



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 MARCH 2025

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

Emily Scott
General Manager

Waverley Council
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Bondi Junction NSW 1355
DX 12006 Bondi Junction
Tel: 9083 8000
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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

2. Declarations of Pecuniary and Non-Pecuniary Interests

3. Addresses by Members of the Public

4. Confirmation of Minutes

FC/4.1/25.03	Confirmation of Minutes - Finance, Operations and Community Services Committee Meeting - 4 February 2025	5
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5. Reports

FC/5.1/25.03	Artwork Acquisition - Katthy Cavaleire, 'Transient Collage'	13
FC/5.2/25.03	Sydney 2000 Olympic Games Beach Volleyball Event - Commemoration of 25th Anniversary	15
FC/5.3/25.03	Leichhardt Street, Waverley - Traffic Calming - Consultation Outcomes	18
FC/5.4/25.03	Ruthven Street, Bondi Junction - Traffic Calming - Consultation Outcomes	51

6. Urgent Business

7. Closed Session 118

The following matters are proposed to be dealt with in closed session and have been distributed to Councillors separately with the agenda:

FC/7.1/25.03	CONFIDENTIAL REPORT - Part Lot 1 DP 120184, Clementson Park, Newland Street, Bondi Junction - Lease
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8. Resuming Open Session 120

9. Meeting Closure

CONFIRMATION OF MINUTES FC/4.1/25.03



Subject: Confirmation of Minutes - Finance, Operations and Community Services Committee Meeting - 4 February 2025

TRIM No: A25/0080

Manager: Richard Coelho, Executive Manager, Governance

RECOMMENDATION:

That Council confirms the minutes of the Finance, Operations and Community Services Committee meeting held on 4 February 2025 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 - 4 February 2025



**MINUTES OF THE FINANCE, OPERATIONS AND COMMUNITY SERVICES COMMITTEE MEETING
HELD AT THE BOOT FACTORY, SPRING STREET, BONDI JUNCTION ON
TUESDAY, 4 FEBRUARY 2025**

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
Councillor Dominic Wy Kanak	Bondi 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.

Cr Wy Kanak 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

There were no apologies.

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.

4. Confirmation of Minutes

FC/4.1/25.02 Confirmation of Minutes - Finance, Operations and Community Services Committee Meeting - 12 November 2024 (A23/0762)

MOTION / UNANIMOUS DECISION

Mover: Cr Nemesh

Seconder: Cr Spicer

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.

5. Reports

FC/5.1/25.02 Access and Inclusion Advisory Panel Meeting - Minutes - 21 November 2024 (A21/0096)

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood

Seconder: Cr Spicer

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

FC/5.2/25.02 Electric Vehicle Charging Stations (A17/0586)**MOTION**

Mover: Cr Nemesh

Seconded: Cr Frazer

That Council:

1. Installs electric vehicle charging signage and line marking at the locations set out in the attachment to the report, subject to the following amendments:
 - (a) Page 25 of the agenda, site 4, Bronte Beach Cutting car parking, off Bronte Road, Bronte – Defer to the next Council meeting.
 - (b) Page 25 of the agenda, site 5, 35–37 Ocean Street, Bondi – Reduce to one charging space.
 - (c) Page 26 of the agenda, site 6, Waverley Oval, opposite 159 Birrell Street, Waverley – Reduce to one charging space.
 - (d) Page 26 of the agenda, site 7, Dudley Page Reserve, opposite 5 Portland Street, Dover Heights – Reduce to one charging space.
 - (e) Page 26 of the agenda, site 9, 365 Bronte Road, Bronte – Defer to the next Council meeting.
 - (f) Page 26 of the agenda, site 10, corner of Military Road and Blair Street, North Bondi – Defer to the next Council meeting.
 - (g) Page 26 of the agenda, site 11, corner of Church Street and Carrington Road, Waverley – Defer to the next Council meeting.
 - (h) Page 26 of the agenda, site 12, 429–433 Old South Head Road, Rose Bay – Defer to the next Council meeting.
 - (i) Page 27 of the agenda, site 13, Rose Bay shops, 66 Dover Road, Rose Bay – Defer to the next Council meeting.
 - (j) Page 27 of the agenda, site 14, Kenilworth Street, adjacent to 17 Flood Street, Bondi – Defer to the next Council meeting.
 - (k) Page 27 of the agenda, site 15, York Place, opposite 1 York Road, Bondi Junction – Defer to the next Council meeting.
 - (l) Page 27 of the agenda, site 16, St James Reserve, 38–52 St James Road, Bondi Junction – Defer to the next Council meeting.
 - (m) Page 27 of the agenda, site 17, Glen Street, adjacent to 16 Fletcher Street, Tamarama – Defer to the next Council meeting.
 - (n) Page 27 of the agenda, site 18, Bondi Junction, opposite 4 Stanley Street, Queens Park – Defer to the next Council meeting.
 - (o) Page 27 of the agenda, site 19, Diamond Bay Bowling Club, opposite 2 Diamond Bay

