



W A V E R L E Y
C O U N C I L

FINANCE, OPERATIONS AND COMMUNITY SERVICES COMMITTEE MEETING

A meeting of the FINANCE, OPERATIONS AND COMMUNITY SERVICES COMMITTEE will be held at the
Boot Factory, Spring Street, Bondi Junction at:

7.00 PM, TUESDAY 4 FEBRUARY 2025

A handwritten signature in black ink, appearing to read 'Emily Scott'.

Emily Scott
General Manager

Waverley Council
PO Box 9
Bondi Junction NSW 1355
DX 12006 Bondi Junction
Tel: 9083 8000
Email: info@waverley.nsw.gov.au

Delegations of the Finance, Operations and Community Services Committee

On 10 October 2017, Waverley Council delegated to the Finance, Operations and Community Services Committee the authority to determine any matter **other than**:

1. Those activities designated under s 377(1) of the *Local Government Act* which are as follows:
 - (a) The appointment of a general manager.
 - (b) The making of a rate.
 - (c) A determination under section 549 as to the levying of a rate.
 - (d) The making of a charge.
 - (e) The fixing of a fee
 - (f) The borrowing of money.
 - (g) The voting of money for expenditure on its works, services or operations.
 - (h) The compulsory acquisition, purchase, sale, exchange or surrender of any land or other property (but not including the sale of items of plant or equipment).
 - (i) The acceptance of tenders to provide services currently provided by members of staff of the council.
 - (j) The adoption of an operational plan under section 405.
 - (k) The adoption of a financial statement included in an annual financial report.
 - (l) A decision to classify or reclassify public land under Division 1 of Part 2 of Chapter 6.
 - (m) The fixing of an amount or rate for the carrying out by the council of work on private land.
 - (n) The decision to carry out work on private land for an amount that is less than the amount or rate fixed by the council for the carrying out of any such work.
 - (o) The review of a determination made by the council, and not by a delegate of the council, of an application for approval or an application that may be reviewed under section 82A of the *Environmental Planning and Assessment Act 1979*.
 - (p) The power of the council to authorise the use of reasonable force for the purpose of gaining entry to premises under section 194.
 - (q) A decision under section 356 to contribute money or otherwise grant financial assistance to persons,
 - (r) A decision under section 234 to grant leave of absence to the holder of a civic office.
 - (s) The making of an application, or the giving of a notice, to the Governor or Minister.
 - (t) This power of delegation.
 - (u) Any function under this or any other Act that is expressly required to be exercised by resolution of the council.
2. The adoption of a Community Strategic Plan, Resourcing Strategy and Delivery Program as defined under sections 402, 403, and 404 of the *Local Government Act*.

Statement of Ethical Obligations

Councillors are reminded of their oath or affirmation of office made under section 233A of the Act and their obligations under Council's code of conduct to disclose and appropriately manage conflicts of interest.

Live Streaming of Meeting

This meeting is streamed live via the internet and an audio-visual recording of the meeting will be publicly available on Council's website.

By attending this meeting, you consent to your image and/or voice being live streamed and publicly available.

AGENDA

PRAYER AND ACKNOWLEDGEMENT OF INDIGENOUS HERITAGE

The Chair will read the following Opening Prayer and Acknowledgement of Indigenous Heritage:

God, we pray for wisdom to govern with justice and equity. That we may see clearly and speak the truth and that we work together in harmony and mutual respect. May our actions demonstrate courage and leadership so that in all our works thy will be done. Amen.

Waverley Council respectfully acknowledges our Indigenous heritage and recognises the ongoing Aboriginal traditional custodianship of the land which forms our Local Government Area.

1. Apologies/Leaves of Absence

2. Declarations of Pecuniary and Non-Pecuniary Interests

3. Addresses by Members of the Public

4. Confirmation of Minutes

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5. Reports

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FC/5.3/25.02	Pedestrian Crossings and Footpath Improvements - Various Locations	30

6. Urgent Business

7. Meeting Closure

**CONFIRMATION OF MINUTES
FC/4.1/25.02**

Subject: Confirmation of Minutes - Finance, Operations and
Community Services Committee Meeting - 12
November 2024

TRIM No: A23/0762

Manager: Richard Coelho, Executive Manager, Governance

RECOMMENDATION:

That the minutes of the Finance, Operations and Community Services Committee meeting held on 12 November 2024 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

Introduction/Background

The minutes of committee meetings must be confirmed at a subsequent meeting of the committee, in accordance with clause 20.23 of the Code of Meeting Practice.

Attachments

1. Finance, Operations and Community Services Committee Meeting Minutes - 12 November 2024



**MINUTES OF THE FINANCE, OPERATIONS AND COMMUNITY SERVICES COMMITTEE MEETING
HELD AT THE BOOT FACTORY, SPRING STREET, BONDI JUNCTION ON
TUESDAY, 12 NOVEMBER 2024**

Present:

Councillor Katherine Westwood (Chair)	Lawson Ward
Councillor Will Nemesh (Mayor)	Hunter Ward
Councillor Keri Spooner (Deputy Mayor)	Waverley Ward
Councillor Ludovico Fabiano	Waverley Ward
Councillor Dov Frazer	Hunter Ward
Councillor Steven Lewis	Hunter Ward
Councillor Paula Masselos	Lawson Ward
Councillor Margaret Merten	Bondi Ward
Councillor Joshua Spicer	Waverley Ward
Councillor Michelle Stephenson	Bondi Ward
Councillor Lauren Townsend	Lawson Ward

Staff in attendance:

Emily Scott	General Manager
Sharon Cassidy	Director, Assets and Operations
Tara Czinner	Director, Corporate Services
Fletcher Rayner	Director, Planning, Sustainability and Compliance
Ben Thompson	Director, Community, Culture and Customer Experience

At the commencement of proceedings at 7.00 pm, those present were as listed above.

Crs Frazer, Masselos and Spooner attended the meeting by audio-visual link.

PRAYER AND ACKNOWLEDGEMENT OF INDIGENOUS HERITAGE

The Chair read the following Opening Prayer and Acknowledgement of Indigenous Heritage:

God, we pray for wisdom to govern with justice and equity. That we may see clearly and speak the truth and that we work together in harmony and mutual respect. May our actions demonstrate courage and leadership so that in all our works thy will be done. Amen.

Waverley Council respectfully acknowledges our Indigenous heritage and recognises the ongoing Aboriginal traditional custodianship of the land which forms our local government area.

1. Apologies

Apologies were received from Cr Dominic Wy Kanak.

2. Declarations of Pecuniary and Non-Pecuniary Interests

The Chair called for declarations of interest and none were received.

3. Addresses by Members of the Public

There were no addresses by members of the public.

