into trailer and boat parking. Then a dedicated space is available for those who are currently parked on our streets. The same problem exists on Dolphin St Coogee. The northern side of this street from Carrington Rd to Melody St has up to 12 or 13 trailers taking up valuable spaces. Many people who want to park for a few hours to go for a swim or meal in Coogee cannot park along this street.
The southern side of Bundock street is a shambles, also the area on the northern side west of bundock street is a shambles and the parking/storage of boats causes a hazard every time I or my family exit Hendy Ave travelling south off Hendy the boats block the view of vehicles travelling east along Bundock street. I have had so many near misses. The contributing factors of speed and no vision past the boats of the vehicles until I pull out from the stop sign on Hendy turning right onto Bundock street. The council needs to fix this area and have policy in place for the rest of the Randwick area about the on street storage of boats trailers and caravans
Eyesore, limits vision for pedestrians and drivers, bus service impeded and reduced lane width with bigger trailers/boats. Aggressive behaviour from owners of boats/vans etc. Creates mess/vermin with trapped rubbish/vegetation. Encourages passers by to use strip for a range of undesirable purposes.
Good solution, but what will council do to prevent this problem on the northern side of Bundock Street? It may make parking even more difficult for homeowners who live on that side of Bundock Street.
Trailers block. Visibility
Something needs to be done as it makes the street dangerous as the boats and trailers are large and can restrict vision. Also as it is a bus route the Canberra St intersection can also be dangerous.
I support the initiative because I live opposite Snape Park and understand what it is like for boats and trailers to be parked and left for an extended period of time. I would like to see suggested parking locations provided for boats and trailers (rather than just denying them from one location) only to force them to move to another location whereby the problem is just repeated.
It will be a disincentive for people to leave their trailers, caravans, boats parked on the street for the long term.
The boats and trailers along bundock street obstruct drivers visions and create blind spots, especially around the corners and near intersections. I also think it is unfair that trailers and boats owned by non locals are taking up the car spaces that locals could be using. My only concern is that the boats and trailers will now move to the north side of bundock street.
The parking of cars, trailers and boats along the street significantly narrows the width of the road available for cars to safely drive in this two-way road. Furthermore, the parking of vehicles and trailers on Bundock Street as it approaches Avoca Street makes it difficult for pedestrians to see oncoming cars when they are going to cross Bundock Street.

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Supportive / very supportive
As a resident, I would like to avoid another incident where a fellow resident was confronted aggressively for advising someone else for parking their boat at the southern side of bundock street. Also it would clearly clear up a lot of parking space and we can easily tell who's car in our vicinity
Safety
This should work as a deterrent for owners to park their boats and trailers permanently on this street. My family uses Bundock St daily on our bike rides to school etc. and there have been dangerous situations a few times due to the parked boats and trailers. It would be great to see these removed from the area.
There is a genuine need to manage and also punish those who dump their trailers and boats etc. Simply put, it has become an issue and it is right that the council look to minimise the use of the Bundock Street as a storage bay.
It will deter those parking their boats etc that r a hazard to the street
The permanent parking of trailers, caravans and trucks take up a lot of parking spots and take up a lot of the road space causing traffic congestion
Long term parking of trailers etc has been a sore point for Bundock St residents for some time. It would be desirable to reduce the aggravation associated with this issue. As a side issue, it would be very desirable to have traffic calming measures in Bundock St to stop speeding.
People not from the immediate area should not leave their trailer or boat long term on this street. It reduces parking for residents and narrows the street for traffic travelling through.
Because the trailers, while legally parked do at times restrict the ease by which cars can pass each other going in opposite directions along Bundock St. Some are an eyesore. People are using public space for long term parking, ie they are privatising it. As well, they can also reduce the vision for drivers, because of their height, for cars seeking to enter Bundock street from a side street
I am not sure it will be enough of a deterrent.
We travel along Bundock Street daily and the parked trailers and caravans are a traffic hazard plus an eyesore. We support any effort to make Bundock street safer. However removing the trailers will allow vehicles to travel even faster, which is not a desirable outcome. A solution is to take the pressure off Bundock street, and the Avoca street intersection, by also allowing a right turn for northbound traffic on Avoca street at Rainbow street. At the moment all northbound traffic needing to travel east is being funneled into Bundock street. By also allowing a right turn at Rainbow street it would take the pressure off Bundock street and also make it safer for the proposed bike lanes. We have lived around the corner from Bundock street for over 40 years and can contribute much more information on the local traffic flow issues if you so wish.
Long term parking of trailers, caravans, boats etc along this stretch of road presents a traffic safety hazard. People who own these items should pay for appropriate storage or store them on their own property. Many items seem to be used only occasionally.
Large caravans and boats are unsafe for the amount of traffic on the street. The boats and trailers are an eyesore - the trailers are often full of rubbish. I have been subjected to verbal abuse when I have suggested to those (not from our street) to park their vehicles in front of their house, in their neighborhood. It is not a very pleasant situation. I am also concerned about the recent fight that has left a resident in hospital - I would like to see this situation resolved with the proposed new parking measures.
It was very concerning to hear a neighbour ended up in hospital over a fight about parking on our street. I think this needs to be resolved before anyone else gets hurt - obviously emotions are running very high.

Supportive / very supportive
I also think visibility for both pedestrians and traffic would be greatly improved. Sometimes you have to walk half way onto the street to look before crossing as parked trailers, boats and even trucks often block the view from oncoming traffic.
I believe the proposed parking measures will increase everyone's safety. Its a great idea.
safetybissues
There has been so many accidents that these parked vehicles
All the trailers, caravans, boats etc get left and then people feel they can dump rubbish on the grass that is always over grown and unkept making that side of the road unsightly and dangerous to cross the road.
We are directly affected by trailers taking lots of space and reducing car parks.
There are always issues with parking and the boats, trailers should be parked in a car parking spot rather than kept on the street for weeks or months on end.

3.3.2. Verbatim comments of those not supportive of the trial

Unsupportive / very unsupportive
The proposed trial will unfairly restrict use of the Southern side of Bundock St by people, such as visitors, who might have a legitimate reason to park there on Tuesdays. Residents have overwhelmingly indicated their preference for a "No Parking - 1pm-6pm Wednesday" restriction, as used in Darley Rd and Burnie St. Why is a trial of an alternative being proposed?
What are the 'concerns'. Of all places for people to park their boat, this is a fine location. There's plenty of parking for everyone, why push the boats to park elsewhere (outside people's houses would be work). No change is needed unless you specify what the issue is.
Why not just introduce a trailer parking zone? People need to park within the "Trailer Parking Area" or face fines. Simple.
Council should be looking at long term options for boats, trailers, caravans etc. there needs to be a dedicated " user pays" storage facility in the Randwick LGA. What the Council proposes is a band-aid solution. There is a lack of trailer parking and storage in the area. Maybe an unused depot or parking lot would be suitable
Public road so can park there- so few roads you can get a park in locally
If the trailers are registered then they have every right to park legally on any street same as a car
There is a greater e issue with people having driveways taking up parking spaces 24/7 leading to garages that are not used to store cars but rather junk. Trailers are a far smaller concern.
People need a place to park trailers legally
Parking in the area is difficult enough to find
It sets a precedent for other streets as a trailer owner without off street parking that would disadvantageous
Despite I don't own caravan, trailer or boat I understand how challenging it is to park such vehicles in the general area. In addition, I don't think your proposed solution would solve this problem because I assume these stationary vehicles would just be relocated to a different street nearby.

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Unsupportive / very unsupportive
It would mean they may source other areas to park eg near the environmental park parking where they could do the same as Bundock St.
As I understand it, trailers can be legally parked on suburban streets. If it is illegal, fine or tow the vehicles. If it is legal, it's legal, despite the discontent of residents.
Note I do not currently park a trailer there but did so when we had a camper trailer, having looked hard to find a legal place.
Because the trailers will all move to Rainbow Street that does not have the timed signs. Just kicking the problem down the road!!!
I am conditionally unsupportive because my fear is this will just shift the issue/problem to some other street. For example, there is a growing similar problem of massed trailer parking along Joongah St, on the southern side of Randwick Environment Park. I worry that any initiative to restrict trailer parking on Bundock, will merely push the trailers to Joongah or other "quiet" streets, and then we will be having the same survey as this for Joongah in a years time. Maybe a dedicated trailer parking area is the solution? (I am not a trailer owner, but obviously there is a need)
The proposed exclusion zone for trailers seems too big to me. I don't own a caravan or boat, but for those who do, the southern side of Bundock seems a perfect place for long-term parking.
There are a few houses on only one side of the street, where else will these boats and trailers be parked if not there? Out the front of houses in narrow streets where parking is difficult. Parking seems to be available every time I drive down Bundock St....most days.
It's a low residential street w houses on one side and army land on the other.
It's an excellent option fir trailer/caravan/boating parking.
Parking a car or trailer or caravan should all come under the same rules. Why should a car be able to park in the area in question on Bundock st for an unlimited time but not a registered trailer or caravan. This is a gross act of discrimination and will only result in legal action which is very expensive. Rate payers will foot the bill. Parked trailers and caravans are not a hazard. The residents do not own the street!!
I own a boat trailer and live I. The area. Bundock St is the best parking option as it has low house density and usually finding parking is easy
This may not be a strong enough deterrent- maybe no parking Monday to Friday 7am to 7pm (except vehicles) will be better
If trailer are taking out for trailer parking, I will need to park my trailer in more density areas.
Don't think it's necessary. There seems to be enough parking and some people have no room to park trailers on their own property.
Because it will just move trailers to other streets that don't have these restrictions- eg Clovelly rd
The removal of trailer parking in Bundock Street will force these trailers to be parked in other residential streets in Randwick. Parking is at a premium in most of Randwick and I suggest if trailers need to be parked somewhere, Bundock Street is the best place from a whole community point of view. A much better alternative would be to disallow the parking of any trailer anywhere but this is a state government matter. I do not believe they should have a legal right to be parked in the street when not attached to a motor vehicle. The same goes for vintage registered vehicles which also rarely move. They hog a scarce resource and provide no community benefit.
I do not believe Bundock Street is no different to any other street in the vicinity.
I'm worried it's just going cause pile up of trailers and boats around Joonga Street and Holmes where I live. I think you should have this signage everywhere or else you're just moving the problem around.

Unsupportive / very unsupportive
Because with this solution you will only move the trailers around the corner to parking in other areas of the suburb, also along the park in movery road where if effects children crossing.
This just floods trailers into other areas and streets, probably less suited to absorb the load of mass trailer relocation on a Tuesday. Better management of parking trailer on Bundock street is needed - they are parked badly often and I think NO parking of trailer and oversized vehicles at any time (including motor homes) between Avoca and Canberra Streets, would be best to ensure better traffic flow, safety and easier sight lines. I think there needs to be management of trailer parking and specific areas dedicated to parking them. I use this street a lot to drive, tuning right from Canberra street and back again from Avoca into Bundock, and often I can't see what coming, the trailers are parked well into the road or along the Canberra street turn area, causing unsafe space and sight lines for turning and on coming traffic. NO parking between Avoca and Canberra street on both sides is my suggestion, with then WELL managed overseeing of compliance. Just be mindful that the trailers will need to park somewhere and by moving them on from Bundock on a Tuesday will just make another areas/streets equally as congested with unwanted trailers. Dedicated and managed area trailer parking on BUndock street is the better option, in my opinion.
The trailers will move to other more narrow streets in the area and create greater traffic hazards. Why not implement a safe trailer parking zone, with paid trailer parking.
People own boats trailers ect due to the large amount of units and residents there is a lack of parking in many streets where are people supposed to park their boats ect
28 day parking restrictions for trailers are already in place within Randwick council , it would probably be easier for this to be enforced as i agree some trailers aren't adhering to this rather spending a lot of money on consulting and roadworks.
Bundock Street is a safety hazard. Many trailers, boats, caravans and even commercial vehicles parked there are large and protrude into the lanes, considerably risking a head-on accident. Furthermore, many are left for many months - even permanently, reducing parking for residents and genuine visitors and destroying the residential amenity of the area.
My concern is this will move the problem rather than create a solution. Unless the council provides select trailer and boat parking in a designated area the trailers will park on other local streets. I Suggest the initiative include designated parking at say the Anzac parade tram terminus carpark on rainbow and anzac pde
<p>I am the owner of a trailerboat parked elsewhere in Randwick. I park my boat as close to my house as is legally and safely possible to do. It cannot be immediately adjacent to my house because the hill is steep and the street is too narrow. I park it where police advised me to, and NOT outside someone else's home. But not everyone has this option. Other boat owners now also park on Maroubra Rd and I completely understand the amenity issue with multiple boats in one stretch.</p> <p>I am concerned that I often see statements like this - "there can be cumulative negative impacts from large numbers of trailers parking for extended periods of time". As an experienced policy person, can I suggest that good policy comes from unpacking statements like this. EXACTLY WHAT are the negative impacts? Is it just visual amenity for residents? Are they actual traffic incidents? Are there arguments with trailer owners? What is an "extended period of time"? Is it 28 days?</p> <p>I disagree with "Similar controls have been used in nearby Woollahra Council with effective results". My understanding is that many boat owners merely moved their boats from O'Sullivan Ave to the back streets with no parking restrictions, and this has annoyed a DIFFERENT group of residents.</p> <p>Moving the boat away and back every 7 days seems burdensome for legitimate local owners. I use my boat 10 to 20 days per month, but with bad weather it can sit unmoved for 10 days or 2 weeks. Already, there is an issue if I go away for a 2 month holiday, but have to move the boat every 28 days under the "confiscation" rules.</p> <p>I see at least 5 possible measures (among others) that seem worth considering.</p> <p>1... Boat owners can be issued with permits to ignore the restriction if they live within 100m of the targetted area (or it could be a defence to prosecution with a simple list of relevant trailers on a Council Rangers' database. This would avoid a complex permit system.) Why should they have to put their boat</p>