Road, Vaucluse – Defer to the next Council meeting.

- (p) Page 28 of the agenda, site 20, Gibson Street Reserve, Brown Street, Bronte – Defer to the next Council meeting.
- (q) Page 28 of the agenda, site 21, 229 Denison Street, Queens Park – Defer to the next Council meeting.
- (r) Page 28 of the agenda, site 22, Marlborough Reserve, opposite 54 Brown Street, Bronte – Defer to the next Council meeting.
- (s) Page 28 of the agenda, site 25, 3 The Avenue, Rose Bay – Defer to the next Council meeting.

2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the signage should on-site circumstances warrant changes.

THE MOVER OF THE MOTION ACCEPTED THE ADDITION OF A NEW CLAUSE 1(t) AND TWO NEW CLAUSES.

THE MOTION AS AMENDED WAS THEN PUT AND DECLARED CARRIED UNANIMOUSLY.

UNANIMOUS DECISION

That Council:

1. Installs electric vehicle (EV) charging signage and line marking at the locations set out in the attachment to the report, subject to the following amendments:
 - (a) Page 25 of the agenda, site 4, Bronte Beach Cutting car parking, off Bronte Road, Bronte – Defer to the next Council meeting.
 - (b) Page 25 of the agenda, site 5, 35–37 Ocean Street, Bondi – Reduce to one charging space.
 - (c) Page 26 of the agenda, site 6, Waverley Oval, opposite 159 Birrell Street, Waverley – Reduce to one charging space.
 - (d) Page 26 of the agenda, site 7, Dudley Page Reserve, opposite 5 Portland Street, Dover Heights – Reduce to one charging space.
 - (e) Page 26 of the agenda, site 9, 365 Bronte Road, Bronte – Defer to the next Council meeting.
 - (f) Page 26 of the agenda, site 10, corner of Military Road and Blair Street, North Bondi – Defer to the next Council meeting.
 - (g) Page 26 of the agenda, site 11, corner of Church Street and Carrington Road, Waverley – Defer to the next Council meeting.
 - (h) Page 26 of the agenda, site 12, 429–433 Old South Head Road, Rose Bay – Defer to the next Council meeting.
 - (i) Page 27 of the agenda, site 13, Rose Bay shops, 66 Dover Road, Rose Bay – Defer to the

next Council meeting.

- (j) Page 27 of the agenda, site 14, Kenilworth Street, adjacent to 17 Flood Street, Bondi – Defer to the next Council meeting.
 - (k) Page 27 of the agenda, site 15, York Place, opposite 1 York Road, Bondi Junction – Defer to the next Council meeting.
 - (l) Page 27 of the agenda, site 16, St James Reserve, 38–52 St James Road, Bondi Junction – Defer to the next Council meeting.
 - (m) Page 27 of the agenda, site 17, Glen Street, adjacent to 16 Fletcher Street, Tamarama – Defer to the next Council meeting.
 - (n) Page 27 of the agenda, site 18, Bondi Junction, opposite 4 Stanley Street, Queens Park – Defer to the next Council meeting.
 - (o) Page 27 of the agenda, site 19, Diamond Bay Bowling Club, opposite 2 Diamond Bay Road, Vaucluse – Defer to the next Council meeting.
 - (p) Page 28 of the agenda, site 20, Gibson Street Reserve, Brown Street, Bronte – Defer to the next Council meeting.
 - (q) Page 28 of the agenda, site 21, 229 Denison Street, Queens Park – Defer to the next Council meeting.
 - (r) Page 28 of the agenda, site 22, Marlborough Reserve, opposite 54 Brown Street, Bronte – Defer to the next Council meeting.
 - (s) Page 28 of the agenda, site 25, 3 The Avenue, Rose Bay – Defer to the next Council meeting.
 - (t) Page 25 of the agenda, site 3, Waverley Cemetery, Trafalgar Street, opposite 7 Collingwood Street, Bronte – Defer to next Council meeting.
2. Officers develop a formal monitoring system of EV charging spaces that collects:
- (a) Data on the utilisation of EV charging parking spaces.
 - (b) Data on compliance with parking restrictions.
 - (c) Other relevant data that will assist in the analysis of usage.
3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the signage should on-site circumstances warrant changes.
4. Officers prepare a report to Council in July 2025 with an analysis of EV charging space usage and associated issues.

