

COMMUNICATIONS

Community Consultation Report

Rainbow & Ellen St Pedestrian Facility

10 May 2022

Background:

A community consultation was undertaken from 6 April to 9am 10 May 2022 to determine the community's preference for roadway upgrades at Rainbow and Ellen Streets, Randwick to improve pedestrian safety at the intersection.

www.yoursay.randwick.nsw.gov.au/ellenstpeditrianfacility

The Your Say site exhibited concept plans for three options to improve pedestrian safety with a short survey to gather feedback on the options.

The consultation was promoted by:

- Letter to all households within 300m of the subject site
- Poster installed at the subject site

Consultation outcomes:

- 216 visitors to the Your Say page
- 95 downloads option 1 concept plan
- 85 downloads option 2 concept plan
- 75 downloads option 3 concept plan
- 52 surveys completed

Question 1: Do you support making roadway changes to improve pedestrian safety at Rainbow and Ellen Street?

Yes	45 responses (87%)
No	7 responses (13%)
TOTAL	52

Question 2 (if response to Qu 1 was 'yes'): Rank the options in order of preference, with 1 being your preferred option for the pedestrian facility.

Option:	Number of times ranked first preference:
Option 1 - Pedestrian refuge island	13 responses
Option 2 - Kerb buildouts aligned with Bangor Park	5 responses
Option 3 - Kerb buildouts Rainbow and Ellen St intersection	27 responses
TOTAL	45

Responses from those who live within 100 metres of the site (25 respondents):

- 3 do not support roadway changes to improve pedestrian safety
- 22 do support roadway changes
 - 12 prefer option 3
 - 7 prefer option 1
 - 3 prefer option 2

1.1. Comments by survey respondents who support roadway changes

Option 3 - Kerb buildouts Rainbow and Ellen St intersection

Based on respondent's comments, meeting the objective of improving pedestrian safety while minimising parking loss was the primary reason respondents chose option 3 as their preferred option.

	Comments supporting option 3
1	A simple solution for the problem you are trying to solve. Simple kerb buildouts aligned to Ellen Street. Maximum effectiveness for minimal impact.
2	Least disruptive to local residents' parking. Slows traffic down on Rainbow Street which is what is most important.
3	Loss of only 1 parking space - PARKING IS TOP PRIORITY FOR RESIDENTS AND VISITORS
4	Safety for pedestrians without greatly effecting the already stretched parking problem
5	It serves to reduce vehicle speed and at the same time preserve parking spaces for residents directly affected by the change. They are elderly who need direct access to their front door.
6	Effective, adds safety, slows traffic, no loss of tree, and reduced parking loss
7	Least loss of car parking spaces. Probably less costly than Option 1.
8	Option 3 allows for combination of pedestrian safety and traffic calming without the loss of too many valuable on street parking spaces.
9	Slows traffic, allows pedestrian safety and keeps loss of valuable parking spaces to a minimum.
10	it's both safe and least impacts parking availability
11	Planting and less parking removed
12	# 3 is best - Minimal impact on parking, yet creates a safer crossing point for pedestrians (vehicles often approach Ellen St at high speed). Ellen St is the natural crossing point for this section of Rainbow St, and is often used by pedestrians. Access to the park is easy via the existing footpath, and if #3 is not "safe" enough for some pedestrians they can walk up the hill to the existing Hendy St crossing point.
13	The aim of the project is met whilst having the least impact on those residents directly living adjacent to the proposed changes.
14	Least amount of parking lost. If option 1 gets up then council need to get tough on removing trailers, boats etc parked in rainbow St as losing 10 parking spots is to many when it is hard enough to park in front of our own house now.
15	Least parking loss

	Comments supporting option 3
16	It has the least impact on parking loss. Parking is already EXTREMELY difficult on Rainbow Street.
17	Fewer parking spots taken. Still slows down cars and allows for pedestrian safety.
18	Think it's safer.
19	least amount of spots taken and the least amount of public road/footpath adjusted. Option 3 looks pretty good
20	Loss of 10 car spots in option 1 is a major concern. Option 3 also prevents cars from parking too close to the Ellen St intersection.
21	Only 1 loss of a parking space, and the proposal will reach the desired outcomes.
22	People crossing are more visible to cars turning right from Ellen St into Rainbow St than in the other options. Minimal loss of parking spaces. New plantings would enhance the streetscape. Minimal impact on properties in Rainbow St. Does the job well. Least costly.
23	Only losing 1 car spot.
24	Minimal impact to resident parking and will slow traffic at the corner of Ellen St.
25	Least amount of parking spaces loss. Parking is hard enough as it is. Would prefer that the funding is instead spent on replacing the stairs between 206 - 214 Rainbow St and instal ramps for wheelchair/pram access.
26	The only change I support is the third option which has the least impact in terms of parking spaces - this area is unfortunately used for parking boats and trucks, therefore there are less parking spaces for residents cars. Otherwise I don't support any changes.