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Unsupportive / very unsupportive
<p>in front of someone else's house in a nearby street?</p> <p>2... Vertical gutters could be replaced with curved gutters and slightly reclaimed council verge land as has been done in French St and other streets in Randwick where narrow roads and parking are a problem. This won't solve the problem but might reduce it.</p> <p>3. Councils could explore providing storage at a "reasonable" annual cost for boat trailers. This could be an income source from unused council land (if there is any).</p> <p>4... Since many people store junk in their garages and park their cars on the driveway (often blocking the footpath), the Council Regulations could be relaxed in some way (highly conditioned) to allow boat owners to park their boats on their driveway provided they do not block a footpath or have the towbar extend past the gutter line. Cars parked on driveways instead of in garages eventually causes a cascade effect of reducing street parking. I can't see any reasonable way of MAKING people put their cars in their garages.</p> <p>There are many parking and traffic problems that arise merely because we have too many people and too few parking spaces. The one complaint I had about my boat "taking up a parking space" was from a neighbour with 3 adult kids and hence 5 cars in the household (but he refused to put any of them in his double garage). Council does not help by having development standards like "1 car space per tenement" when empirical evidence tells us that most tenements have 2 or more cars.</p> <p>5... Change the development standards to make new tenements have more off street parking.</p>
<p>If those boats and trailers weren't parked on Bundock Street no one else would park there - there just isn't that much demand for car spaces in that location. Also, those trailers and boats need to be parked somewhere. If it was made inconvenient for them to park on Bundock street won't they just end up in regular residential streets where parking spots are more in demand - which would be more annoying. This seems to be more about the principle of 'they shouldn't be allowed to park there all the time' rather than anyone actually being inconvenienced or disadvantaged. I would be supportive if the trailers were parked, say, near the beach where parking spaces were in demand.</p>
<p>although I don't own a trailer or need to park, there is no where to park campers, trailers or boats. I feel that if I want to own one at some stage that it would be nice to have a safe place to park it. Bundock street seems to be a place that doesn't disturb anyone, since all the residence have plenty of space to park on their side of the road.</p> <p>maybe council could make dedicated parking for people and their hobby vehicalls to park.</p> <p>I wouldn't want people parking trailers anywhere, it needs to be in a thoughtful location.</p> <p>usually it is one or two people (a minority) that causes a ruckus and wrecks it for everyone else.</p>
<p>By virtue of the army Barracks and large detached home types, this would be one of the lowest density streets in the area. These type of trailers need somewhere to park. This is probably as good a place as any.</p> <p>Also I understand this issue has arisen because a neighbour confronted one of the trailer owners and they got into an altercation. The resident does not own the street parking spaces. Any change to the current parking arrangements as a result of this altercation would be seen as a reward for people who resort to this antisocial behaviour.</p>
<p>Trailer and boat parking is already an issue in the area generally. I feel that this action will just push the problem into other streets as the trailers will be dumped in other streets with unrestricted parking. This will affect streets in Randwick as there is already a lot of restricted parking in Coogee. I live on Howard street close to Avoca Street. Some restricted parking was introduced along Howard street in recent years, residents pay for parking permits but still have difficulty parking as council do not police these spots. This will also impact on hospital staff as they are forced to look for parking in these streets due to lack of parking at the hospital. There has been a boat parked in Howard Street since before Christmas even though they are supposed to move every 28 days, council has done nothing about this. Speeding is also a problem along Howard Street as cars turn off Avoca St.</p>

Unsupportive / very unsupportive
It would mean I need to move my trailer every week and this will be a huge inconvenience. It would be ok if I could have a residents permit. In this case I fully support the proposal. Thanks
<p>There is plenty of parking in bundock st</p> <p>The army barracks are there on the southern side</p> <p>The army personal have their parking in the grounds</p> <p>The people who live along that stretch have plenty of parking on their side of the street and also rear lane access with garages</p> <p>WHY is there an issue there is not a shortage of parking in that area</p> <p>Where else can these People park their boats</p> <p>I think it's a perfect area for parking legally registered vehicles</p> <p>I would like to add</p> <p>Workers from the POW hospital park in this street</p> <p>Putting restrictions on these people will be grossly unfair</p>
This initiative will just force owners to park their trailers on other roads within Randwick - potentially in front of resident homes. At least on the southern side of Bundock St there are no residences or public parks and it is a relatively safe location. This is just a case of residents not wanting trailers in their street. Council needs to develop a genuine strategy to address the need for off street trailer parking - not just moving the problem to another location.
They're not harming anyone or anything at the moment so they should be allowed to park their trailers there for as long as they like.
<p>Restricting trailer parking here will simply move the trailers to another street and congest parks and other areas less suitable to trailer parking.</p> <p>There are only a small number of houses on the street all with off street parking. Trailers are only parked on the far side of the road facing the back of an army base. If trailers are to be permitted anywhere in Randwick council, this is the best place.</p>
<p>This is a local dispute. It's not about a lack of parking. The locals don't want trailers in the street and are hostile about the trailers being there. The trailer owners have often had their property damaged. Both parties need to co-operate and realise there is space for everyone that needs to use this street.</p> <p>Randwick Council needs to change parking arrangements in areas where there is a lack of parking, not in places that have sufficient parking for all. There is ample parking in Bundock St.</p>
Large vehicles block vision especially near corners and create dangerous driving conditions for local residents. They are a blight on the streetscape. If people want to own these vehicles they need to park them at their place of residence or pay for suitable parking. Tradies are using storage trailers to hold the tools of their trade instead of storage units this should be banned.
Because it is a very narrow street and cars go flying along and it is very difficult to reverse out of a driveway with trailers and boats obstructing the view.
It won't solve the problem it will just move it somewhere else in an area of council that is already at breaking point with thousands of hospital staff, patients and other commuters parking their cars on residential streets. Should have the same rules for trailers, boats and campers in all other non restricted parking areas across the council (it is the same along Baker Park. If you did an audit you'd find hundreds of vehicles being stored for months on end while residents can't park their vehicles. Or, how about you monetize this and ask for a \$600/month (20\$/day) parking fee for each of these vehicles. I suspect the owners would have them stored in proper places, fit for purpose, or we would be able to keep our roads in a better state with the funds.
Risk of trailers and boats being parked on other streets in the area, reducing parking spots and causing higher impact on residents. Bundock St has only 50% residential density than any other street in the area, neighboring the barracks at the south
The street only has properties on one side of the street so the need for residential street parking is limited when compared to other neighbouring streets in the area. If you establish parking restrictions

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Unsupportive / very unsupportive
that prevent people from being able to practically park trailers and other low use vehicles on Bundock they will simply find somewhere else to park their vehicle (i.e. in higher density areas). If speeding vehicles is a problem then perhaps an increased police presence would help, or elevated crossings.
That's not the solution. People will move their vehicles up the street or to another street. It will not take a single trailer off the streets of Randwick/Coogee. Council should open up a longstay parking option in the barracks or environment park that LOCAL TAXPAYERS can use.
One day per week is unlikely to make a difference and certainly doesn't alleviate the problem of boats and trailers.
<p>'We have a trailer, and no off street parking. We have the trailer registered, are Randwick residents, and live close by on Avoca St. We cannot park the trailer long term outside our house in the non-timed parking spots on Avoca St as it is a state road (at least that's my understanding.).</p> <p>If you introduce these measures I believe that anyone parking on Bundock St now will just park their trailers full time in other non time restricted areas in nearby streets, thus taking up space that probably would normally be used by residents living there. Unless council provides a suggested area. This is what we would have to do as we would have no other choice, and I'm uncomfortable with parking it outside a residence long term. In Bundock St at least there are less residences affected by long term parking due to the barracks being along one side.</p> <p>Have you checked how many of the trailers/vans are actually registered to non-Randwick residents?</p> <p>Some options to lessen the long term parking would be:</p> <ul style="list-style-type: none"> - Provide budget neighbourhood trailer sharing! We have in the past hired a trailer from the local garage but found it much more expensive than buying a trailer and registering it yearly. - Make the whole road residents parking only to ensure only Randwick residents are parking their trailers/vans. (personally I would like to see much more timed residents parking along Avoca St and surrounding areas between Bundock and the Hospitals - why should I as a resident, and paying for resident parking permits, have to end up parking on Bundock St which is a 10 minute walk from my house while the hospital and school staff constantly park all day outside my house in a time restricted parking area because fines are never given out in that area, or on Lion St or Oberon St, unless a resident phones in to complain) - Provide cheap paid area for parking long term in an area provided by the council, but not too costly that it becomes a discentive. <p>Most viable option:</p> <ul style="list-style-type: none"> - Just make a section of the road closest to the houses on the Barracks side of the street timed parking in order to move them away from those house at least. Same with the section closest to the intersection with Avoca St as sometimes a van parks there making it very dangerous for pedestrians to cross as sight of cars coming down Bundock St is restricted. And make the whole road time restricted on Tuesdays as per your suggestion but for residents registered vehicles only if that can be managed by checking the registrations of the trailers/Vans.
I pay rates and taxes and am entitled to park my trailer. I have no intention of using the trailers on a weekly basis nor does anyone who owns a trailer. This approach is simply a way to refuse parking to people paying road tax. There is a very large amount of parking on the street. I have no parking at all and only 5 spots from 297 to 315 Avoca this makes no sense
I think that someone has a bee in their bonnet over the issue and has rallied support for this non-issue. I drive down Bundock Street every day and rarely see speeding or a lack of parking for residents. The intersection at Canberra Street could do with wider/deeper No Standing signs to create better vision for those turning right
Parking along the southern side of Bundock doesn't affect road users and there is ample parking. If drivers stick to the 50km/h speed limit, there is no risk to anyone. Maybe consider a speed camera...