ITEMS BY EXCEPTION

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood

Seconder: Cr Nemesh

That the recommendations for the following items be adopted as recommended in the business paper:

- | | |
|--------------|--|
| FC/4.1/24.06 | Confirmation of Minutes – Finance, Operations and Community Services Committee Meeting – 7 May 2024. |
| FC/5.1/24.06 | Precinct Committees – Motions and Update. |
| FC/5.3/24.06 | Access and Inclusion Advisory Panel Meeting – 21 March 2024 – Minutes. |
| FC/5.4/24.06 | Housing Advisory Committee Meeting - 22 November 2023 – Minutes. |
| FC/5.5/24.11 | Housing Advisory Committee Meeting – 1 May 2024 – Minutes. |
| FC/5.6/24.11 | Tender Evaluation – Waverley Park and Hugh Bamford Reserve – Sports Field Licences. |

4. Confirmation of Minutes

FC/4.1/24.11 Confirmation of Minutes - Finance, Operations and Community Services Committee Meeting - 4 June 2024 (A23/0762)

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood
Seconder: Cr Nemesh

That the minutes of the Finance, Operations and Community Services Committee meeting held on 4 June 2024 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

5. Reports

FC/5.1/24.11 Delivery Program 2022-26 - Six-Monthly Progress Report (A22/0557)

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood
Seconder: Cr Nemesh

That Council notes the progress report on the Delivery Program 2022–2026 attached to the report.

FC/5.2/24.11 Schedule of Meeting Dates for Council and Council Committees 2025 (A04/1869)

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood
Seconder: Cr Nemesh

That Council adopts the schedule of meeting dates for Council and Council Committees for 2025 attached to the report.

FC/5.3/24.11 Multicultural Advisory Committee Meeting - 8 August 2024 - Minutes (A24/0249)

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood
Seconder: Cr Nemesh

That Council notes the minutes of the Multicultural Advisory Committee meeting held on 8 August 2024 attached to the report.

FC/5.4/24.11 Reconciliation Action Plan Advisory Committee Meeting - 15 May 2024 - Minutes (A24/0287)

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood
Seconder: Cr Nemesh

That Council notes the minutes of the Reconciliation Action Plan Advisory Committee meeting held on

15 May 2024 attached to the report.

FC/5.5/24.11 Housing Advisory Committee Meeting - 1 May 2024 - Minutes (SF24/3540)

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood

Seconder: Cr Nemesh

That Council notes the minutes of the Housing Advisory Committee meeting held on 1 May 2024 attached to the report.

FC/5.6/24.11 Tender Evaluation - Waverley Park and Hugh Bamford Reserve - Sports Field Licences (A22/0369)

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood

Seconder: Cr Nemesh

That Council:

1. Treats the tender evaluation attached to the report as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2)(d)(i) of the *Local Government Act 1993*. The tender evaluation contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person(s) who supplied it.
2. Under section 178(1)(a) of the *Local Government (General) Regulation 2021*, accepts the following preferred tenderers for the licence of sports fields at Waverley Park and Hugh Bamford Reserve, as per the fees set out in the report:
 - (a) East Football Club.
 - (b) Clan na Gael GAC Bondi.
 - (c) Waverley Old Boys Football Club.
 - (d) Eastern Suburbs Combined Primary School Netball Association (ESCPSNA).
 - (e) Queens Park Football Club (Sydney).
 - (f) Waverley Rugby Football and Sporting Club Incorporated.
 - (g) UTS AFC.
 - (h) Maccabi NSW.
 - (i) Double Bay Diamonds Netball Club.
 - (j) Bondi United/ Sydney Roosters.
 - (k) Love Netball.
 - (l) Train with Matty.

3. Authorises the General Manager or delegate to complete negotiations and enter into contract on behalf of Council with the preferred tenderers for three years with one two-year option.

6. Urgent Business

There was no urgent business.

7. Meeting Closure

THE MEETING CLOSED AT 7.02 PM.

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SIGNED AND CONFIRMED
CHAIR
4 FEBRUARY 2025

REPORT
FC/5.1/25.02

Subject: Access and Inclusion Advisory Panel Meeting - Minutes - 21 November 2024

TRIM No: A21/0096

Manager: Annette Trubenbach, Executive Manager, Community Services

Director: Ben Thompson, Director, Community, Culture and Customer Experience

RECOMMENDATION:

That Council notes the minutes of the Access and Inclusion Advisory Panel meeting held on 21 November 2024 attached to the report.

1. Executive Summary

This report provides information about the Access and Inclusion Advisory Panel meeting held on 21 November 2024. The minutes of the meeting are attached to this report.

2. Introduction/Background

On 16 March 2021, Council established the Access and Inclusion Advisory Panel to provide feedback and advice to Council about disability access and inclusion. The Panel builds on the work of the former Access Advisory Committee. Its objective is to promote an inclusive community and enhance the inclusion and participation of people with disability in community life. Members provide advice from a lived experience, carer or service provider perspective.

3. Relevant Council Resolutions

Nil.

4. Discussion

This report updates Councillors on items discussed at the Access and Inclusion Advisory Panel meeting held on 21 November 2024. The November meeting concluded the term of the Panel and officers facilitated an expression of interest process to recruit for new members. The result of this process is the subject of a separate report to Council.

5. Financial Impact

The minutes, once noted, will be placed on Council's website.

6. Risks/Issues

Nil.

7. Attachments

1. Access and Inclusion Advisory Panel - 21 November 2024 - Minutes [↓](#) .

REPORT

FC/5.2/25.02



Subject: Electric Vehicle Charging Stations

TRIM No: A17/0586

Manager: Sam McGuinness, Executive Manager, Environmental Sustainability

Director: Fletcher Rayner, Director, Planning, Sustainability and Compliance

RECOMMENDATION:

That Council:

1. Installs electric vehicle charging signage and line marking at the locations set out in the attachment to the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the signage should on-site circumstances warrant changes.

1. Executive Summary

This report recommends the installation of electric vehicle charging signage and line marking at 24 out of 30 charging locations consulted on in September and October 2024.

These chargers are being installed by Council and private companies PLUS ES and EVX with partial funding by the NSW Government Kerbside Charging Grants. The configurations of the chargers are:

- PLUS ES: 1 charger on a wooden Ausgrid street pole.
- EVX: 2 chargers on a wooden Ausgrid street poles.
- COUNCIL: 2 or more chargers on kerbsides.

The NSW Government Kerbside Charging Grants include a deadline for all charging stations to be operational by 30 April 2025.

2. Introduction/Background

New electric vehicle (EV) chargers are proposed to be installed across Waverley, Woollahra, and Randwick local government areas (LGAs) to support the rapid increase of electric vehicles. The installation of chargers is supported by the Eastern Suburbs Electric Vehicle Infrastructure Strategy 2023 adopted by Council in 2023, which outlines the vision and infrastructure required to meet growing numbers of EVs on our roads.