Option 2 - Kerb buildouts aligned with Bangor Park

	Comments supporting option 2
1	Does not impact parking in an already dense parking area. Will stop cars parking too close to the corner of Ellen St. Will provide a safer option to cross than there currently is.
2	Increases visibility for cars turning from Ellen st into rainbow St. Slows cars down coming down rainbow St from the mount st round about. Safer crossing into the park.
3	Minimise parking changes but slow traffic down for safer crossing
4	Minimal distribution to parking, safer crossing slightly away from corner

Option 1 - Pedestrian refuge island

Based on respondent's comments, optimal pedestrian safety, improved driver vision turning onto Rainbow Street and slowing traffic are the main reasons respondents chose option 3 as their preferred option.

	Comments supporting option 1
1	Safest crossing options for kids and dogs
2	The cars parked on Rainbow St impact vision as you exit Ellen Street. I had to slam on my breaks again this morning due to not being able to clearly see a car coming at speed.
3	It is safer for people walking across the road than the other options. A pedestrian crossing with advance signage would be even safer, particularly since there are crests on Rainbow St in either direction, reducing sight lines for both people driving and crossing on foot.
4	Safer for pedestrians as the traffic is really fast coming down the hill from the east and west. Also if turning left or right onto Rainbow street from Ellen street on the south end, the parked cars on the east of Rainbow street facing west obstruct the view for the turning cars. Very dangerous!
5	Safer
6	Extra safety both in crossing the road but also car visibility when turning out of Ellen on to Rainbow
7	Maximum safety for pedestrians
8	Safer for pedestrians, less cars on South East corner of Rainbow and Ellen Street, it is currently very dangerous to see cars driving west on Rainbow Street (usually speeding) because of parked cars all the way to the intersection.
9	This intersection is at the bottom of a downhill approach from both directions. A pedestrian refuge island is essential for pedestrian safety and to slow cars properly . We have lived here for over 20 years and welcome this traffic slowing initiative
10	Very high pedestrian safety ranking. Better for parents with prams and small children on bikes.
11	I think it will be a safer option for children (& adults) to cross the road as Rainbow St is quite wide, cars drive down very fast & 1. It gives a safer option for children to cross; 2. It'll slow traffic down more coming up to Bangor Park where there have been dog deaths because of dogs running off Bangor Park on to Rainbow Street.
12	Pedestrian safety and reduction is speed of traffic
13	Based on the information provided, it seems to provide the highest level of pedestrian safety and amenity and has the potential to reduce traffic speeds.

1.2. Comments by survey respondents who do not support roadway changes

	Comments supporting <u>no</u> roadway changes
1	Pedestrians should use common sense and not cross at the lowest point on Rainbow Street near the Ellen Street intersection. They just need to walk a little further up Rainbow Street where they can have greater visibility on on-coming traffic.
2	I question the need for any works at Ellen St. There are already pedestrian refuges on Rainbow at Mount St, Hendy Ave and Canberra St.
3	Due to the traffic calming at Hendy Ave; we lost 8 car spaces. If calming is installed approximately 200 metres away that will be 18 car spaces lost in one block. There has been violence in Bundock St due to parking. The inconvenience this will cause us elderly residence is unfair not to mention the devaluation of our homes due to no parking at front door. Re; Bundock St your engineers stated that parked cars act as a calming device. So why not Rainbow Street which always has cars parked either side.
4	I have lived on Rainbow Street for over 40 years in the same house and I have never seen so many cars parked on Rainbow Street. It is a nightmare to park especially if we have visitors. I do not support any loss of parking spaces for a crossing. if we were to go ahead I would choose option 3.. I think we can find more important issues to spend taxpayer money. Have a look at the issues of intersection off Bundock st and Canberra Street, Randwick.
5	There is a pedestrian island and crossing 150 meters away on Hendy and rainbow, removing tree's and parking spaces that are premium in the eastern suburbs is insane in todays environment. Kids need to be taught how to cross roads at school, and driving standards need to be improved to respect pedestrians, no need to waste money on another white elephant
6	Does not seem necessary. A new refuge has just been constructed on Rainbow Street to service Bangor Park.
7	Seems an unnecessary cost considering a pedestrian refuge already exists approximately 100 m from the new proposal.