Unsupportive / very unsupportive
<p>1. Trailers are registered vehicles and have as much right as any other vehicle to be parked on a public street.</p> <p>2. No resident 'owns' the parking spots outside their house, let alone the parking on the other side of their street. Some residents wrongly feel 'ownership' of public parking.</p> <p>3. If there were residential homes on the southern side of Bundock street, the residents on the northern side would not have access to those spots, because people who lived there would be parking outside their own homes.</p> <p>4. Where else would the trailers go? Outside someone's home? Trailers have to be parked somewhere, and no doubt all residents would agree that they prefer trailers to be parked on a non-residential side of a street, than directly outside someone's home.</p> <p>5. I drive down Bundock St very regularly, and I have never had a safety issue at all due to the trailers/boats etc</p>
<p>I appreciate the impact that some owners of trailers/caravans/boats have had on the residents on Bundock st, but feel addressing the poor behaviour of those few would be more beneficial than stopping parking there. The army barracks side of the street isn't used for anything else so feels like a very appropriate place to park these items. I am concerned that if restrictions come in on Bundock st, with no alternative offered, the large items will be moved down around the Environment park and severely restrict parking that is regularly used and full, morning/evenings, on weekends and for council events. I would like controlled parking just at the end of Canberra st, to help visibility and bus turning/overtaking at that busy intersection. thank you</p>
<p>The street only has houses on one side and they mostly have driveways. The street is not used for commercial or other activities so having this special allowance is crazy. If the council or government has concerns with trailers on streets it should increase the cost of registration of these and have this apply universally.</p>
<p>The trailers need to be moved on but I am worried they may just move to my street. Cant we just make the dumping of trailers left for months be unlawful</p>
<p>the trailer situation is getting more dangerous. plus it's evident that these trailers are not owned by persons on bundock st or even close to bundock st. taxi companies park trailers full of baby seats for easy access to airport....also it's very important that this trailer issue does not get passed to other sides of bundock.</p>
<p>Bundock Street is treated like a CARPARK for trailers, trucks & boats. & its filthy from tree debris & rubbish</p>
<p>This is not the cause of the problems in Bundock St</p>
<p>This issue doesn't effect me personally, but I do drive along that street regularly. I haven't found the parking to be more of an issue than anywhere else in this moderately densely populated LGA. The narrative has the hallmarks of "not in my backyard" - i.e. residents being offended by the outlook in their leafy street. The proposed solution is likely to just shift parking elsewhere, probably to a less suitable area. Randwick Council should not pander to sectional interests. I support no change to the current arrangements.</p>
<p>I have 3 small children and we have a camper trailer. Parking it on Ellen Street would result in taking up important parking space (which is already over subscribed). This would not be a welcome move by Ellen Street residents. Bundock St is wide enough and safe enough to continue to accommodate the current parking arrangements. In my view there is no need to make changes just satisfy a few grumpy residents who are trying to drum up a 'group think' campaign to support these changes. Hoping common sense prevails. If not, can we allow residents to register their parking like Mears Ave. Otherwise I suspect trailers and boats will move to small local streets which will create a genuine traffic risks. There are 22 children on Ellen St.</p>
<p>Residents in Bundock street have ample parking. Most properties opposite the army base have off street parking or a garage. They want to stop the trailer parking because they don't like the aesthetic or think it brings down property values. It's a safe place to park a trailer or boat. It slows down the speed</p>

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Unsupportive / very unsupportive
of people driving down the street and there is also very limited parking in the randwick area for vehicles of this type. Perhaps if vehicles aren't moved for 3 months you could put a sign on them but if they are used on a regular basis there is no reason why they shouldn't be allowed to park there.
I don't mind people parking their trailers and boats near the barracks/lower end Bundock. What does bother me is people parking their trailers or trucks on the corners Hendy / Rainbow / Canberra intersections as it obstructs the view. When you come down the hill, you can't see oncoming traffic which often ends in accidents or road rage at the very least. We have also noticed Police using Bundock street as a training ground, tearing up or down on a regular basis with no regard for the local community.
Bundock lane is full of trailers and boats. It has become a dumping ground. Makes the place look shit
Why Tuesday? I would do every day.
The long standing boats/trailers/trucks only encourages dumping of rubbish behind these vehicles. Some are wide ,parked badly or dangerously. I feel for the residents further afield who will inadvertently inherit our problem. A more permanent solution is necessary to house these types of road users. Special parking lots?
Because our fear would be that they would then park on the other side of the street which would impact our parking capacity
Because there are many dangers of trailers and boats taking up space on the road

3.3.3. Verbatim comments of those with a neutral / no opinion view on the trial

Neutral / no opinion
Will it mean that the boats/trailers are just parked in other streets?
The problem is that there is nowhere to park a boat trailer in Randwick. This is made worse by people from other councils dumping boat & other trailers. It doesn't impact most residents directly, however when boat & other trailers, caravans etc are left for months, it becomes an eyesore. Perhaps more importantly, the wider ones can force traffic more to the centre of the road. I have thought a fair bit about this & I believe that 2 things should be done before parkin in Bundock St is restricted: 1) Have "boat / trailer parking permits" for local residents - then trailers etc from other councils can be fined 2) Find somewhere that local residents can park boats, perhaps spots could be rented from council (this could be temporarily trialled in the scrub land not in use at the army barracks, if the army agreed)
Is this just going to push the same problem onto another street in randwick council?
Need for the stopping of boats/trailers to park along this road. Dangerous exit from Bundock street as it is turning right onto Avoca and turning left is very busy if cars immediately trying to turn right into the street heading down the the light Rail.
The whole street is a traffic mismanagement and a disgrace.
The boats and trailers are next to the army barracks will be moved in front of homes making it worse, the trailers should be checked for road worthiness and deregistered if not not compliant
Concerned restrictions will lead to boats parked on Storey St at Snape Park. This is already happening and it's a narrow road and lots of match day parking demand for sports teams.
I think council should develop an area where residents can park trailers etc. For example in an unused part of defence land

Why are you choosing Tuesday? What is the reason for this day? What happened to the changes for the Bicycle way? This seems to have been lost. I don't agree with the Bicycle way. It will cause problems for buses and larger vehicles.
By restricting the trailer parking on Bundock street, they will park the trailer along Dooligah ave and surrounding area as it has no limit on time. I suggest you do the same to our area or we going to end up with lot of trailers.
I dont know how this sign will discourage trailer and boat not to park on south side of Bundock St. Is Tuesday a good day? WHY not making a no standing zone from 7-10 on weekdays to enable traffic flow better from est to west direction. Then they may park in the north side of Bundock street where the houses located. There should be rules that boat and trailer should only be park in designated area.
Where will they park? Please find permanent solution for parking for those vehicles as opposed to doing the ban which will cause problem to simply move. Instead of finding a solution you are just taking out a stick to people. Very dictatorial approach without any solution proposed. Yes there is a problem but you failed to even try to find a solution.
Are we fixing the problem or just moving it to other streets in the close proximity.....Not totally on board with it as they will just move to the close street then move back....Doesn't fix the problem
because if youre turning right into canberra st cars will still not be able to pass you if cars can still park there

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Traffic Committee Report No. TC49/22

Subject: Bundock Street / Canberra Street, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.49	D04529026	Signage Parking	No Parking	TL	Yes

Recently, during a meeting regarding Bundock Street traffic and parking matters, the Member for Coogee, Dr Marjorie O'Neill, MP, advised that bus operators had requested of her that the Traffic Committee consider removal of parking from the Bundock Street / Canberra Street intersection.

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That a 30 metre, full-time, No Parking restriction is installed on the southern side of Bundock Street, opposite Canberra Street, Randwick.

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2004/07232

Traffic Committee Report No. TC50/22

Subject: Byron Street / Dudley Street, Coogee - Pedestrian Refuge (C)

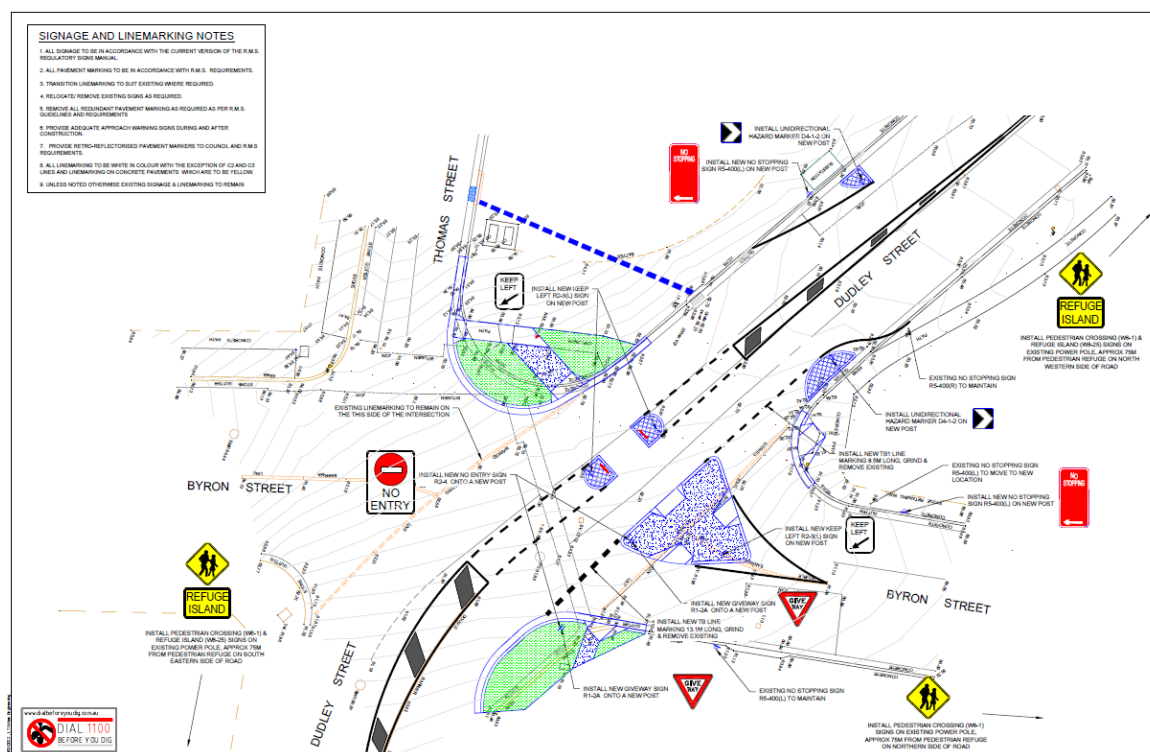
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.50	D04525653	Road Safety	Road Safety	RA	Yes

Concerns were raised by residents regarding the speed at which vehicles are travelling along Dudley Street, near Byron Street, Coogee, and the lack of pedestrian crossing provisions. There is a clear need to ensure provision of a safe crossing for pedestrians and a vehicle calming mechanism to slow approaching traffic within this intersection.