These proposed chargers will be funded through the NSW Government Kerbside Charging Grants and will be installed, owned and managed either by Council or by private companies PLUS ES and EVX under licence. These private companies will also be responsible for the installation of Council approved line marking and signage.

As of December 2024, there are 5,000 EVs registered in Waverley, Woollahra, and Randwick LGAs, with over 100 more electric vehicles being purchased in the area each month. The total number of

electric vehicles in the region is projected to increase to over 10,000 by 2025, and to more than 35,000 by 2030.

The use of designated electric vehicle charging spaces enable a higher utilisation and improves the availability of the charging equipment. To balance the needs of local non-electric vehicle owners, most of the proposed signage finished by 8 pm. This allows any car to park in the space after this time.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 26 November 2024	CM/7.15/24.11	That Council installs designated electric vehicle charging parking spaces at the locations set out in the report.
Council 29 October 2024	CM/5.5.1/24.10	That Council: <ol style="list-style-type: none"> 1. Does not adopt the Traffic Committee's recommendation. 2. Defers this item to the Council meeting on 26 November 2024 for further consideration.
Strategic Planning and Development Committee 7 November 2023	PD/5.4/23.11	That Council: <ol style="list-style-type: none"> 1. Adopts the Eastern Suburbs Electric Vehicle Infrastructure Strategy attached to the report. 2. Notes that the strategy will also be reported to Randwick City Council and Woollahra Municipal Council for approval.
Council 21 June 2022	CM/8.2/22.06	That Council: <ol style="list-style-type: none"> 1. Notes that: <ol style="list-style-type: none"> (a) An Electric Vehicle Transportation Policy was approved in February 2022, which covers the installation of electric vehicle (EV) charging stations in Waverley. (b) There will be approximately 13 public EV charging stations by the end of 2022. (c) A Federal Labor Government was elected in May with a mandate to increase EV ownership and a policy for increasing public EV charging stations. (d) Work has already been undertaken in collaboration with Randwick and Woollahra councils to roll out EV charging stations. 2. Officers prepare a report that investigates:

		<ul style="list-style-type: none"> (a) The State and Federal government policy for EV charging stations and any schemes or subsidies available to Council to build or support the building of a network of EV charging stations. (b) How there was a successful roll-out of EV charging stations in countries with dense urban populations that face similar challenges as Council. (c) The siting of strategic locations for EV charging stations with a roll-out to 2030 that includes estimated numbers of charging stations, timeline and financing options.
<p>Council 16 March 2021</p>	<p>CM/8.2/21.03</p>	<p>That Council:</p> <ol style="list-style-type: none"> 1. Notes that corporate and government fleets have the potential to drive the electric vehicle revolution in Australia, making up 52% of annual new vehicle sales. 2. Notes that commitments to fleet electrification are important as they can demonstrate vehicle demand to car makers, are an important source of supply to the second-hand market and provide impetus for the roll-out of charging infrastructure. 3. Notes the benefits of electric fleets: <ul style="list-style-type: none"> (a) Environmental: fleet decarbonisation shows a commitment to sustainable practices and dedication to action on climate change. It is also a way to meet sustainability commitments such as the 2015 Paris Agreement on Climate Change. (b) Economical: total cost of ownership calculations improve the business case for electric vehicles due to their lower operating costs. (c) Social and health: electric vehicles can lead to improved driver experiences and reduced driver fatigue as a result of less noise, fumes and vibrations. (d) Reputational: fleet electrification demonstrates an ethical and forward-thinking organisation that is on top of

		<p style="text-align: center;">emerging technologies.</p> <ol style="list-style-type: none"> 4. Sets a target of 100% of pool cars in Council’s passenger fleet be transitioned to electric vehicles (not hybrid) by 2025 and this target be included as part of Council’s new Environmental Action Plan. 5. Develops an electric vehicle policy by December 2021 that considers: <ol style="list-style-type: none"> (a) Increasing the number of charging stations and placing them in highly visible areas to alert residents to their availability for community use. (b) Placing charging stations at car share parking spaces. (c) EV-only parking bays. (d) Ensuring all of Council’s EV passenger fleet is highly branded identifying it as an EV, as this will show leadership in our commitment to reduce carbon emissions in our local government area. 6. Develops fact sheets and other materials to promote EV use to the community. 7. Investigates amending the Waverley Local Environmental Plan and/or Waverley Development Control Plan to include the requirement to provide charging stations in new strata buildings (80% of current charging is done at home). 8. Investigates reducing the staff vehicle selection list from 22 options by at least 50% (with electric/hybrid vehicles being given priority within the new list) and incentivising electric/hybrid vehicles as the preferred staff option, and undertakes consultation with senior staff to determine how this might be achieved without negative impacts to Council. 9. Officers report every six months, as per current practice, on the overall fuel efficiency of the passenger fleet as measured in average CO2 (g/km) per vehicle as defined by the Australian Government green vehicle guide.
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4. Discussion

Community consultation

Council officers undertook community consultation on the proposed public electric vehicle charging locations for two separate periods in September and October 2024. Consultation activities included signage installed at the proposed locations, letter drops to nearby residents and online promotions through eNews and social media. All communications directed residents to a 'Have Your Say' page shared by Waverley, Woollahra and Randwick Councils. This Have Your Say page included an interactive map for residents to review the proposed locations and write comments.

Council received 110 submissions via the Have Your Say page and via emails and phone calls. A summary of consultation and recommendations for each charger is attached to this report.

Based on the feedback received, Council officers have made recommendations to the Traffic Committee for each site to either

- Install the proposed signage.
- Not change signage.

Parking signage

This report recommends the installation of electric vehicle charging signage in designated charging spaces.

The charging stations installed throughout Waverley, Woollahra and Randwick include a mixture of designated and undesignated charging spaces. Designated electric vehicle charging spaces include a charger, as well as parking signage and line marking. These spaces are for electric vehicles only while charging. Charging is demonstrated by the charging cable being connected from the charger to the vehicle.

Times may apply for these parking rules. For example, in a '4P, Electric Vehicle Only, 8 am-8 pm' charging space, only an electric vehicle that is plugged into the charger can park here for up to four hours between 8 am and 8 pm. Outside these hours, any vehicle could park here, regardless of whether they are electric or non-electric. An example of the designated parking signage is shown in Figure 1.

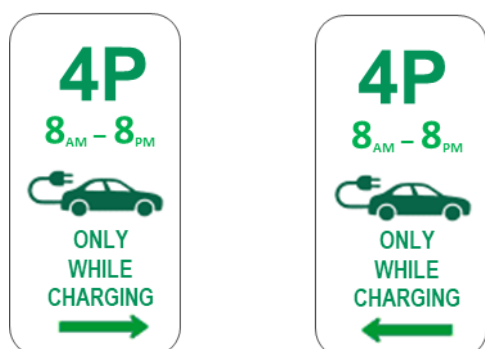


Figure 1. Example of designated parking signage.