**FC/5.3/25.02 Pedestrian Crossings and Footpath Improvements - Various Locations
(A21/0042)****MOTION**

Mover: Cr Nemesh
Seconded: Cr Stephenson

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.

THE MOVER OF THE MOTION ACCEPTED THE ADDITION OF A NEW CLAUSE.

THE MOTION WAS THEN PUT AND DECLARED CARRIED UNANIMOUSLY.

UNANIMOUS DECISION

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. Notes that the tree species to be selected will have a minimum canopy clearance of two metres to ensure sight lines remain unobstructed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to refine the design concepts and develop a detailed design packages for construction.

6. Urgent Business

There was no urgent business.

7. Meeting Closure

THE MEETING CLOSED AT 7.38 PM.

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SIGNED AND CONFIRMED
CHAIR
4 MARCH 2025

REPORT

FC/5.1/25.03



Subject: Artwork Acquisition - Katthy Cavaleire, 'Transient Collage'

TRIM No: A23/0398

Manager: Tanya Goldberg, Executive Manager, Arts, Culture and Events

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

RECOMMENDATION:

That Council accepts the donation of Katthy Cavaliere's artwork *Transient Collage* (2000) to the Waverley Council Art Collection.

1. Executive Summary

This report provides details on the proposed gifting of an artwork from the bequest of renowned Australian contemporary artist Katthy Cavaliere for acquisition into Council's art collection.

2. Introduction/Background

Council has an art collection that includes public and fine art. Council acquires works through the Waverley Art Prize's acquisitive main prize provision, and via appropriate gifts and donations.

Gifts and donations are reviewed by the Arts, Culture and Creativity Advisory Committee with a recommendation made to Council for consideration regarding acceptance into the Waverley Art Collection. Council's Acquisition and Deaccessioning Guidelines for the Waverley Council Art Collection provides criteria against which all proposed gifted artworks are to be considered.

3. Relevant Council Resolutions

Nil.

4. Discussion

Katthy Cavaliere was an Italian-born Australian artist working across performance, installation, photography, video, film, and drawing. Cavaliere's work is held in the collections of the Art Gallery of NSW, Art Gallery of South Australia, National Gallery of Victoria, Heide Museum of Modern Art, Museum of Old and New Art, Artbank, University of Queensland Art Museum, Monash Gallery of Art and numerous regional galleries. Born in 1972, Cavaliere died in 2012. Her bequest also funds awards for performance artists to develop new work.

The Acquisition and Deaccessioning Guidelines require incoming works to be considered against the following criteria:

- Artistic merit of the object.
- Relevance and importance to the Waverley area.
- Ability to enhance the scope of the collection.

- Verified provenance.
- Unconditional donation or purchase with valid and clearly verifiable legal title.
- Necessary resources allocated to resolve all foreseeable issues related to conservation, presentation, and storage as part of the acquisition.
- Purchased works, donations, and loans must be accompanied by a valuation certificate for insurance purposes, alongside a maintenance manual and conservation plan.
- No more appropriate agency exists to house the artwork.

The Arts, Culture and Creativity Advisory Committee reviewed the donation against the criteria outlined in the Acquisition and Deaccessioning Guidelines at its meeting held on 13 March 2024.