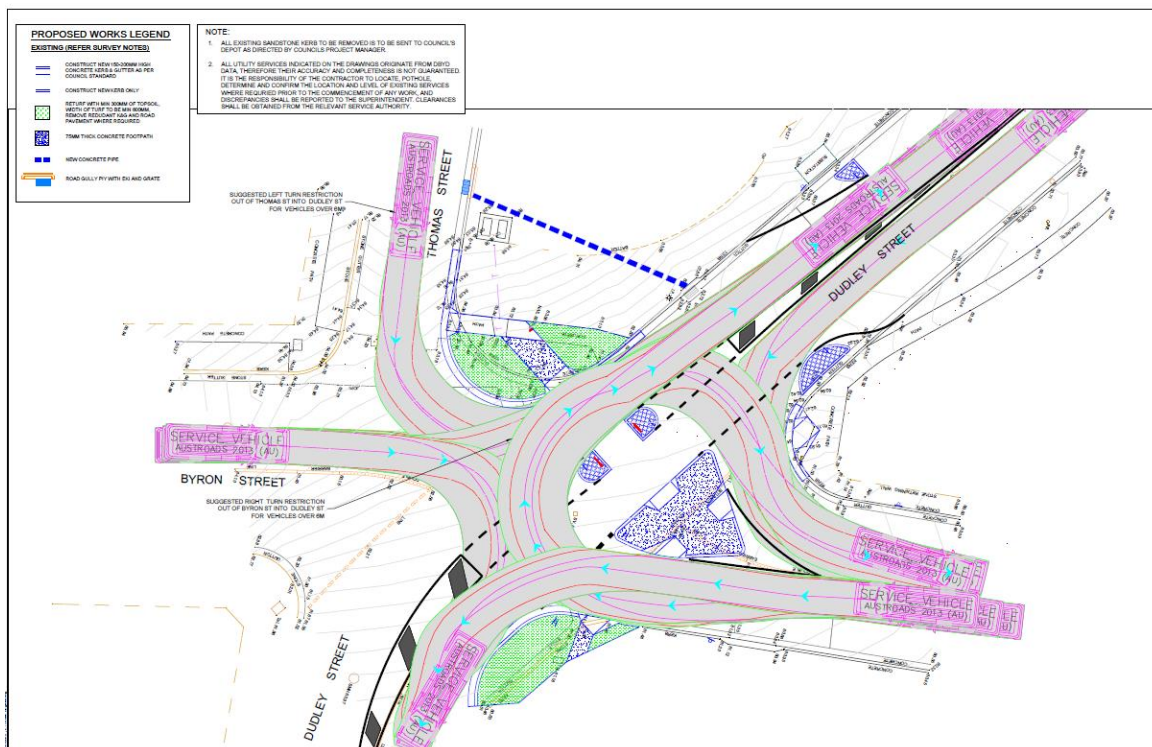
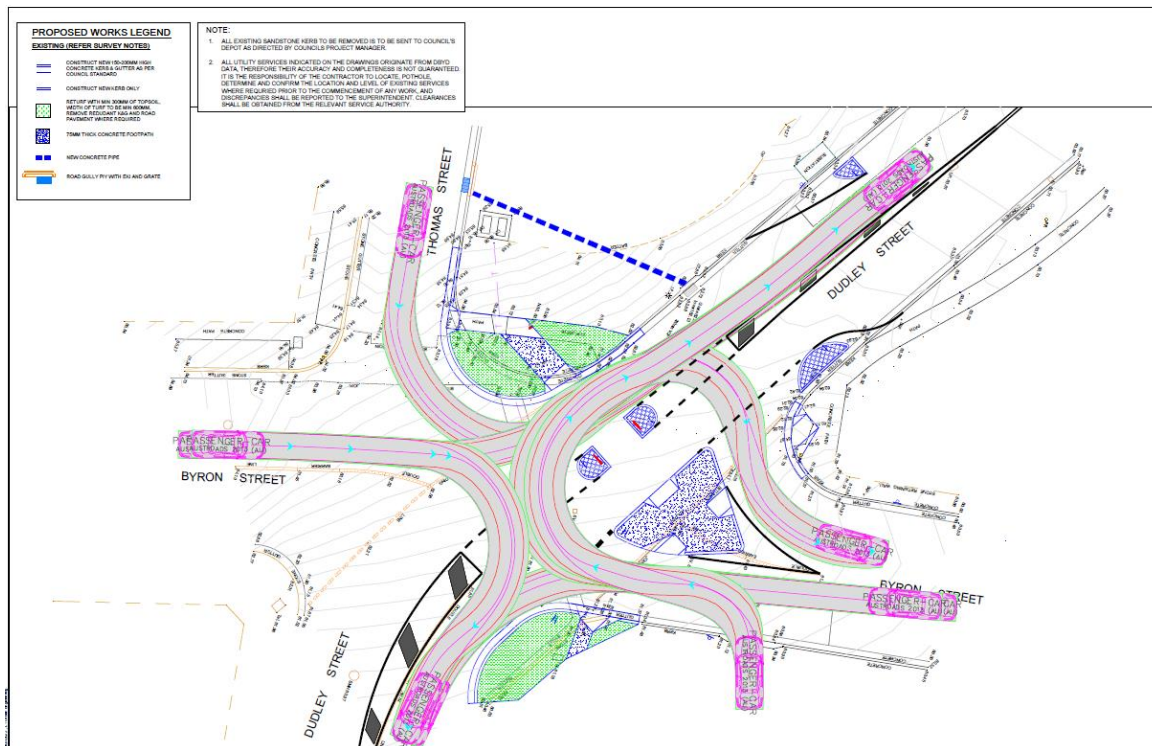
To achieve this, a pedestrian refuge facility has been proposed within the intersection. One of the pedestrian refuges will be installed within Dudley Street, centred on the Byron Street/ Dudley Street junction. A second, 6m wide pedestrian island is also proposed at the centre of Byron Street, southeast of the Byron Street and Dudley Street junction. This gives the pedestrian the ability to cross in two stages along Byron Street, and/or Dudley Street. Physical road narrowing through kerb buildouts and line markings on the northeast side of the Byron Street/ Dudley Street junction will act as a traffic calming mechanism for vehicles approaching the pedestrian refuge. Pram ramps and a concrete path extension is also proposed to connect pedestrian to the existing footpath networks.

The installation of pedestrian refuges would passively encourage safer driving behaviors, create clear sight lines for vehicles entering the intersection and would provide a designated informal crossing point for pedestrians.

A concept design is shown below, with swept path diagrams shown on the following pages.



TC50/22



Resourcing Strategy implications

Funding is provided for within the current budget, under the Pedestrian Safety Improvement Program allocation

Recommendation

That the proposed pedestrian refuge and accompanying signage, for Byron Street and Dudley Street, Coogee (as detailed in the plan shown - D04526218) is endorsed for construction

Responsible officer: Reza Ahmed, Senior Sustainable Transport Officer

File Reference: F2021/00209

TC50/22

Traffic Committee Report No. TC51/22

Subject: Chapel Street / St Marks Road, Randwick - Pedestrian Refuge (C)

Index code	Trim Ref:	Category	Sub-Category	By	AD
2022.04.51	D00333388	Road Safety	Pedestrian Safety Improvement Program	JG	Yes

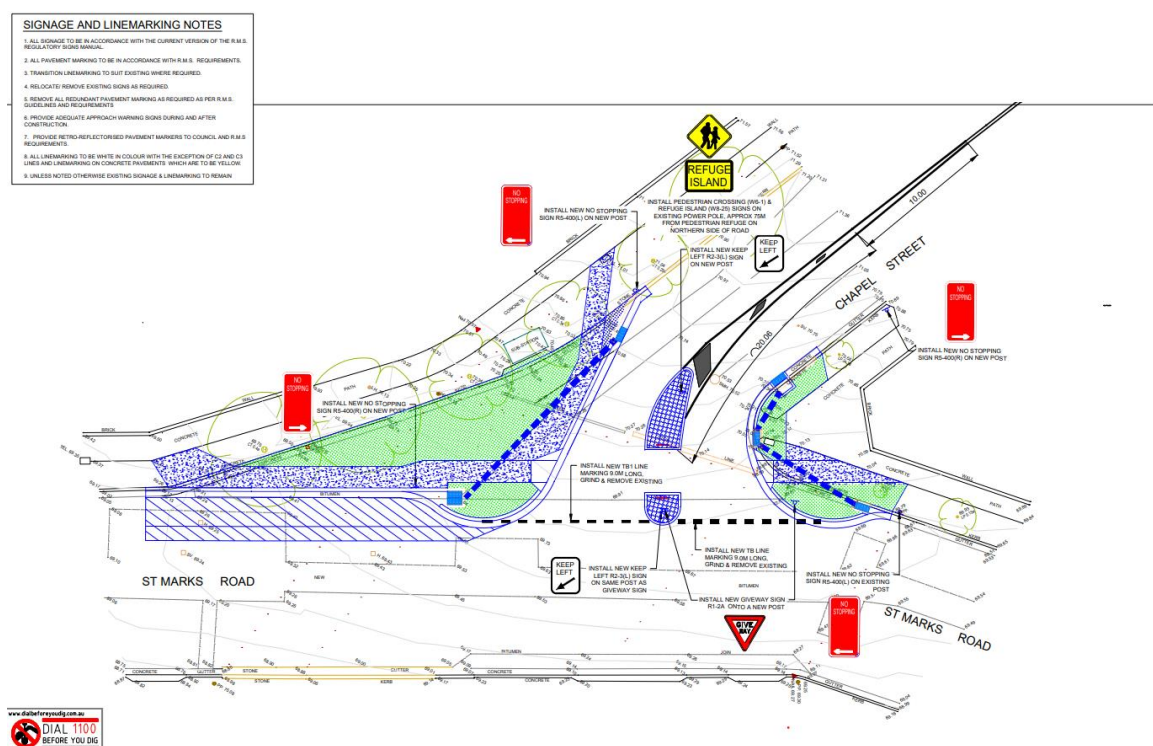
Concerns were raised by residents regarding vehicles turning left, at speed, from St Marks Road into Chapel Street, Randwick, creating a possible safety risk for pedestrians crossing the road.

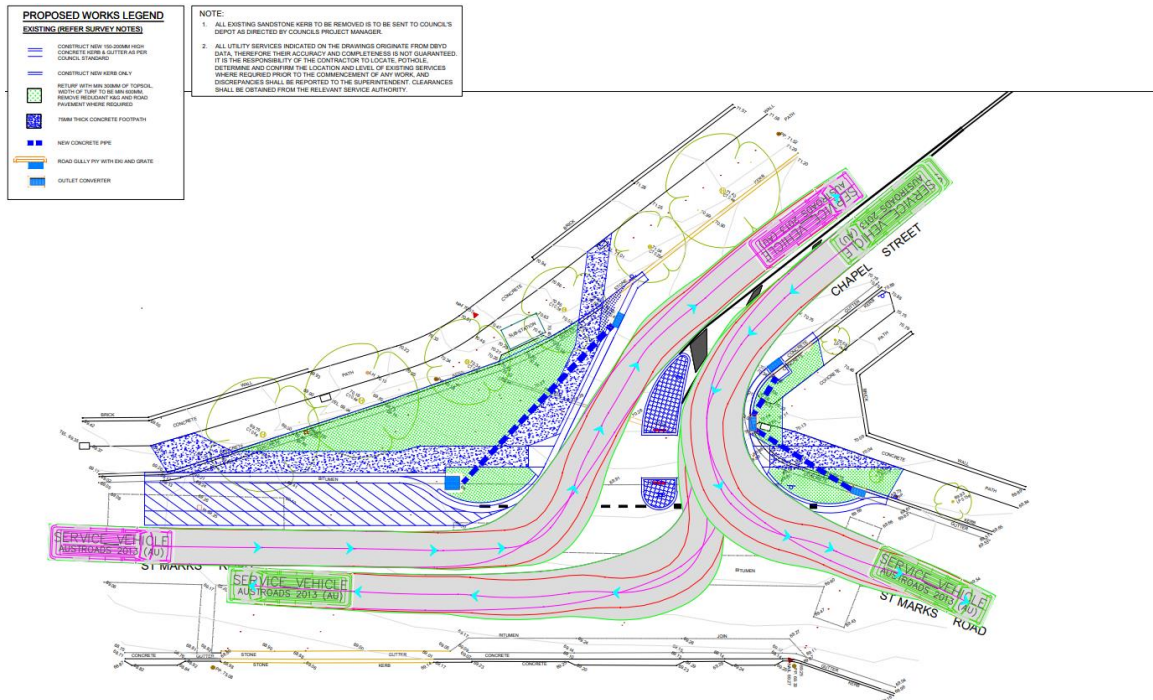
To address this concern, kerb buildouts and a pedestrian refuge are proposed. Kerb realignment on the west side of Chapel Street will physically narrow the road and offer a better road geometry upon entry into Chapel Street. This will ensure the slowing of vehicles and better sight lines within the Chapel Street and St Marks Road intersection.

In addition, a pedestrian refuge island on Chapel Street will further act as a traffic calming measure for turning vehicles, while allowing for a safe informal crossing point for pedestrians. Pram ramps and a concrete path extension are also proposed to connect pedestrians to existing footpaths aligning with pedestrian desire-lines. The proposal will reduce the distance over which pedestrians are exposed to moving vehicles, from some 20 metres, to about 8 metres.

The installation of pedestrian refuges will also encourage safer driving behaviour, create clear sight lines for vehicles entering and provide a designated informal crossing point for pedestrians.

A concept design is shown below, with swept path diagrams shown on the following pages.





Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Pedestrian Safety Improvement Program' allocation.

Recommendation

That the proposed pedestrian refuge island, kerb build out and accompanying signage/line marking, for Chapel Street, at St Marks Road, Randwick, (as detailed in the plan shown - D04526212), are endorsed for implementation.

Responsible officer: Jesse Grazotis, Student Transport Engineer

File Reference: F2004/08338

Traffic Committee Report No. TC52/22

Subject: Mount Street, Coogee (C) - Speed and Volume

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.52	D04501548	Road Safety	Speeding	DA	Yes

Following receipt of a resident concern about the speeding of vehicles travelling along Mount Street, a traffic survey was commissioned on 11 March 2022 for a seven- day period.

The results of the traffic counts are shown in the following tables:

Mount Street In the vicinity of 11 Mount Street			Direction of Travel		
			Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	1369	648	721
		7 Day Average	1367	647	720
Weekday peak hour traffic volume start	AM	08:00	131	82	56
	PM	17:00	131	60	67
Speeds : (km/h)		85th Percentile	36.6	37.1	36.3
		Average	31.7	31.8	31.7

The results from the traffic survey indicate that the speeds along Mount Street are not excessive, for such location. Therefore, no action is deemed necessary, at this time.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. The results of the traffic surveys for Mount Street, Coogee, undertaken in March 2022, be noted; and
2. The person raised concerns about this matter be informed of the results.