However, some charging spaces, including some of those installed by PLUS ES, are undesignated. Any vehicle, including non-electric vehicles, can park there. Vehicles parked in these spaces must still follow the nearby parking signage. These sites are not included in the report as these spaces do not require any changes to signage.

Line marking

The Transport for NSW (TfNSW) line marking for designated charging spaces was updated in November 2024. The updated design is shown in Figure 2.

The TfNSW sign details state that ‘This sign is not a “prescribed traffic control device”. This sign may be installed by council on the network they manage without seeking traffic committee or written approval from Transport for NSW.’ The pavement marking dimensions of the symbol and layout are provided in the Traffic Signs Register. The symbol should be applied with a skid resistant material that meets the performance requirements of technical specification TS 03294.1. The colour of the symbol will be G13 Emerald, as specified in Australian Standard 2700.



Figure 2. Recommended line marking.

5. Financial Impact

For Council-owned and operated chargers, the costs associated with the electric vehicle charger installations, maintenance, signage and line marking are paid by Council with grant funding from the NSW Government.

For private companies EVX and PLUS ES, the costs associated with the electric vehicle charger installations, maintenance, signage and line marking will be covered by the installer. The private charging companies will also pay council an annual fee of \$440 (including GST) per designated AC charging spaces space per year.

6. Risks/Issues

Potential risks associated with the electric vehicle parking signage include:

- Underutilisation: If charging spaces are not used frequently by electric vehicle owners (without home charging), then the spaces may be vacant often and reduce parking availability in the area for non-electric vehicle owners.
- Insufficient parking times: electric vehicle owners may find that the parking times (typically 8 am-8 pm) are insufficient for them to access the electric vehicle charger and charge their vehicle.
- Low electric vehicle uptake: insufficient or limited availability of public electric vehicle chargers could impact Waverley LGA’s transition to electric vehicles. This could reduce Council’s ability to achieve its climate targets and may lead to electric vehicles only being accessible for residents with off-street parking.

To address these risks, Council can monitor the usage of public electric vehicle charging stations and adjust signage as required. In some locations where limited parking has been identified, only one of the two designated charging spaces has been recommended to proceed.

7. Attachments

1. Proposed EV charging locations - February 2025 [↓](#) .

REPORT
FC/5.3/25.02

Subject: Pedestrian Crossings and Footpath Improvements - Various Locations

TRIM No: A21/0042

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Andrew Best, Acting Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Approves the following pedestrian crossing and footpath enhancements, as set out in the report:
 - (a) Raised pedestrian crossing in Mitchell Street, North Bondi, south of Blair Street.
 - (b) Continuous footpath treatments in Mitchell Street, North Bondi, at Hastings Parade and at Ramsgate Avenue.
 - (c) Raised pedestrian crossing in York Road, Queens Park, north of Birrell Street.
 - (d) Pedestrian amenity works in Alfred Street and Hewlett Street, Bronte.
2. Delegates authority to the Executive Manager, Infrastructure Services, to refine the design concepts and develop a detailed design packages for construction.

1. Executive Summary

This report seeks Council approval of four pedestrian crossing and footpath enhancement projects located in various local government area (LGA) suburbs. The proposed projects are part of Council's ongoing commitment to enhance pedestrian safety and comfort and deliver the 40 km/h speed limit changes. The proposed projects also contribute to a number of Council strategic priorities and will benefit all street users.

Council officers have identified these projects based on past Council resolutions, strategic policy, needs assessments and community engagement. The funding for these projects has been and continues to be sought through state grant funding programs. Currently, the raised pedestrian crossing on Mitchell Street, south of Blair Street, has received full grant funding, and the continuous footpath treatments in Mitchell Street at Hastings Parade and at Ramsgate Avenue have received partial grant funding. Grant funding success is typically bolstered when local governments demonstrate formal Council approval as part of project submissions.

Subject to Council approval, the delivery timeline for the raised pedestrian crossing in Mitchell Street south of Blair Street is anticipated for mid-2025. The delivery timeline for the continuous footpath treatments in Mitchell Street at Hastings Parade and at Ramsgate Avenue is anticipated for late 2025

or early 2026. The timelines for the remaining projects are currently unknown and are subject to available grant funding.

2. Introduction/Background

About one third of trips occurring in the Waverley LGA are by walking only (including mobility devices). When considering access to and from public transport or vehicles, walking is a fundamental component of all trips. Waverley's People, Movement and Places Strategy acknowledged this, and it continues to identify pedestrians as the top priority. People, Movement and Places also established several walking related actions, including the need to:

- Improve walking and cycling access to schools.
- Ensure pedestrian crossing points on all sides of intersections.
- Improve accessibility for pedestrians, wheelchairs, prams, and mobility devices.

Council has implemented numerous crossings, streetscape, and footpath improvements since the adoption of People, Movement and Places. Council has also adopted additional strategic policy to support walking, including the 40k m/h speed limit implementation, the Disability Inclusion Action Plan and the Environmental Action Plan. Work is ongoing to develop Council's Walking Strategy, which will further guide walking enhancements. Based on this strategic policy, engagement with local public schools, ongoing input from residents, and specific Council resolutions (noted further below), Council officers have identified the need to deliver the following pedestrian crossing and footpath improvements:

- Raised pedestrian crossing in Mitchell Street south of Blair Street, North Bondi.
- Continuous footpath treatments in Mitchell Street at Hastings Parade and at Ramsgate Avenue, North Bondi.
- Raised pedestrian crossing in York Road north of Birrell Street, Queens Park.
- Pedestrian amenity works in Alfred Street and Hewlett Street, Bronte.

Upon Council approval, these projects can be implemented under the Temporary Delegation for Traffic Management and Pedestrian Works from the NSW Government. They do not require Traffic Committee input.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Finance, Operations and Community Services Committee 5 March 2024	FC/5.4/24.03	That Council: 1. Refers the petition to install speed humps and reduce the speed limit between 81 Hewlett Street and 99 Hewlett Street, Bronte, to the Executive Manager, Infrastructure Services, for consideration. 2. Officers consider measures to slow vehicles, improve pedestrian safety and prevent the narrow lower section of Hewlett Street being used as a 'rat run', including those suggested in the petition, and prepare a report to the Traffic Committee if action is required
Council	CM/6.1/22.05	That Council:

<p>17 May 2022</p>		<p>1. Notes that:</p> <ul style="list-style-type: none"> (a) Victoria Walks, an evidence-based health promotion charity, cites a dramatic decline in Australian school children walking to school since the 1970s, when 40% of children walked, in 1994 it was 24% and in 2021 it is thought to be as low as 15%. (b) The benefits of school students walking to school are significant, including improved physical and mental health, increased exercise, maintenance of healthy weight, improved confidence and independence in children, and reduced traffic congestion on roads. (c) Many schools in Waverley require students to cross busy main roads. <p>3. Investigates:</p> <ul style="list-style-type: none"> (a) The establishment of a series of safe walking routes to schools. (b) The types of safety and traffic signage to facilitate safely crossing busy streets and roads. (c) The traffic speeds and any adjustments that may be required to facilitate safe walking routes. (d) Consultation needs of key stakeholders, such as school principals, P&C associations, police and the broader community, and develops an outreach and community consultation strategy. (e) A time frame that will ensure successful stakeholder buy-in and implementation. (f) The required budget necessary for successful implementation and a funding source, including potential State and Federal grant funding. (g) Existing resources available through the NSW Government and other State and Territory governments.
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		<p>4. Receives a report on the proposed Walking to School study addressing the identified elements in clause 2, the recommended project plan and required funding.</p>
<p>Strategic Planning and Development Committee 3 March 2020</p>	<p>PD/5.3/20.03</p>	<p>That Council, in relation to the 40 km/h speed limit change project:</p> <ol style="list-style-type: none"> 1. Receives and notes the summary of community feedback attached to this report (Attachment 1). 2. Endorses the recommended traffic calming measures identified in Attachment 2 to this report. 3. Proceeds to detailed design of the recommended traffic calming measures, with a report to be considered by the Traffic Committee before proceeding to procurement for the construction phase.
<p>Council 19 March 2019</p>	<p>CM/8.7/19.03</p>	<p>That Council investigates improving the safety of pedestrians crossing at the intersection of Hewlett Street and Alfred Street at Hewlett Street Park, with a report to be prepared for consideration by the Waverley Traffic Committee.</p>
<p>Council 11 December 2018</p>	<p>CM/8.2/18.12</p>	<p>That Council:</p> <ol style="list-style-type: none"> 1. Investigates options for pedestrian crossings or pedestrian refuges along York Road. 2. Consults with relevant stakeholders including the Centennial Park Trust, Randwick Council and the City of Sydney. 3. Sends a delegation of the Mayor and Ward Councillors to meet with the Minister to discuss the safety issues for pedestrians and the installation of additional pedestrian crossings / refuges in York Road. 4. Officers report to Council on options and timelines. 5. Notes that: <ol style="list-style-type: none"> (a) York Road is a sub-arterial road and RMS and Council share responsibility. (b) A number of years ago, residents raised similar concerns and Council Officers

		<p>undertook a pedestrian safety audit/study. As a result of this study, pedestrian and vehicle safety devices were constructed. A number of kerb blisters and centre refuges were constructed adjacent to the Centennial Park entry gates to allow pedestrians to safely cross York Road. A total of four refuges were constructed.</p> <p>(c) As the crossing points did not meet the ‘RMS warrant’ for a pedestrian crossing, RMS would not allow the installation of pedestrian crossings. In addition, a speed hump was constructed on York Road north of York Place, a roundabout constructed at the Birrell Street intersection, a centre barrier kerb constructed on the bend between Ashton Street and Queens Park Road, and Ashton Street closed at York Road to north bound traffic.</p> <p>(d) Council officers affirm that RMS would not support additional works at this location.</p>
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4. Discussion

The map in Figure 1 below shows the proposed project locations. Further detailed information regarding key project benefits, considerations, and community input is provided in this section.

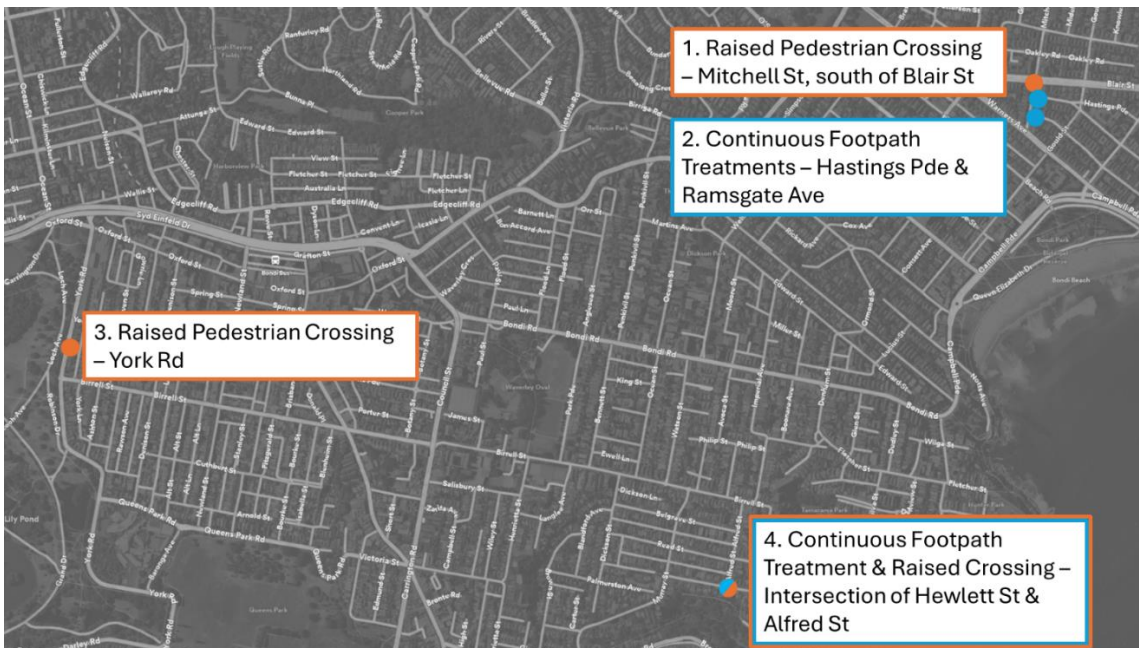


Figure 1. Map of proposed pedestrian infrastructure enhancements.

Raised pedestrian crossing in Mitchell Street, North Bondi, south of Blair Street

This treatment proposes to provide a raised pedestrian crossing on the south leg of the Mitchell Street roundabout intersection with Blair Street as shown in Figure 2 below and Attachment 1. The existing crossing opportunity does not facilitate pedestrian priority crossing or provide a median refuge. It is near several schools.