The proposed donation, a Katthy Cavaliere digital print, *Transient Collage* (2000), printed 2016, is a limited edition 3/3 and was gifted to Council via Katthy Cavaliere's bequest. The artwork is in three editions. The other two editions reside in the HOTA (Home of the Arts) Collection, Gold Coast, and the Cruthers Collection of Women's Art, University of Western Australia.

This work, made in the Eastern Suburbs, is of significant merit to the artist's practice, holds relevance to the Eastern Suburbs of Sydney and brings exceptional merit to Waverley's broader collection. The provenance is clear, it is an unconditional donation accompanied by a legal valuation certificate, and while Council would need to frame the work these costs have been identified within the existing Arts and Culture budget allocation. It is noted that the artwork's maintenance is suitable for Council's collection.

The recommendation of the Arts, Culture and Creativity Committee is for Council to accept the donation of this artwork for the Waverley Art Collection.

5. Financial Impact

The cost of museum-grade framing is approximately \$1,700 and is considered partial to the value of the artwork as an addition to the overall collection. This also ensures the print will be properly maintained for public display and posterity.

Funds have been identified in the existing Arts and Culture budget.

6. Risks/Issues

The only identified risk outlined by a member of the Waverley Arts, Culture and Creativity Committee was the ongoing maintenance and upkeep requirements of the print itself. It was requested that staff investigate the material nature of the print and its upkeep requirements. Officers discussed the material nature of the print with representatives of the Katthy Cavaliere estate and resolved that maintenance requirements of the print are suitably managed by the provision of museum-grade framing. The quality of the framing ensures the maintenance and upkeep of the print, noting the framing also gives provisions for the print to be exhibited publicly in community venues for the broader community to enjoy as part of the overall Waverley Council Art Collection.

7. Attachments

Nil.

REPORT
FC/5.2/25.03

Subject: Sydney 2000 Olympic Games Beach Volleyball Event - Commemoration of 25th Anniversary

TRIM No: A25/0248

Manager: Alistair Graham, Executive Manager, Community, Library and Recreation Venues

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

RECOMMENDATION:

That Council commemorates the 25th anniversary of the beach volleyball event held during the Sydney 2000 Olympic Games by:

1. Nominating the event for a Blue Plaque.
2. Acknowledging and celebrating the event during the Festival of the Winds on 14 September 2025.

1. Executive Summary

Council officers have been asked to investigate options for acknowledging the 25th anniversary of the beach volleyball competition held at Bondi Beach during the Sydney 2000 Olympic Games. It is proposed that Council commemorates the milestone by nominating the event for a Blue Plaque (as requested) and by recognising the anniversary at the Festival of the Winds on 14 September 2025.

2. Introduction/Background

The Sydney 2000 Olympic Games marked a significant chapter in the history of both Australia and the global sporting community. One of the most memorable and iconic events held during these Olympics was the beach volleyball competition at Bondi Beach.

As the 25th anniversary of this historic event approaches, it has been requested to investigate options for commemoration at Bondi Beach, including through the NSW Government's Blue Plaques program.

Recognition is intended to honour our local history and the role of the Waverley community in the Sydney 2000 Olympic Games while providing an opportunity for education and cultural enrichment for our residents and visitors.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 16 July 2024	CM/8.4/24.07	That Council: 1. Investigates the feasibility of nominating a Blue Plaque or other commemorative plaque at Bondi Beach to commemorate the 25th anniversary of the

		<p>beach volleyball event held during the Sydney 2000 Olympic Games.</p> <p>2. Officers prepare a report to Council on the investigation findings, including recommendations for the next steps.</p>
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4. Discussion

The Blue Plaques program is administered through Heritage NSW. Public nominations are called for in May each year and close in June. Heritage NSW and independent historians then evaluate nominations based on the eligibility criteria. A People's Choice category is also offered. To be eligible, the nomination must:

- Relate to a person, people or event that has made a lasting impact on a community in NSW or NSW as a whole.
- Be appropriate, sensitive and engaging to a wide audience.
- Relate to a person or people who passed away more than 20 years ago, or an event which occurred more than 20 years ago.
- Have a location in NSW for the blue plaque that is publicly accessible and has a direct connection to the person, people or event.