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2019/00169

Traffic Committee Report No. TC53/22

Subject: Stanley Street, Randwick - Speed and Volume (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.53	D04410045	Road Safety	Speeding	DA	Yes

Following receipt of a resident's concern about the speed of vehicles travelling along Stanley Street, a traffic survey was commissioned on 16 February 2022 for a seven- day period.

The results of the traffic counts are shown in the following tables:

Stanley Street Between Avoca Street and Chepstow Street – In the vicinity of 21 Stanley Street			Direction of Travel		
			Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	2107	1077	1030
		7 Day Average	1884	970	914
Weekday peak hour traffic volume start	AM	08:00	316	140	176
	PM	15:00	337	151	186
Speeds : (km/h)		85th Percentile	43.6	43.1	43.7
		Average	35.7	35.9	35.5

An examination of the results of the survey indicate that the traffic volumes and speeds are typical of a residential street in the urban environment.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. The results of the traffic surveys for Stanley Street, Randwick, undertaken in February 2022, be noted; and
2. The person who raised concerns about this matter be informed of the results.

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2019/00169

Traffic Committee Report No. TC54/22

Subject: Yarraman Avenue, Randwick (C)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.54	D04490503	Road Safety	Speeding	DK	Yes

Concerns have been raised from the community and residents of the recently developed Newmarket Residences regarding pedestrian safety at Yarraman Avenue, Randwick.

Yarraman Avenue is currently a private road, owned by Cbus Property Pty Ltd. This street was created as part of the development to enhance pedestrian, bicycle and vehicle permeability through the site and connect into the surrounding road network. The street runs east off Young Street, between the Inglis Park and the residences, continues along the eastern side of the development (to the rear of Randwick Girls High School), and re-connects to Young Street, at the southern border of the development. In due course this private road will be handed to the Council and will become a public road.

The northern section provides access to the off-street parking of the Newmarket Residences and facilitates two-way traffic with a 5.8m carriageway. The eastern and southern sections are one-way southbound and westbound respectively with 3.5m traffic lane. On-street parking is also allowed on the eastern edge of Yarraman Avenue.

Yarraman Avenue has been arranged to operate as a Shared Zone with the relevant signage and a change in carriage way surface to indicate the change in the road conditions.



Figure 1: Shared Zone- Yarraman Avenue, Randwick

With the development having been completed and occupied for many months and with the adventure playground fully accessible to the public, numbers of residents, including the Owners Corporation, have raised concerns about road safety. Locals are concerned that the current conditions pose road safety risks due to the large amounts of pedestrian traffic, in particular young children, crossing Yarraman Avenue, between the Inglis Park / public open space, on the southern side and the retail shops and toilets, on the north.

Council has raised these concerns with Cbus Property, the road owner, and several site inspections have been undertaken to ascertain the site conditions and ensure the shared zone signage meet the requirements.

Cbus Property have been committed to improve the conditions and mitigate any potential risks to pedestrians, therefore they engaged a traffic consultant to undertake a traffic study of the subject location and make recommendations accordingly. The outcome of the study, recommended the installation of speed cushions as per Figure 2 shown below:

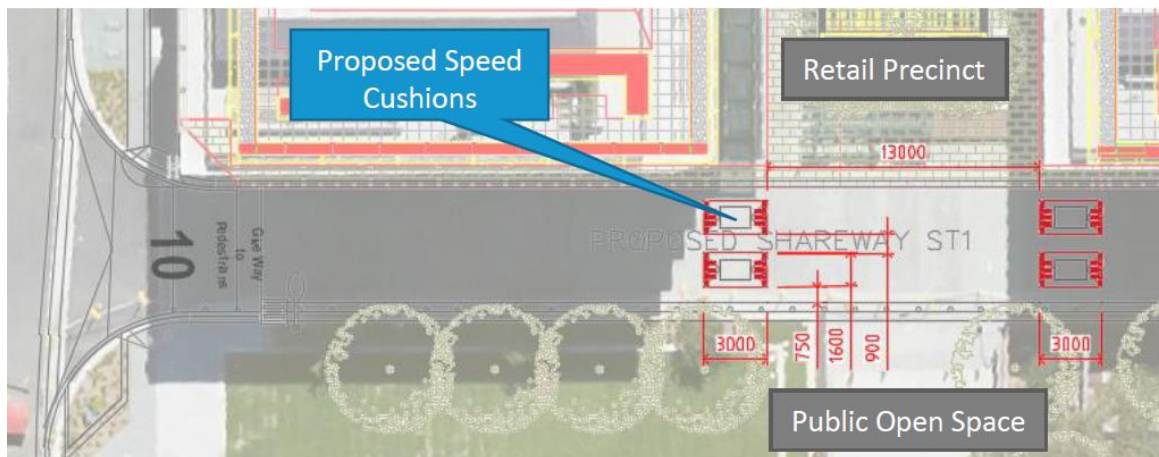


Figure 2: Location of speed cushions on Yarraman Avenue, Randwick

The speed cushions were proposed in a suitable location and designed in accordance, AS1742.13:2009 – Local Area Traffic Management and Austroads: Guide to Traffic Management Part 8: Local Area Traffic Management: Section 7.2.2. Installation of the devices was undertaken on the 24 December 2021 by Cbus Property contractors.



Figure 3: Speed cushions on Yarraman Avenue, Randwick

Subsequent to the installation of the speed cushions, Council has received further correspondence from the Strata Committee of the Newmarket Residences advising that the installation of the speed cushions and enhanced signage has not mitigated the risks associated with the pedestrians and request additional traffic calming treatments in the subject location.

Subsequently, speed and traffic counts were undertaken in March 2022 for a seven-day period to determine the extent of the speeding issue. The counts were installed at three separate locations as shown in Figure 1.

The data highlights that the average daily traffic volumes are low. The traffic speeds indicate that the majority of vehicles are travelling at speeds between 10-20km/h.

Despite the location having generally very low speeds, the developers, CBUS, have been formally requested to investigate and address the concerns arising out of the design which they have implemented at this location. They have been asked to provide to the Council a satisfactory solution to the concerns being raised by community members.

The results of the traffic counts are shown in the following tables:

Yarraman Avenue- Site 1			Direction of Travel		
			Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	604	435	169
		7 Day Average	618	448	170
Weekday peak hour traffic volume start	AM	08:00	64	43	21
	PM	15:00	42	31	11
Speeds : (km/h)		85th Percentile	20.4	20.4	19.5
		Average	16.9	17.0	16.7
		% of vehicles >10-20km/h	81%	86%	79.1%
		% of vehicles >20-30km/h	18.8%	13.6%	20.8%

Yarraman Avenue- Site 2			Direction of Travel		
			Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	318	290	28
		7 Day Average	324	296	28
Weekday peak hour traffic volume start	AM	08:00	39	36	3
	PM	15:00	26	25	1
Speeds : (km/h)		85th Percentile	17.1	16.8	15.1
		Average	14.6	14.5	15.1
		% of vehicles >10-20km/h	95.1%	91.4%	95.5%
		% of vehicles >20-30km/h	4.4%	6.1%	4.2%

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Yarraman Avenue- Site 3			Direction of Travel		
			Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)	Weekdays Average		260	258	2
	7 Day Average		273	271	2
Weekday peak hour traffic volume start	AM	08:00	36	36	0
	PM	15:00	23	23	0
Speeds : (km/h)	85th Percentile		21.5	21.5	n/a
	Average		17.9	17.9	19.9
	% of vehicles >10-20km/h		73.1%	68.8%	73.1%
	% of vehicles >20-30km/h		25.6%	12.5%	25.7%

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. The results of the traffic surveys for Yarraman Avenue, Randwick, undertaken in February 2022, are noted; and
2. The response to be received from CBUS be assessed and, if required, reported back through this Committee.

Responsible officer: Despina Kalavas, Transport Engineer

File Reference: F2015/00395

Traffic Committee Report No. TC55/22

Subject: Ormond Gardens, Coogee - Resident Parking Scheme, Area CO2 - Desktop Review (C)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.55	D04438023	Signage Parking	1P Resident Parking	RM	Yes

Due to the increasing parking pressure in Area CO2 and the high demand of securing a residential parking space in Ormond Gardens, Coogee, a desktop review has been undertaken of the number of resident parking spaces versus the number of permits issued for the existing resident parking zones in Ormond Gardens.

The analysis of the resident parking audit is presented in the following table;

Permits Issued vs Resident Parking Scheme (RPS) spaces, Area CO2, in Ormond Gardens, Coogee

Area Code	Street Name	No. of Permits Issued	No. of Resident Parking Spaces Available	Comments / Proposal
CO2	Ormond Gardens	17	10	Install 7 additional resident parking spaces on Ormond Gardens

It is evident from the above data that there are insufficient resident parking spaces available in Ormond Gardens to service the parking demands of the resident permit holders. Therefore, it is recommended that additional resident parking spaces be installed as shown in the following plan:



Concept Plan 1 - Ormond Gardens

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That, seven additional resident parking spaces "1P, 8am-10pm, Mon-Sun, Permit Holders Excepted, Area CO2" on the northern side of Ormond Gardens, Coogee, starting from the east of the cul-de-sac and extending easterly for 36m, as shown in the concept plan.

Responsible officer: Rasheeq Mahmood, Transport Technical Officer

File Reference: F2021/00305

TC55/22

Traffic Committee Report No. TC56/22

Subject: Australia Avenue, Matraville - Speed and Volume (M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.56	D04464140	Road Safety	Speeding	DA	Yes

Following receipt of a resident's concern about the speeding of vehicles travelling along Australia Avenue, a traffic survey was commissioned on 17 February 2022, for a seven- day period.

The results of the traffic counts are shown in the following tables:

Australia Avenue Between Bunnerong Road and McCauley Street In the vicinity of 40 Australia Avenue			Direction of Travel		
			Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	433	216	217
		7 Day Average	416	208	208
Weekday peak hour traffic volume start	AM	07:00	42	21	21
	PM	16:00	39	17	21
Speeds : (km/h)		85th Percentile	47.8	48.8	46.3
		Average	39.1	40.0	38.2

An examination of the results of the survey indicate that the traffic volumes are quite low compared to many streets in the Randwick Council area. Also, the vehicle speeds are typical of residential streets in the Randwick area. Additionally, even though there seems to be no single period when speeding most occurs, Council will ask Police Highway Patrol to consider speed enforcement along Australia Avenue.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. The results of the traffic surveys for Australia Avenue, Matraville, undertaken in February 2022, be noted;
2. The Police Highway Patrol be requested to undertake regular speed enforcement within Australia Avenue; and
3. The person who raised concerns about this matter be informed of the results.