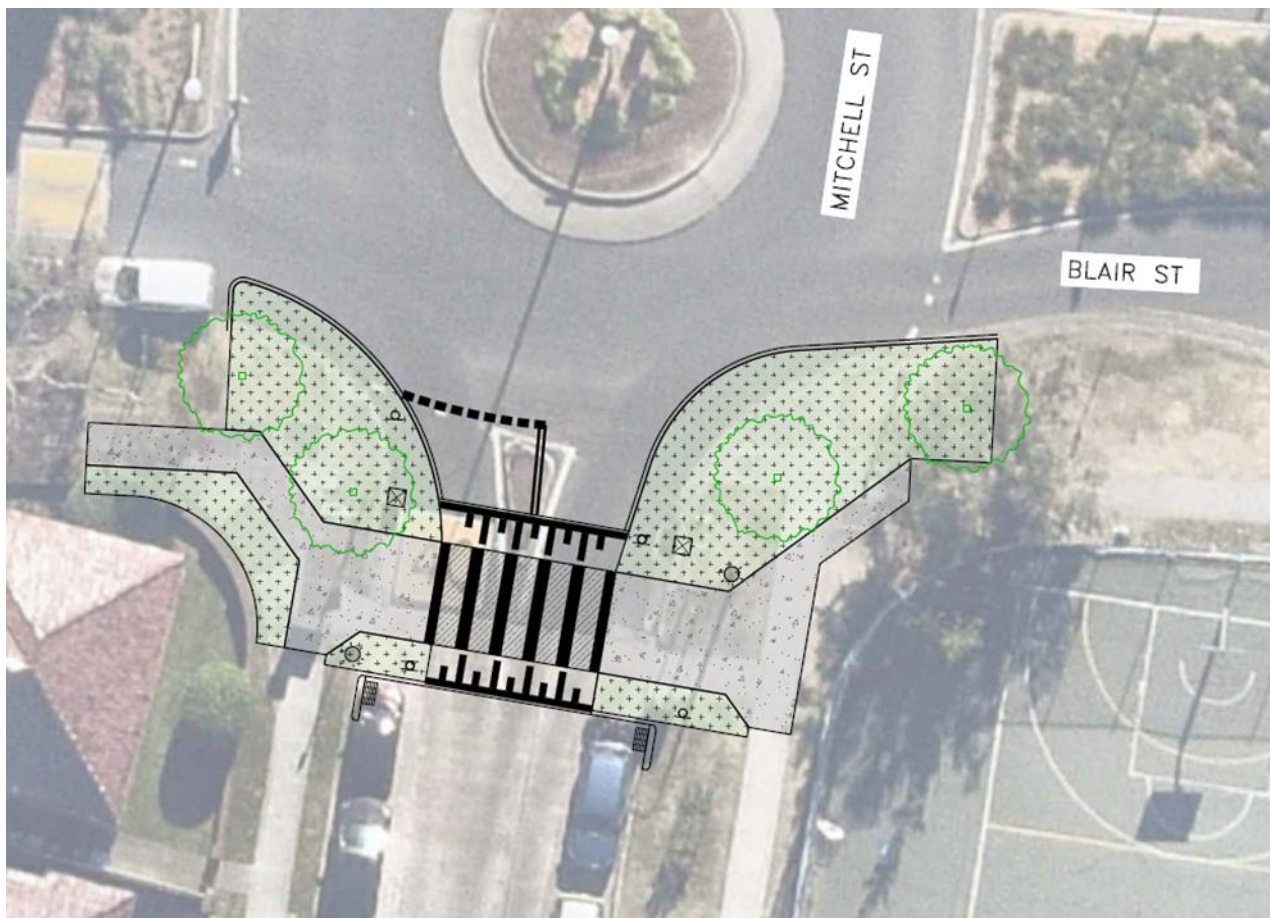


Figure 2. Raised pedestrian crossing in Mitchell Street, south of Blair Street.

Key benefits and considerations

- Provides a safer crossing opportunity that prioritises pedestrian movements along key walk to school routes in a school speed limit zone.
- Addresses an area with documented collision history, requiring that vehicles temper speeds entering and exiting the Blair Street and Mitchell Street roundabout.
- Complements the Council-approved installations of raised crossings on Blair Street both east and west of Mitchell Street, such that all three of these crossings form one project; these were part of the recently successful Get NSW Active funding grant.
- Provides additional greenspace and vegetation.

Community engagement and input

- Council officers undertook workshops with Bondi Beach Public School and Galilee Catholic in mid-2023 as part of Council's Safe Routes to School program.
- Council officers followed up with a more detailed, student-driven workshop in June 2024 at Bondi Beach Public School. Mitchell Street emerged as a key active transport route to school.
- The Bondi Local Area Traffic Management (LATM) study process received over 300 inputs from the community calling for safety improvements in Bondi Beach & North Bondi. Blair Street was

frequently mentioned. Combined with speeding and collision data, the Blair Street & Mitchell Street intersection emerged as a key focus area. The Bondi LATM study is being finalised in early 2025.

Continuous footpath treatments in Mitchell Street, North Bondi, at Hastings Parade and at Ramsgate Avenue

Continuous footpath treatments are proposed for Mitchell Street at Hastings Parade and at Ramsgate Avenue as shown in Figure 3 below and Attachment 2. The existing intersections are characterised by large corner turn radii, with excessively long crossing distances for people walking. Given their design similarity and adjacency, the two crossings are proposed to be delivered as one project.

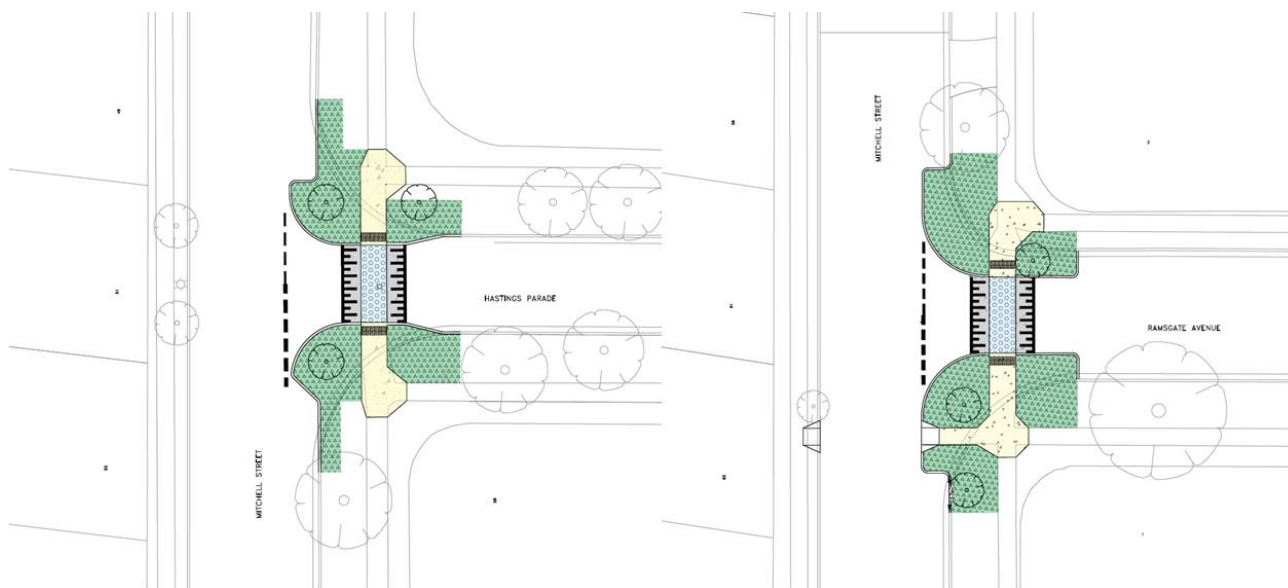


Figure 3. Continuous footpath treatments in Mitchell Street, North Bondi, at Hastings Parade and at Ramsgate Avenue.