The Sydney 2000 Olympic beach volleyball competition would likely meet these criteria. Council could submit a nomination to the program in the next round to recognise the event. However, only 15-20 blue plaques are announced each year with only 49 installed in NSW so far. Waverley already has a Blue Plaque for Bondi Surf Bathing Life Saving Club (2024) and has recently been advised that a plaque will be installed at Bondi Pavilion this year recognising the Building Bridges Concert held in the Courtyard in 1988 to mark the Bicentenary.

To recognise the 25th anniversary, it is proposed that it be celebrated at the Festival of the Winds event on 14 September 2025. The Olympic beach volleyball competition was held between 16-25 September 2000, which is the corresponding weekend of Festival of Winds, thereby reinforcing its significance and relevance to the event. The milestone would be acknowledged during official proceedings throughout the day, as well as the programming with marketing in the lead up to the event and on Council's platforms. Festival of the Winds is one of Council's highest profile events and would provide a great opportunity to celebrate the anniversary.

The Olympic beach volleyball competition is also commemorated through the Bondi Story Room (BSR), including on the dedicated BSR website, which is available for viewing by anyone.

5. Financial Impact

There would be no financial implications for Council for a Blue Plaque as all costs are met by Heritage NSW. Festival of the Winds has a dedicated budget that could incorporate recognition of the anniversary.

6. Risks/Issues

The Blue Plaques program is administered through Heritage NSW and there is no guarantee the Sydney 2000 Olympic beach volleyball competition will be selected for recognition through a plaque. If unsuccessful, the event could be submitted in future rounds for consideration. Further, while celebrating the 25th anniversary at Festival of the Winds provides a great opportunity for recognition at a high profile and popular Council event, it does not provide a permanent or ongoing commemoration

of the Olympic beach volleyball competition as requested by some members of the local community. There is an additional risk that many places, people and events in Waverley are worthy of commemoration, which could result in requests for numerous plaques not only requiring budget and maintenance but some residents may see them as clutter of open space.

7. Attachments

Nil.

REPORT
FC/5.3/25.03

Subject: Leichhardt Street, Waverley - Traffic Calming - Consultation Outcomes

TRIM No: A20/0069

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Notes that the speed limit in Leichhardt Street, Waverley, will reduce to 40 km/h in the next four to six months, in accordance with the 40 km/h speed limit changes south of Bond Road.
2. Consults the community on the following three options to improve traffic calming in Leichhardt Street, as set out in the report:
 - (a) Option 1 – Traffic calming devices.
 - (b) Option 2 – One-way southbound and traffic calming devices.
 - (c) Option 3 – One-way northbound.
3. Officers prepare a report to Council on the outcome.

1. Executive Summary

In response to a petition from local residents along Leichhardt Street concerned about traffic issues and pedestrian safety, Council embarked on a process to better understand the nature of the issues and broader community concerns. As such, Council officers administered a resident survey at the end of 2024 seeking to understand key issues and priorities. The resident survey received 78 responses. Major findings include:

- There is strong support for reducing vehicle speeds on Leichhardt Street.
- Although more respondents favoured diverting traffic away from Leichhardt Street (e.g. a one-way treatment), views are less clear-cut and vary between residents from different streets.
- Respondents noted the difficulty of navigating the intersection of Leichhardt Street and Macpherson Street on foot.

A review of the existing conditions and traffic assessment has found that:

- Traffic volume on Leichhardt Street is typical of a residential street in an urban environment. No excessive traffic issue is identified.
- Traffic modelling shows a one-way Leichhardt Street will likely see increased traffic on adjacent streets, including Macpherson Street, Albion Street and Arden Street.

- Movement around the roundabout at Leichhardt Street and Macpherson Street will improve.

Based on technical analysis, the results of the resident survey, and a review of past input and policy, three potential traffic calming options for Leichhardt Street between Macpherson Street and Varna Street options have been developed. This includes:

- Option 1 – Traffic calming devices.
- Option 2 – One-way southbound and traffic calming devices.
- Option 3 – One-way northbound.

Officers also considered a full closure of Leichhardt Street at Macpherson Street, but this has been excluded given the significant additional traffic the closure would create on Arden Street. This report recommends a second round of community engagement with three treatment options.

2. Introduction/Background

Council received several petitions and requests from local residents regarding traffic volume and speeding issues on Leichhardt Street, between Macpherson Street and Varna Street, Waverley. The petition also covered school traffic impact during peak hours. Council resolved to investigate these issues in October 2022.