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2019/00169

Traffic Committee Report No. TC57/22

Subject: Pozieres Avenue / Knowles Avenue / Combles Parade / Daunt Avenue, Matraville - Roundabout (M)

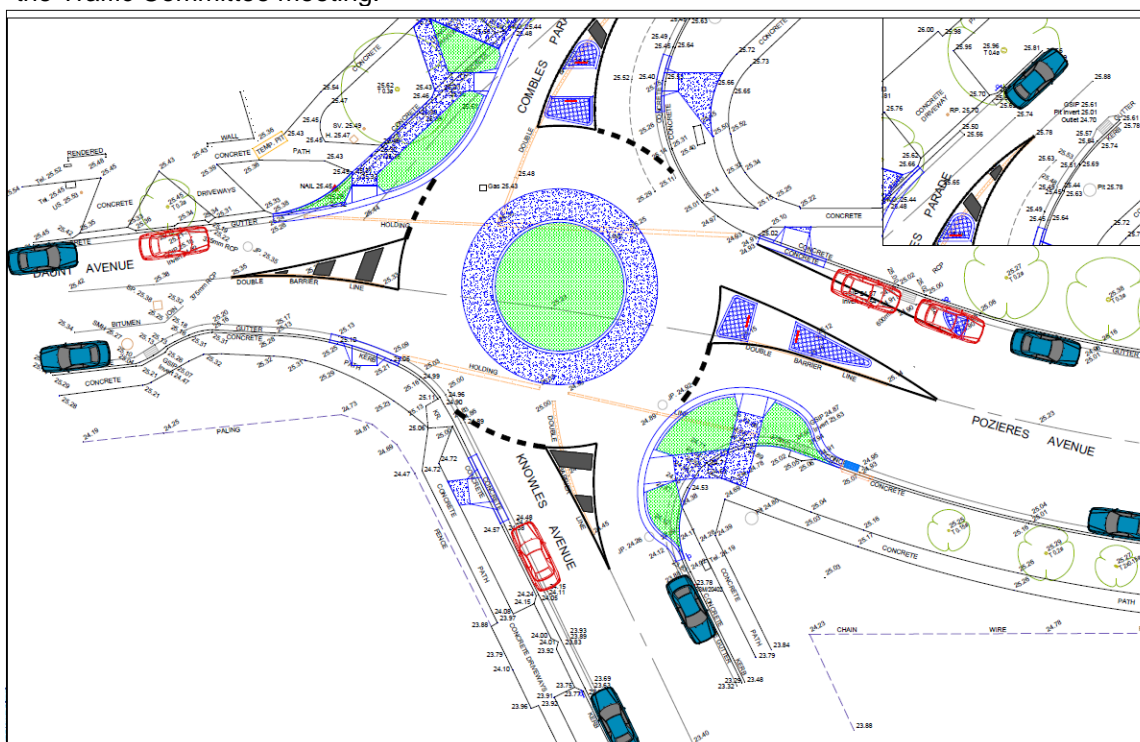
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.57	D04526228	Road safety	Road Safety	RA	Yes

In order to address local road safety concerns, plans have been prepared for the installation of a roundabout, with splitter islands and new line marking at the offset intersection of Pozieres Avenue, Daunt Avenue, Combles Parade and Knowles Avenue, Matraville. This project is being funded through the Council's Pedestrian Safety Improvement Program for 2021/2022.

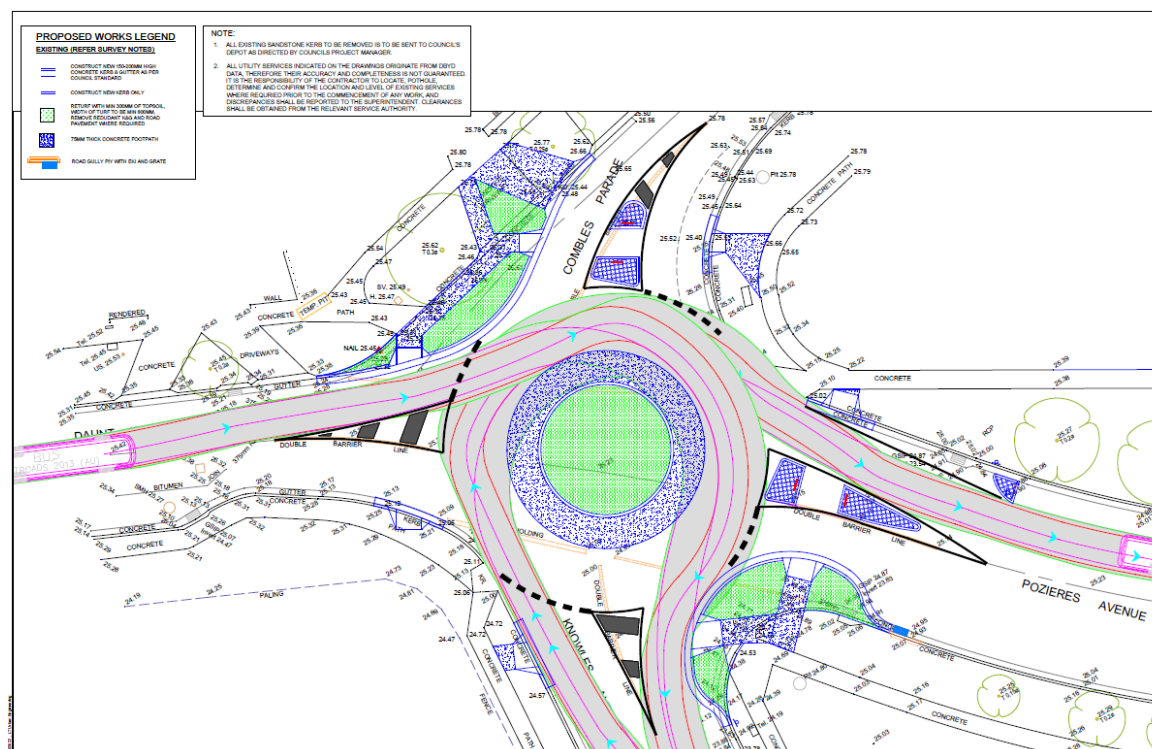
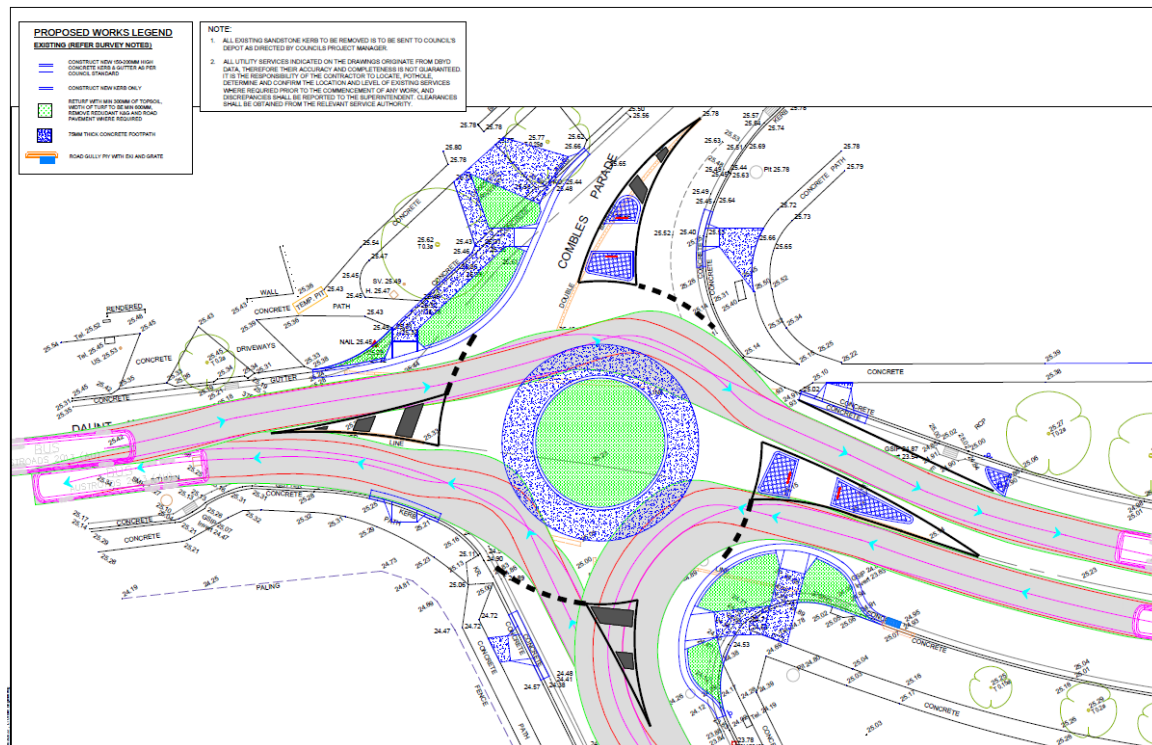
The installation of the proposed roundabout will have the benefit of reducing the speed of traffic travelling through this intersection with enhanced safety for the active transport modes (pedestrians and bike riders). The following points summarise key project outcomes:

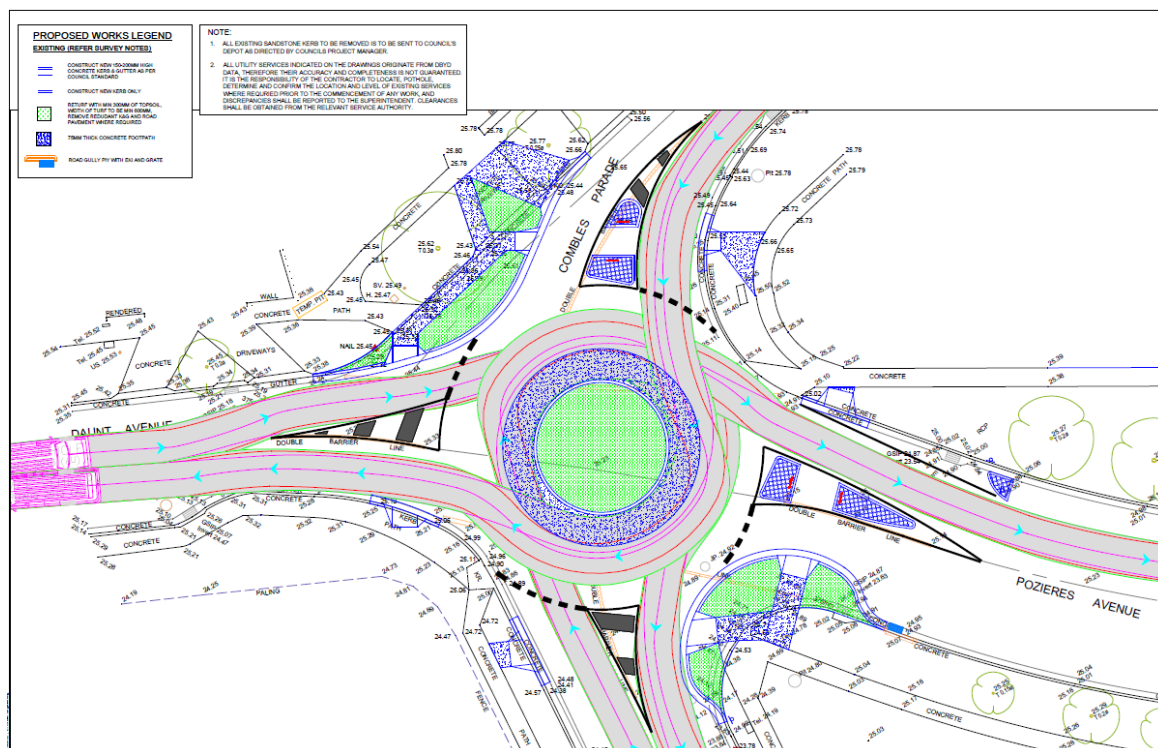
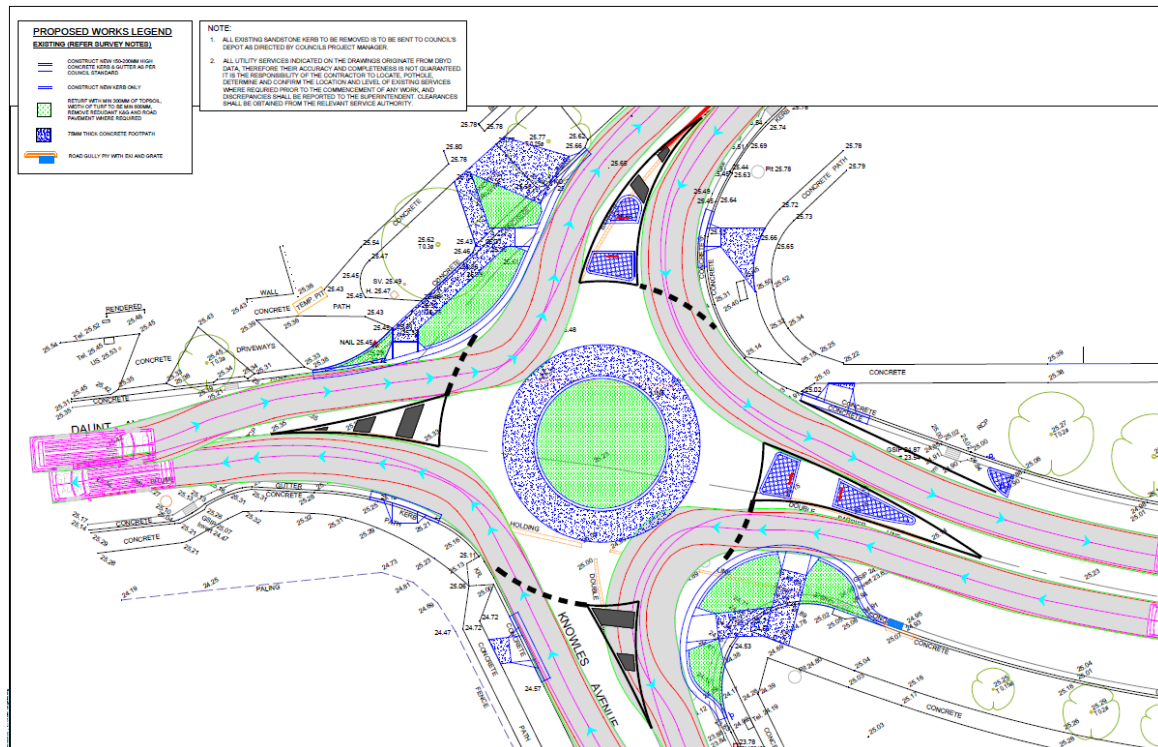
- The roundabout simplifies the existing road geometry, while allowing for balanced traffic flow and pedestrian safety within the intersection.
- The roundabout is designed to accommodate the 12.5m bus turning radius entering & exiting between Daunt Avenue, Knowles Avenue & Pozieres Avenue.
- The additional footpath 1.5m wide along the northern kerb alignment for the Combles Parade /Daunt Avenue corner kerb extension provides a more direct access to the pedestrian refuge on Combles Parade.
- A 3.0m wide refuge has been designed for Combles Parade, while a 2.8m wide refuge has been designed for Pozieres Avenue to accommodate kids with bikes using the crossing and providing more storage space for pedestrians using the crossing.
- Enhanced landscaping and overall aesthetic of the junction.