Key benefits and considerations

- Provides a safer, more accessible and comfortable walking experience along a key route to area schools, including Galilee and Reddam House to the north, and Bondi Public School to the south-east.
- Removes the large existing turn radii at both intersections, such that vehicle turning speeds are tempered and pedestrian-vehicle sightlines are improved.
- These treatments, in combination with those at the Blair Street intersection, and future improvements currently being explored by Council at the Mitchell Street and Murrivierie Road intersection will establish Mitchell Street as a key walking street for all residents. Council was successful in recently (January 2025) receiving grant funding for 50% of the costs of these projects. Further grant funding is being sought.
- Facilitates additional kerb space to provide up to four more car parking spaces.
- Provides additional greenspace and increases surface permeability.

Community engagement and input

- Council officers undertook workshops with Bondi Beach Public School and Galilee Catholic in mid-2023 as part of Council's Safe Routes to School program.
- Council officers followed up with a more detailed, student-driven workshop in June 2024 at Bondi Beach Public School. Mitchell Street emerged as a key active transport route to school.

Raised pedestrian crossing in York Road, Queens Park, north of Birrell Street

The proposed raised pedestrian crossing at this location as shown in Figure 4 below and Attachment 3 would enhance an existing crossing currently facilitated by a pedestrian refuge. The existing crossing no longer meets standards and requires a larger street footprint than alternative crossing treatments. As part of the 40 km/h speed limit change studies, York Road was found to promote excessive vehicle speeds. A raised crossing will address these issues.

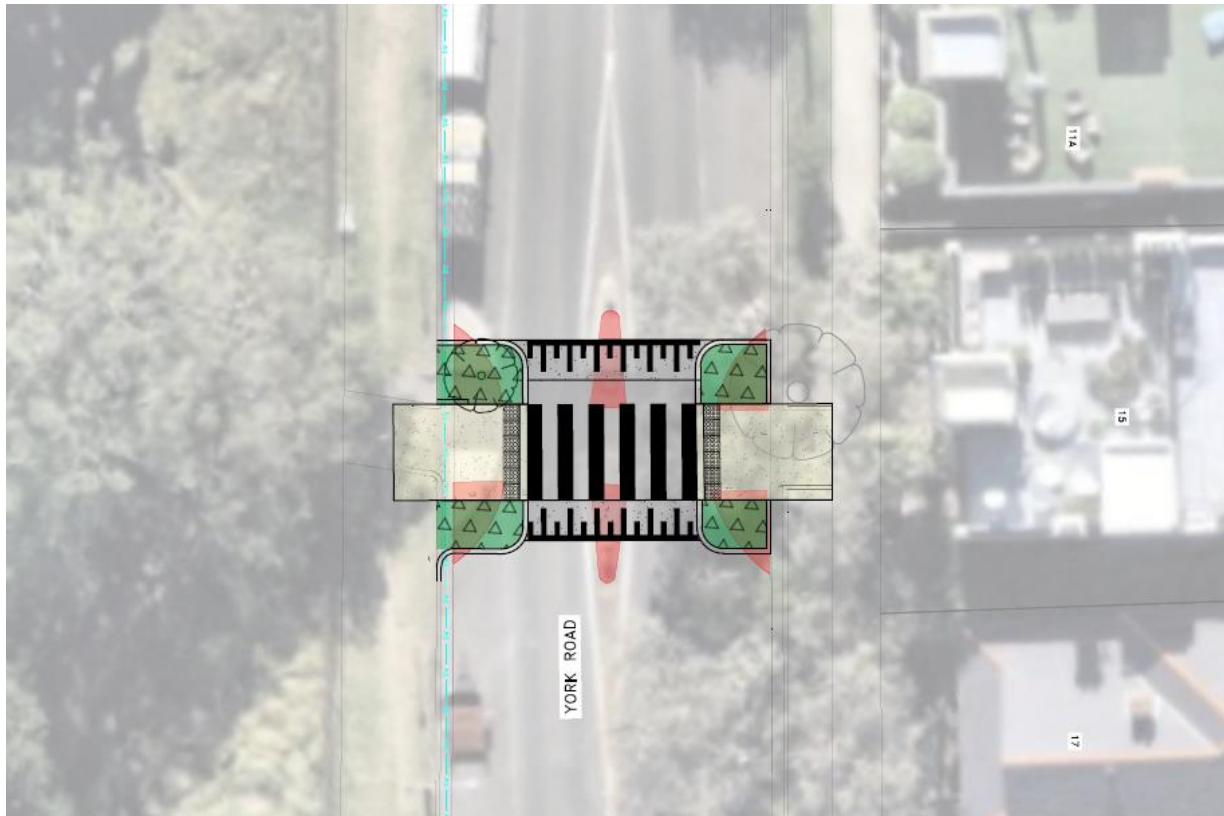


Figure 4. Raised pedestrian crossing in York Road, north of Birrell Street.

Key benefits and considerations

- Replaces an existing refuge crossing which is past its lifecycle and no longer aligned with the contemporary standards.
- Provides residents a prioritised crossing opportunity to access Centennial Park.
- Enables the ongoing implementation of the 40 km/h speed limit change in this part of the LGA.
- Facilitates additional kerb space to provide up to four additional car parking spaces (via removal of kerb islands north and south of the crossing no longer fit for purpose).

Community engagement and input

- From November 2019 to January 2020, Council undertook comprehensive community engagement as part of the 40 km/h speed limit changes, receiving significant support to reduce vehicular speed limits. This location was identified by the consultant report for potential treatment.
- Ongoing input from the community to enhance access to parks and green space, including through the development of the Community Strategic Plan.

Pedestrian amenity works in Alfred Street and Hewlett Street, Bronte

This pedestrian enhancement proposes a continuous footpath treatment (CFT) on Alfred Street, and a raised crossing at Hewlett Street as shown in Figure 5 below and Attachment 4. There is currently a high pedestrian crossing demand on both streets given the proximity to Bronte Public School, Bronte Beach, and local bus stops. There is currently no pedestrian priority crossing on Hewlett Street available, and the existing pram ramp at Alfred Street (west side), is misoriented to direct pedestrians into the carriageway.