1.3. Any other comments by survey respondents who do support roadway changes

	Other comments supporting roadway changes
1	<p>Lowest Preference, Option 1: An over-engineered solution for the problem you are trying to solve. Pedestrian refuge not required. Signage not required. Loss of 10 parking spaces will add to existing parking problems in Rainbow and Ellen Streets - a very poor outcome.</p> <p>Middle Preference, Option 2: Similar to Option 3. A simple solution. However, the 100 mm thick diagonal footpath to access Bangor Park is totally unnecessary when there is already road and footpath access to the park - all the diagonal path will do is reduce the amount of grass verge and add yet more concrete - a poor outcome.</p>
2	<p>If the council is so concerned about pedestrian safety, why can't the rangers come down and see the boats parked on Bundock St, at the intersection of Ellen St, in front of a bus stop? This has to be viewed as an accident waiting to happen. Schoolkids have to step onto the road, in front of the large parked boat to signal to the bus driver to pull in. It is deadly and has been reported numerous times.</p>
3	<p>Safety is important but parking spaces is more important for the residents livability in that area. I lived in Bundock Street and frequently walked or drove pass this location and understand how essential availability of parking is for those visiting or living there. Pedestrian traffic is not high as most people use their cars</p>
4	<p>Turning out of Ellen St northbound onto Rainbow st is already quite dangerous with very difficult line of sight of vehicle approaching westbound on Rainbow. Removal of the car parks could assist this, but need to be careful of increased planting as suggested in options 2&3 that is doesn't obscure view further.</p>
5	<p>We fully support pedestrian safety measures being implemented. However, the combination of potential reduction of on-street parking spaces plus multi-car households, makes parking anywhere near your dwelling next to impossible. Many of the dwellings on Rainbow Street west of Ellen Street do not have any off street parking options.</p>
6	<p>Option 1 should not be considered at all as it means 10 parking spaces will be lost. Street parking in this area is already proving difficult and option 1 will drastically worsen this situation.</p>
7	<p>Some of the links to the survey on the consultation page are broken, which may discourage people submitting feedback. https://www.yoursay.randwick.nsw.gov.au/ellenstpedestrianfacility</p>
8	<p>More parking availability is ideal - sometimes I walk my dogs to Bangor Park, sometimes I drive, so it's nice to have the option for a safe crossing as well as maximum parking availability</p>

	Other comments supporting roadway changes
9	Good idea! Cars speed down the hill from mount st round about making it very unsafe to cross the road on foot. There are many kids walking this area with dogs.
10	<p>Although Option one with the refuge island is most preferable, I don't understand why so many more parking spots are lost and why there is a new disabled parking spot created, compared to Option 2 and 3. That is disadvantaging the residents parking. Making it less attractive at a price to pedestrian safety. Feels like council is forcing Options 2 and 3 as preferable onto the surveyees. Also, now with the bus route cancellations on Bundock street and bus route changes, more people need to walk up to Oberon Street via Ellen street and Bangor Park to catch the bus therefore the refuge island would be safer for the increase in pedestrians particularly school children</p>
11	It's a very dangerous spot.
12	<p># 2 seems to be optimal for park access from the western end of Rainbow, but the additional complexity seems unnecessary.</p> <p># 1 seems to be overkill, with a pedestrian refuge crossing available only one block away.</p> <p>Also I still do not understand why I was not advised of this local traffic change via my "Your Say" registration?</p> <p>There was no record of any endorsement/agreement for a limited "Your Say" survey notification (100m/300m block) in the TC minutes for 9-Nov-2021 (TC 195/21).</p> <p>Perhaps the reasoning for this survey restriction was discussed, but not formally minuted? Future TC meeting audio recordings should be publicly available to manage this sort of issue.</p> <p>As a resident of Bundock Street that regularly uses Rainbow St as both a driver and a pedestrian, I can not understand why I was not included in this "Your Say" survey (especially noting the "whole of Randwick" survey for Bundock St Parking changes - which was neither minuted or discussed in the TC).</p>
13	Parking very limited on that section of rainbow street
14	<p>We need to do something URGENTLY about the Rainbow St and Hendy Ave intersection. The change that council has made it great (thank you!). It needs a little more. Perhaps the same thing on the other side of the intersection?</p> <p>Also we need to do something (equally urgent) at the Hendy Ave and Bundock St intersection. It is treacherous! I have seen too many accidents there!!</p>