Following are two diagrams which show details of the proposed roundabout and the swept paths of buses traveling at this intersection. Note that the Council is currently also exploring the opportunity of installing a significant specimen tree in the centre of the roundabout. Details to be reported at the Traffic Committee meeting.

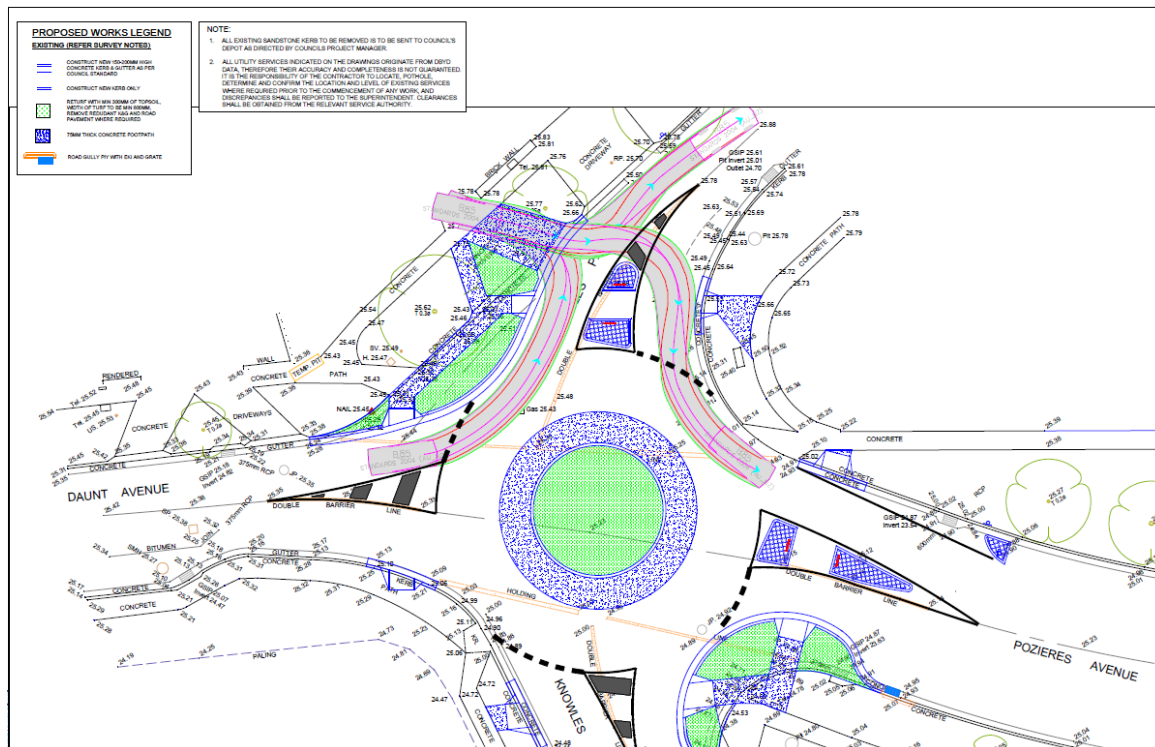


TC57/22





TC57/22



Resourcing Strategy implications

Funding for this project has been provided for within the 2021 / 2022 budget.

Recommendation

That the proposed roundabout and accompanying signage/line making at Pozieres Avenue, Daunt Avenue, Combles Parade and Knowles Avenue, Matrville (as detailed in the plans shown - D04526227), is endorsed for construction.

Responsible officer: Reza Ahmed, Senior Sustainable Transport Officer

File Reference: F2004/08338

Traffic Committee Report No. TC58/22

Subject: South Maroubra Car Park - Pedestrian Link (M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.58	D04397043	Pedestrian	Safety Concerns	TL	Yes

Concerns regarding the passage of pedestrians through the existing and new South Maroubra beach car parks have been raised with the Council.

There are two issues:

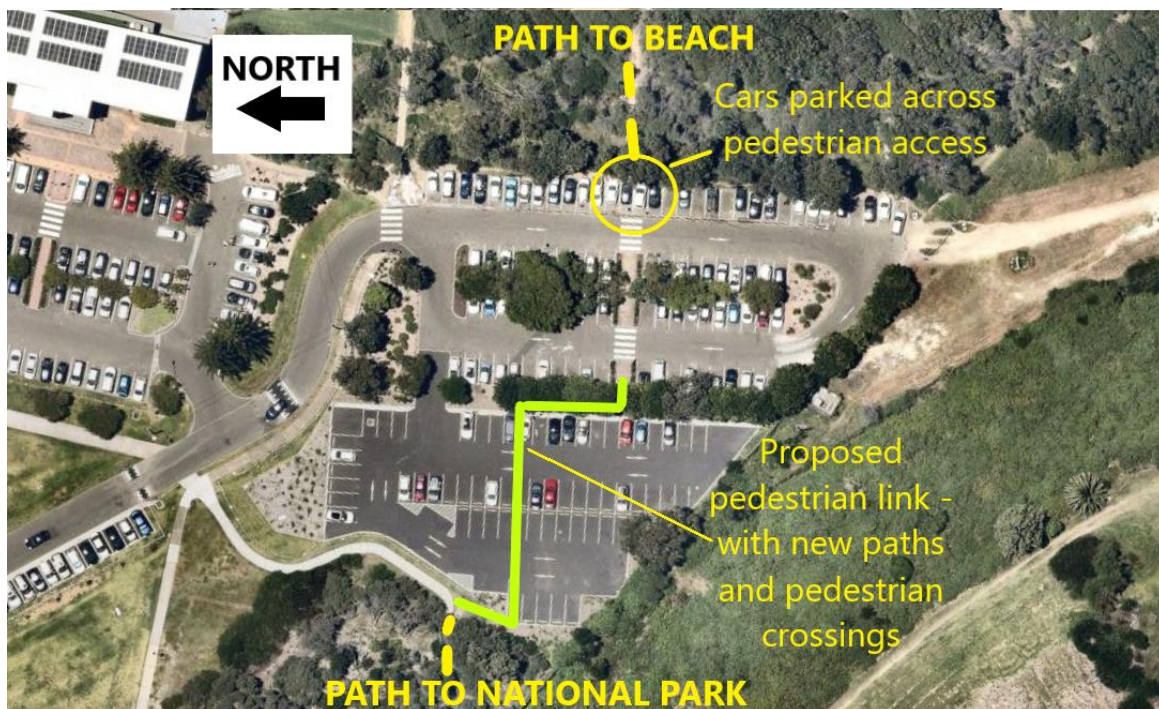
- The existing beach access pathway / pedestrian crossing link is often blocked by parked cars, and
- The lack of a pedestrian connection from the existing pedestrian link into the new adjacent carpark and onto the Malabar Headland National Park walking path

The following diagram shows the car park location:



It is proposed that, as an immediate measure, a bollard be installed in the single car space where cars park across the pedestrian access to the beach. Longer term, it is proposed that new concrete paths be created, new pedestrian crossings be installed and parking be removed from four parking spaces (by way of bollard placement and chevron linemarking), in order to create a strong, direct and safe link between the paths to the National Park and to South Maroubra Beach

The following image shows the existing conditions and proposed pedestrian passage through the car park:



Resourcing Strategy implications

Funding, for the single bollard, is provided for within the current budget; under the 'Signs and Lines' allocation.

Funding for the new paths and new pedestrian crossings will need to be considered in future budget allocations – from the footpaths program

Recommendation

That:

- a) A bollard be installed in the single car space where cars park across the pedestrian access to South Maroubra Beach; and
- b) New concrete paths be designed and installed in the new South Maroubra Beach Car Park, along with new pedestrian crossings and bollards with chevron linemarking, in order to create a strong, direct and safe link between the paths to the National Park and to South Maroubra Beach (as per the diagram within this report).

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2004/07232

Traffic Committee Report No. TC59/22

Subject: Minor Signage Items - Parking and Regulatory - April 2022 (C, H & M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.59	F2004/06136	Signage Parking		JS	Yes

The following Minor Signage matters are listed for the Committee's consideration.

Item No	Location	Issue Request	Recommend Approval?	Comments
TC59/22.1	Barker Street, RANDWICK (C) (D04479250-RM) (AD)	Extend No Stopping zone on the southern side of Barker Street, 7.5m east of Young Street by additional 9.5m.	Yes	To increase sight distance for motorist on Young Street when entering Barker Street.
TC59/22.2	Barker Street, RANDWICK (C) (D04488832-RM) (AD)	Reduce 37.5m Bus Zone on the southern side of Barker Street, 7.5m east of Young Street by 9.5m.	Yes	To prevent buses obscuring motorist vision when entering Barker Street from Young Street.
TC59/22.3	Dolphin Street, COOGEE (C) (D04408412-AL) (AD)	Retract February 2022 Traffic Committee Item TC41/22.5 on the installation of 25m of resident parking spaces "2P, 8am-10pm, Permit Holders Excepted, Area CO2" at the southwest corner of Dolphin Street and Glenwood Avenue, Coogee, intersection.	Yes	Additional resident parking spaces no longer required.
TC59/22.4	Dolphin Street, COOGEE (C) (D04408412-AL) (AD)	Retract February 2022 Traffic Committee Item TC43/22.2 on the installation of No Stopping, south of Dolphin Street, 10m west of Glenwood Avenue, Coogee.	Yes	No Stopping sign no longer required.
TC59/22.5	Bass Street, KINGSFORD (M) (D04422943-RM) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 18 Bass Street, Kingsford.	Yes	Applicant no longer resides at this address.
TC59/22.6	Lexington Place, MAROUBRA (M) (D04491588-RM) (AD)	Install a 2.4m Loading Zone, 7:00am-11:00am, Mon-Fri, on the western side of Lexington Place, at the first southern 90° angle parking bay at the frontage of 17-21 Lexington Place, Maroubra.	Yes	To allow delivery trucks to load off goods to a nearby business.