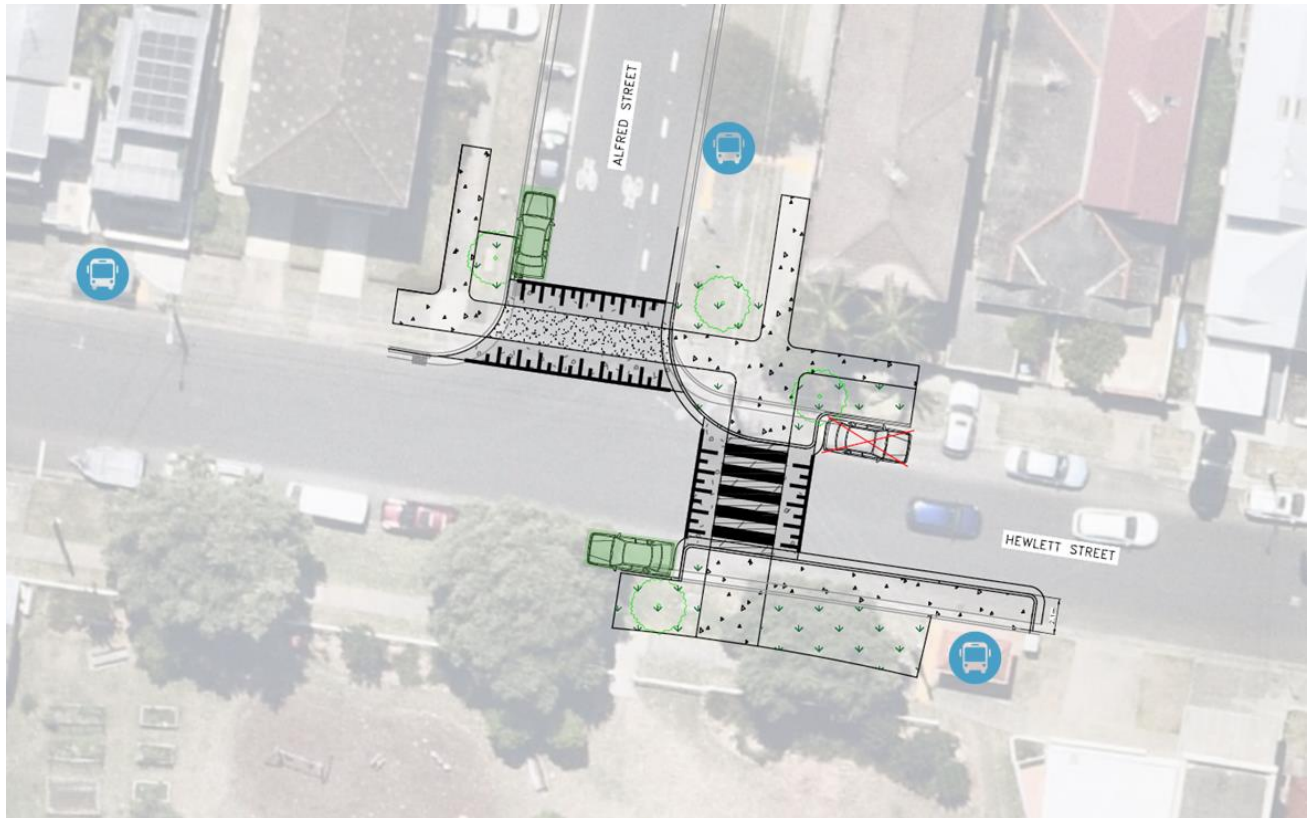


Figure 5. Pedestrian amenity works in Alfred Street and Hewlett Street.

Key benefits and considerations

- Provides a safer, seamless, and accessible walking experience for a key travel desire line, including for school children, and the large number of visitors to Bronte Beach. The continuous footpath treatment reinforces pedestrian crossing priority. The raised crossing provides pedestrian crossing priority to/from the Bronte Gully and the adjacent bus stop across Hewlett Street. Single day weekday counts in February 2021 (7.00 am-4.00 pm, rainy day), observed over 450 pedestrians crossing these locations.
- Provides a more accessible and comfortable bus stop experience for bus users and improves the operations of Route 362 by providing bus priority, because of the bus stop kerb extension.
- Encourages tempered vehicular travel speeds in an area of high pedestrian activity and in proximity to a school due to raised crossings and a narrower carriageway.
- Facilitates more kerb space to provide approximately one additional car parking space in the location.

Community engagement and input

- In August 2024, Council officers undertook a student-driven workshop with Bronte Public School as part of Council's Safe Routes to School program. Hewlett Street emerged as a key

route to school; Bronte Public School is located about 250 m west. The school has endorsed this treatment.

- Council has a history of resident requests for improvements in this area (Merit requests and petition noted above).

5. Financial Impact

All the proposed projects have been submitted to various grant funding programs, including Get NSW Active, Black Spot Program, and Safer Local Roads and Infrastructure Program. The pedestrian improvements are proposed to be delivered through state government grant programs as their applications become successful. The raised pedestrian crossing in Mitchell Street, south of Blair Street, has successfully received grant funding in 2024 through Get NSW Active. The continuous footpath treatments in Mitchell Street at Hastings Parade and at Ramsgate Avenue have received 50% grant funding from the Federal Government's Safer Local Roads and Infrastructure Program (SLRIP). Additional grant funding is being sought for the remaining portions. If these are unsuccessful in the short-term, further Council approval would be required to allocate the remaining portion from Council's own budgets.

6. Risks/Issues

No material risks are anticipated. Council has delivered numerous raised crossings and continuous footpath treatments. Residents continue to request these treatments across the LGA. These projects can be implemented under the Temporary Delegation for Traffic Management and Pedestrian Works from the NSW Government.

Subject to Council approval, adjacent residents will be notified of the proposed pedestrian safety enhancements once funding is obtained. Design refinements will be assessed and incorporated where possible while retaining the treatments' design intent. If major changes are required, further Council approval under the Temporary Delegation would be sought.

Council officers have consulted the bus operator (Transdev John Holland) to understand any concerns with the treatments located along bus routes. The operator raised no objections to the treatments insofar as they are designed to facilitate bus movements. For raised crossings, this typically means they are designed with a vertical profile that does not exceed 75 mm in height. Swept paths have also been assessed. These do not materially change from existing turning movement operations. As such, no issues are anticipated; however, Council officers will continue to work with buses and other partners in the event issues arise through further design work.

7. Attachments

1. Mitchell Street and Blair Street - Raised pedestrian crossing [↓](#)
2. Ramsgate Avenue and Hastings Parade at Mitchell Street - Continuous footpath treatments [↓](#)
3. York Road - Raised pedestrian crossing [↓](#)
4. Alfred Street and Hewlett Street intersection - Pedestrian amenity works [↓](#) .