Following a pedestrian fatality on nearby Varna Street in 2023 (within the Randwick local government area), local residents expressed further concern with vehicular traffic issues on Leichhardt Street. The police report associated with the incident indicated no direct link with traffic on Leichhardt Street.

Separately, the pedestrian fatality was investigated by Randwick Council. Additional traffic signs and line markings have since been installed on Varna Street to improve safety. Randwick Council considered traffic volume on Varna Street to be typical for the type of street that it is. See the minutes of the Randwick Traffic Committee meeting held on 14 November 2023.

The section of Leichhardt Street between Macpherson Street and Varna Street is identified as a bike route providing connection with the Randwick local government area (LGA). Although much of Leichhardt Street contains a footpath on only the eastern side, pedestrians also make frequent use of Leichhardt Street to access Varna Park and other nearby destinations. The needs of these users are also a key consideration as part of the traffic concerns on the street.

Improvements to the north and west legs of the Macpherson Street and Leichhardt Street roundabout were completed in mid-2024. However, the south leg of the roundabout continues to be a concern and can be challenging for many users to cross.

3. Relevant Council Resolutions

Council Meeting	Item No.	Resolution
Traffic Committee 26 October 2023	TC/C.03/23.11	<p><i>Council adopted the recommendation below.</i></p> <p>That Council:</p> <ol style="list-style-type: none"> Upgrades the pedestrian crossing facilities at the western and northern approaches of the intersection of Leichhardt Street and Macpherson Street, Bronte, in accordance with the design attached to the report (Attachment 1).

		<ol style="list-style-type: none"> 2. Delegates authority to Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes. 3. Notes that the pedestrian crossing facilities at the eastern and southern approaches will be assessed independently in financial year 2024–25 and a proposal will be reported to a future meeting of the Traffic Committee.
Council 18 October 2022	CM/7.6/22.10	<p>That Council:</p> <ol style="list-style-type: none"> 1. Refers the petition requesting safety improvements to Leichhardt Street, Bronte/Waverley, from Macpherson Street to Varna Street, to the Director, Assets and Operations, for consideration. 2. Officers prepare a report to Council on the consideration of the petition.

4. Discussion

Background

A resident survey was administered at the end of 2024 to better understand concerns and priorities by local residents related to traffic issues on Leichhardt Street, and to help scope potential traffic treatment measures for the next stage of community engagement.

The survey was letterbox-dropped to residences located in the study area shown in Figure 1 below. This targeted approach sought to gain input from those residents most likely to be impacted; however, the Have Your Say page was open to all those with an interest in the matter. This survey received 78 responses, including residents from the Randwick LGA that are within the affected area. Nearby schools were also informed of this survey.

A summary of this consultation is included in Attachment 1.



Figure 1. Survey area.

Resident survey findings

Findings from the resident survey include:

- There is strong support for reducing vehicle speeds on Leichhardt Street. Traffic calming measures near the intersection of Leichhardt Street and Barclay Street are supported by residents located along these streets and also across the board.
- Although more respondents supported diverting traffic away from Leichhardt Street (e.g. through restricted access such as a one-way treatment), the views are more mixed. The majority of respondents from Leichhardt Street and Barclay Street are in support of diverting traffic away from Leichhardt Street; the majority view of residents on adjacent streets are not in support of this change.
- Respondents noted that the intersection of Leichhardt Street and Macpherson Street is difficult to navigate on foot. Issues include heavy traffic, lack of pedestrian crossing facilities, and missing kerb ramps.

Overall, survey respondents see traffic speeds as a more significant issue, when compared to traffic volume on Leichhardt Street. Additionally, there was strong support among respondents to continue restricting on-street parking of boats and large vehicles. Vehicle congestion on Leichhardt Street near the intersection with Macpherson Street was also noted by respondents as an issue.

Existing traffic conditions

Figure 2 below provides information on existing vehicular travel speeds in the study area. Vehicle speeds on Leichhardt Streets are elevated near Barclay Street, but generally remain within the 50 km/h speed limit. Speeds are higher in the south-bound (downhill) direction, and lower in the north-bound (uphill) direction. The speeds captured in Figure 2 are anticipated to be further tempered with the implementation of 40 km/h area speed limits in mid-2025 south of Bondi Road.