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Item No	Location	Issue Request	Recommend Approval?	Comments
TC59/22.7	Blenheim Street RANDWICK (C) (D04529251-JG) (AD)	Install 5.4m "No Parking – Council Authorised Car Share Vehicles Excepted" in the last spot at the Clara Street end of Blenheim Street, on the northern side. Install "No Stopping" sign (arrow east) to prevent cars stopping between the Car Share space and Clara Street, Randwick.	Yes	High demand area with 114 members within 250m and nearby locations booked (on average) 21 times per month over the last 3 months.
TC59/22.8	Roscrea Avenue RANDWICK (C) (D04529251-JG) (AD)	Install 5.4m "No Parking – Council Authorised Car Share Vehicles Excepted" in the last space at the Frenchmans Road end of Roscrea Avenue, on the northern side, alongside 75 Frenchmans Road, Randwick.	Yes	High demand area with 89 members within 250m and nearby locations booked (on average) 48 times per month over the last 3 months.
TC59/22.9	Bruce Bennetts Place, MAROUBRA (M) (D04529251-JG) (AD)	Install 5.4m "No Parking – Council Authorised Car Share Vehicles Excepted" in the last space, at the northern end in the parking fronting 89-91 Bruce Bennetts Place, Maroubra.	Yes	High demand area with 209 members within 250m and nearby locations booked (on average) 32 times per month over the last 3 months.
TC59/22.10	Gloucester Place, KENSINGTON (H) (D04529251-JG) (AD)	Install 5.4m "No Parking – Council Authorised Car Share Vehicles Excepted" in front on the letter boxes for 1-96 Gloucester Gardens, Gloucester Place, Kensington.	Yes	Aims to expand the availability network with 51 members already within 250m.
TC59/22.11	Bowral Street, KENSINGTON (H) (D04529251-JG) (AD)	Install 5.4m "No Parking – Council Authorised Car Share Vehicles Excepted" in the last spot at the Doncaster end of Bowral Street, on the northern side (frontage of 73-75 Bowral Street, Kensington).	Yes	High demand area with 102 members within 250m and nearby locations booked (on average) 24 times per month over the last 3 months.
TC59/22.12	Bass Street / Anzac Parade KINGSFORD (M) (D04530797-TL) (AD)	Removal of parking in Bass Street link to improve sight lines and safety.	Yes	Sightlines are often compromised due to parked vehicles.

Item No	Location	Issue Request	Recommend Approval?	Comments
TC59/22.13	Hannan Street/ Glanfield Street, MAROUBRA (M) (D04443186-AY) (AD)	Install statutory 10m No Stopping C3 yellow line markings on all four corners of the intersection of Hannan Street and Glanfield Street, Maroubra.	Yes	To prevent illegal parking and improve safe sight distance.
TC59/22.14	Bellevue Street / Bond Street, MAROUBRA (M) (D04497209-AY) (AD)	Install statutory 10m No Stopping C3 yellow line marking on both sides of Bellevue Street, north of Bond Street; and also 10m on the east and west sides of Bellevue Street, Maroubra.	Yes	To prevent illegal parking and improve safe sight distance.
TC59/22.15	McGowen Avenue / Raglan Street, MALABAR (M) (D04519264-AY) (AD)	Install statutory 10m No Stopping C3 yellow line markings all four corners of the intersection of McGowen Avenue and Raglan Street, Malabar.	Yes	To prevent illegal parking and improve safe sight distance.

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That the recommendations listed in the Minor Signage items table, are approved for implementation / action.

Responsible officer: Jai Sue, Administrative Support - City Services

File Reference: F2014/00528

Traffic Committee Report No. TC60/22

Subject: Works Zone - Installation and Removal of Signage - April 2022 (C, H & M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.60	F2005/00521	Signage	Works Zone	RM	Yes

Construction sites often involve the use of trucks, cranes and other large vehicles. Without special parking provision, the positioning of such vehicles, close to these sites, can cause significant problems for local residents or businesses. It is for this reason that the Council requires the creation of Works Zones at construction sites. Once the project is completed the Works Zone is removed (see Works Zone Conditions of Use detailed elsewhere within this document).

Accordingly, it is recommended that Works Zones be installed, or removed, at the locations detailed within the following table:

Works Zones Table

Item No.	Street/ Suburb	Side	Length (m)	Adjacent to (address)	Existing Parking Controls	Reference / Comments
INSTALLATION						
1.	See Street, KINGSFORD (H)	N	10	10 See Street	Unrestricted	LA/125/2022-AL (AD)
2.	Nix Avenue MALABAR (M)	W	6	38 Nix Avenue	Bus Zone	LA/131/2022- DK (AD) The "Bus Zone" on the western side of Nix Avenue, Malabar at the frontage of properties No.38 to No.40 to be temporarily relocated on the western side of Nix Avenue, 10m south of Bilga Crescent, terminating at a distance 20m north.
REMOVAL						
3.	Boundary Street, CLOVELLY (C)	S	10	125 Boundary Street	Unrestricted	LA/1918/2021-AL (AD)
4.	Carrington Road, RANDWICK (C)	W	6	162 Carrington Road	Unrestricted	LA/1729/2021-AL (AD)
5.	Clovelly Road, CLOVELLY (C)	S	14	300 Clovelly Road	Unrestricted	LA/1135/2020-AL (AD)
6.	Oberon Street, COOGEE (C)	S	12	190 & 192 Oberon Street	Unrestricted	LA/2212/2021-RM (AD)
7.	Bona Vista Avenue, MAROUBRA (M)	W	12	36 Bona Vista Avenue	Unrestricted	LA/1453/2021-DA (AD)

(Reference [NSW Road Rule 181](#))

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That the Works Zones listed in the Works Zones Table, are installed or removed, as detailed; with the Schedule of Conditions applying to any new Works Zones approved for installation.

Schedule Of Conditions - Installation of Works Zones

The following standard conditions may be referenced within these papers.

That:

- a. The applicant be informed that if they intend to use traffic controllers for activities associated with the Works Zone, such activities must comply with a formal Traffic Control Plan (to be held on site following preparation by person/s with the appropriate Transport for NSW (TfNSW) authorisation) and that any traffic controllers utilised must have current appropriate accreditation from TfNSW;
- b. The Council is given authority to replace the Works Zone with a No Stopping zone if the operator (or their sub-contractors):
 - i. compromise pedestrian safety, or
 - ii. add significantly to traffic congestion in this area, or
 - iii. allow access/egress to/from the site which creates safety concerns or traffic flow delays, or
 - iv. does not ensure that the Council fees payable for this private use of the public road are met,
 with the zone being reinstalled once the issue of concern is properly addressed;
- c. The Council Rangers enforce the restriction; and
- d. Authority be given to the Council to remove the Works Zone and reinstate the previous restrictions, when the applicant advises that it is no longer required.

Responsible officer: Jai Sue, Administrative Support - City Services

File Reference: F2005/00521

Traffic Committee Report No. TC61/22

Subject: Parking Control Signage at Intersections - No Stopping - April 2022 (C, H & M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.61	F2008/00166	Signage, Parking	No Stopping	DA	Yes

The Council regularly receives requests for action to be taken with regard to vehicles being parked illegally at intersections. Such vehicles block sightlines to and from vulnerable road users such as pedestrians or bike riders. They can also obscure motorists' views of approaching vehicles, and, they can create difficulties for fire engines, garbage trucks or other large service vehicles which need to access the neighbourhood.

To ensure compliance with the legally mandated parking prohibitions at intersections, it is recommended that No Stopping signage be installed as per the following table:

Item No.	Street	Suburb	Side	Dist.	Direction	Of	Ref's and / or Comments
1.	Barker Street	Kingsford (H)	North	10m	East & West	Houston Lane	D04477756-DA (AD)
2.	Barker Street	Kingsford (H)	South	Extend to 10m	East & West	Houston Lane	D04477756-DA (AD)
3.	Flower Street	Maroubra (M)	East & West	10m	North & South	Gale Road	D04491170-RM (AD)
4.	Gale Road	Maroubra (M)	North & South	10m	East & West	Flower Street	D04491170-RM (AD)
5.	Yarra Road	Phillip Bay (M)	North & South	10m	West	Bunnerong Road	D04405688-DA (AD)

(Reference [NSW Road Rule 170](#))

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That the No Stopping signage proposals, listed in the Parking Control Signage at Intersections table, are approved for installation.

Responsible officer: Jai Sue, Administrative Support - City Services

File Reference: F2008/00166

Traffic Committee Report No. TC62/22

Subject: Transport for NSW Funded Projects' Status (C, H & M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.62	F2021/00209	Road Safety	Road Safety	TL	Yes

The State Government provides regular funding under a number of programs for road safety, pedestrian and bike riding improvements. These funds are made available through Transport for NSW (TfNSW). Additionally, Federal Government funding has also been made available for pedestrian safety projects. Randwick Council was successful in securing funding for seventeen projects for the 2021/2022 financial year. The total funds secured by Randwick Council for this financial year exceed \$2,990,000. All projects are 100% externally funded.

The following table shows the status of projects approved for the current, 2021/2022, year.

RMS Project Number	PROJECT NAME	Program Approved	Approved 2021/22 Funding Allocation	Monthly Status
P.0070089	Oberon Street and Arden Street, Coogee Improve deflection angle of existing roundabout	NSW Safer Roads	\$94,619	Design development is underway within the Council's civil design team
P.0069754.06	Moverly Road, Maroubra - Raise existing pedestrian crossing, create wombat crossing	Federal Stimulus Road Safety Program School Zones (FSRSPSZ)	\$150,000	This device has been installed and is functioning well.
P.0069760.01	Anzac Pde at Franklin Street (southern intersections), Matraville - Signalise multi-carriageway intersection	FSRSPSZ	\$1,300,000	Design development is underway utilising a specialist consultant & ongoing discussions are being undertaken with TfNSW
P.0069754.07	Perouse Road (at Aeolia Street), Randwick - Raise existing pedestrian crossing, create wombat crossing	FSRSPSZ	\$150,000	This device has now been installed. Some very minor works still to be done.
P.0069754.08	Botany Street (at Waratah Avenue), Randwick - Upgrade existing pedestrian refuge	FSRSPSZ	\$60,000	This device has been installed and is functioning well.

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RMS Project Number	PROJECT NAME	Program Approved	Approved 2021/22 Funding Allocation	Monthly Status
P.0069754.09	Rainbow Street (at Ellen Street and Hendy Avenue), Coogee - Install two pedestrian refuges	FSRSPSZ	\$160,000	<u>Rainbow/Ellen:</u> Three design options have been completed – now subject to community consultation. <u>Rainbow/Hendy</u> This device has been installed and is functioning well.
P.0069754.10	King Street, Randwick- Install pedestrian refuge near Montefiore Randwick	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.11	Clovelly Road (near Dans Avenue / Knox Street), Clovelly - Install pedestrian refuge and kerb nibs	FSRSPSZ	\$100,000	This device has been installed and is functioning well. Minor adjustments required.
P.0069754.12	Maroubra Road & Hannan Street, Maroubra - Install pedestrian refuge and kerb nibs	FSRSPSZ	\$100,000	<i>Given the Maroubra Rd traffic route study (currently underway), TfNSW has agreed that this project be supplanted by the Barker Street pedestrian refuge, west of Easy Street (see item below)</i>
P.0069754.12	Barker Street, west of Easy Street, convert roundabout splitter island to fully dimensioned pedestrian refuge.	FSRSPSZ	\$100,000	This device has been installed.
P.0069754.13	Varna Street (at Arden Street), Clovelly - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.14	Oberon Street & Higgs Street, Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	Given localised design constraints the scope of this project was changed to a pair of kerb nibs. This device has been installed and is functioning well.
P.0069754.15	Bream Street (at Mount Street), Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	Design development is underway within the Council's civil design team.

RMS Project Number	PROJECT NAME	Program Approved	Approved 2021/22 Funding Allocation	Monthly Status
P.0069754.16	Brook Street (at Clovelly Road), Coogee - Upgrade exist. ped. refuge	FSRSPSZ	\$80,000	<i>During design development it was recognised that the required design constraints would result in no actual improvements to the existing pedestrian refuge at this site (It is also noted that there have been no known community concerns raised about the operation of the existing pedestrian refuge) Accordingly, Randwick Council sought TfNSW's & CRS's approval to replace this project with the pedestrian refuge previously approved by the Traffic Committee at the Arden Street / Bream Street intersection. (see item below)</i>
P.0069754.16	Arden Street, just south of Bream Street - Install pedestrian refuge -	FSRSPSZ	\$80,000	This device has been installed and is functioning well.
P.0069754.17	Chepstow Street (at Stanley Street), Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	Given site constraints it was agreed replace proposed ped. refuge with a raised platform proposal. And, given their upcoming DA works, contact was made with Emanuel School. Accordingly, to minimise construction conflicts, this project is scheduled for construction in the second week of the upcoming school holidays.
P.0069754.18	Carter Street (at Avoca Street), Randwick - Install continuous footpath treatment	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.19	Clovelly Road (at Centennial Avenue), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.20	Church Street (at Frances Street), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.

This table will be updated each month and will be reported upon, at each Traffic Committee meeting.

Resourcing Strategy implications

All funding for these projects has been made available through Transport for NSW or from the Federal Government.

Recommendation

That the information be received.

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2021/00209