Other comments supporting roadway changes	
15	Option 1 is absolutely 100% overkill. A total waste of taxpayer money, time & resources. It makes me so angry to see a council being given 4.375M and suggesting the money is used in this kind of wasteful way. Why would it even be an option to suggest removing 10 parking spaces!!! It is already IMPOSSIBLE for residents to park near their house!!! Removing 10 parking spaces would be an absolute disaster. Yes I live within 100m of this propsosal. I agree with traffic slowing as cars do travel at speed along Rainbow Street, but given Option 3 is just as safe and good at calming as the others, Option 3 is the ONLY Option. Please DO NOT TAKE AWAY 10 parking spaces!!!!!! Thankyou
16	Option 1 unnecessarily takes parking away.
17	Option 3 seems to swerve cars towards the gutters
18	Given option one results in the loss of 10 car spaces it would be necessary to put in parking restrictions on rainbow street along hangar park to stop the long term parking of trailers, vans, trucks and campers so residents have parking available. Something like 2 hour parking from 12pm to 6pm on a Saturday
19	A crossing on Bundock Street will also be great to create a safe north-south connection between the Environment Park and Bangor Park. The new cross on Oberon Street is excellent and is used by my child when he gets off the bus from school every day.
20	My understanding from communicating with council is that access to/from the Ellen Street section that runs along Bangor Park will not be impacted by the installation of a pedestrian refuge island
21	please don't put a refuge island sign where i pull into my new driveway. I am about to widen my existing driveway to 5M and this will affect the signage. There is a DA in council at the moment
22	The Rainbow/Ellen St intersection has been a major concern and has been the location for many traffic accidents over the years so I'm pleased to see action being taken to reduce traffic speed. Turning right from Ellen St into Rainbow street is often dangerous due to cars parking too closely to the corner, hence obscuring the driver's view. Drivers are forced to nudge out slowly which is far from ideal. Can a 'no parking' sign also be implemented on Rainbow st on the eastern side of Ellen St?
23	Option 1 is ridiculous to lose 10 parking spaces, which could possibly lead to violence as we've seen on Bundock Street recently.

Other comments supporting roadway changes	
24	With option 1 the loss of 10 parking spots is extreme, expensive and impractical. Parking is already difficult and limited in this part of Rainbow St. This is compounded by long term parking of boats, trailers, vans and trucks making parking outside our houses often impossible. (We would appreciate parking restrictions along the side of Rainbow St at the bottom of Bangor Park to help with this, eg no parking between the hours of 9am and 10am on Thursdays). Option 1 is excessive for one road crossing when option 3 can achieve the same result with far less impact on the neighbourhood.
25	Ramp needed on pavement opposite. Near 208. Currently prams / children on bikes need to go on road to bypass steps
26	Please consider the impact loss of parking may have on elderly residents outside their homes. Option 3 seems to be the least impact whilst still improving safety.
27	The nearby intersection of Bundock Street and Hendy Avenue is a heavily used pedestrian crossing location on a desire line to the environmental park, preschools, schools, and other recreational facilities. However there is a relatively large volume of traffic at this location and pedestrian crossing facilities here are poor; there are limited pram ramps, it is a wide intersection, and vehicle and trailer parking reduce sight lines. I encourage Council to prioritise investigation / delivery of improved pedestrian facilities at this location, if it isn't already. Thanks for considering my feedback!
28	A better use of the money would be to ramp the existing steps on the north side at 206 - 214 Rainbow street so that it's wheelchair/pram accessible along the road and avoid the need to cross the road at all.
29	The only change I support is the third option which has the least impact in terms of parking spaces - this area is unfortunately used for parking boats and trucks, therefore there are less parking spaces for residents cars. Otherwise I don't support any changes.