Based on data and on-site observation, approximately 1,900 vehicles travel on this section of Leichhardt Street per day. This traffic volume is considered typical of a local street in an urban environment (Transport for NSW, Design of Roads and Streets Manual, 2024). With respect to comparative LGA streets, excessive vehicular traffic is not considered to be a key issue at this location. This aligns with traffic counts undertaken by Randwick Council downstream of Leichhardt Street on Varna Street, which identified no excessive vehicular traffic issues. Apart from the 2023 pedestrian fatality on Varna Street, no other pedestrian crashes were recorded in or near the area between 2016 and 2024. This indicates the street is not resulting in undue safety outcomes, although this does not mean that it feels comfortable for residents.

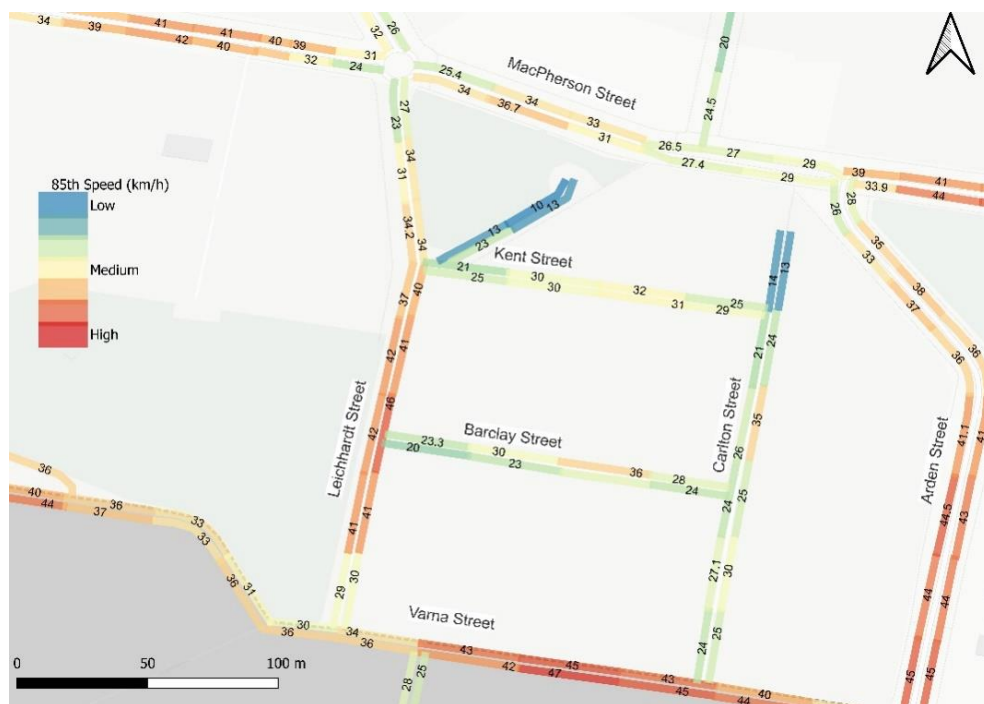


Figure 2. Directional 85th percentile speeds (Based on 2024 data).

Proposed treatment options

Based on technical analysis and the outcomes of the initial resident survey, the treatment options summarised in Table 1 below are proposed. Given the need to improve the crossing at the Leichhardt Street and Macpherson Street roundabout (south leg), all options include a treatment at this location.

Table 1. Proposed traffic calming options.

	Treatment short name	Traffic volume/traffic diversion	Traffic calming	Pedestrian treatment at Leichhardt St & Macpherson St
Option 1	Traffic calming devices		Traffic calming on Leichhardt St near Barclay St	Kerb ramps, pedestrian crossing
Option 2	One-way southbound & traffic calming devices	One-way southbound (downhill)	Traffic calming on Leichhardt St near Barclay St	Kerb extension, kerb ramps
Option 3	One-way northbound	One-way northbound (uphill)	-	Kerb extension, kerb ramps

Each of the options have pros and cons. Table 2 below shows a high-level comparative evaluation of the different treatment options. Additional detail for each option is provided further below.

Table 2. Options - Comparative evaluation

	Speed reduction (higher is preferred)	Traffic volume reduction (higher is preferred)	Detour for cars (lower is preferred)	Cost of construction* (lower is preferred)	Ease of implementation* (higher is preferred)
Option 1 - Traffic calming devices	High	Low	Low	Medium	High
Option 2 - One-way southbound & traffic calming devices	Medium-high	Medium	High	Medium	Medium
Option 3 - One-way northbound	Medium	Medium	High	Low	Medium

*Refer to Risks/Issues section below

Traffic diversion impact from a one-way treatment

Figure 3 below illustrates anticipated traffic diversion rates (in percentage) from the implementation of one-way treatments. The diversion rates are anticipated to be similar whether the one-way is in the northbound or southbound direction, when considering daily traffic volumes. Given impact to school vehicular travel, the one-way treatment options will have different hourly traffic volume impacts.

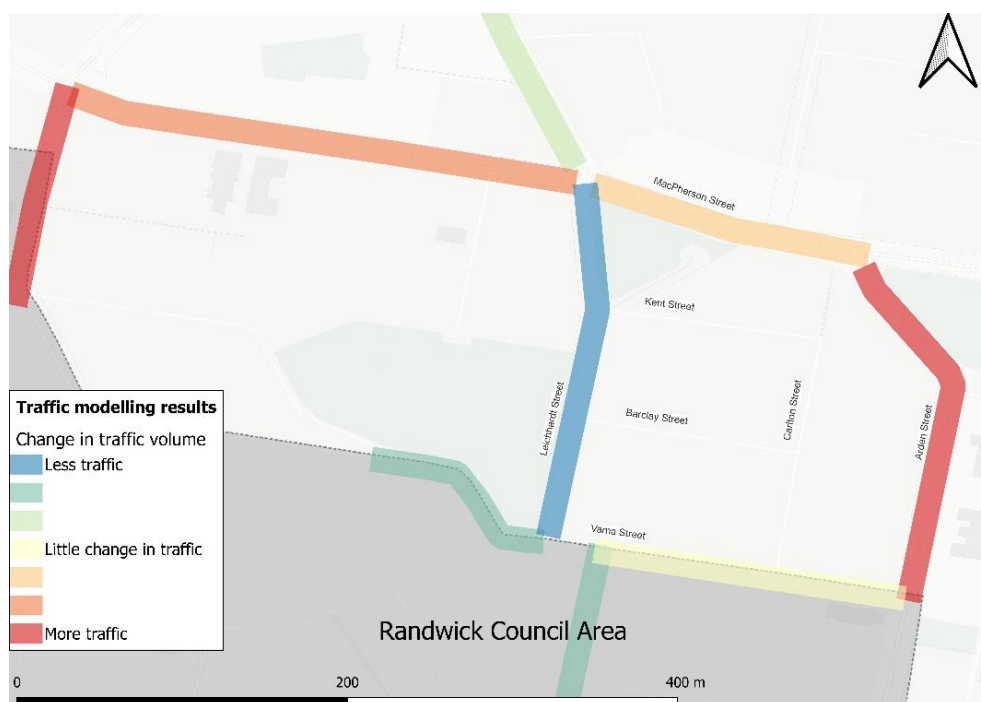


Figure 3. Modelled change in daily traffic volume – One-way Leichhardt Street (based on 2024 vehicular origin-destination trips data).

Options that consider conversion of Leichhardt Street to a one-way will result in re-routing of existing vehicular traffic and affect traffic volume on adjacent streets. Traffic modelling based on existing vehicular trips show that with a one-way treatment, traffic volume will increase on Albion Street (approximately 6.0% to existing traffic volume) and Arden Street (approximately 5.0%). Traffic on Macpherson Street is also expected to increase (5.0% to the west, and 4.5% to the east of Leichhardt Street). Knox Street and Leichhardt Street north of Macpherson Street are expected to have reduced traffic volume.

In addition to changing traffic patterns and diverting traffic to adjacent streets, a one-way treatment will increase vehicular travel distances for most local residents and also some currently passing through.

The conversion of the existing street into a one-way is anticipated to result in increased speeds in the absence of further traffic calming measures (Austroads Guide to Traffic Management Part 5; Institute of Transportation Engineers). In these cases, the effective travel way width becomes wider, which promotes higher vehicular speeds. This outcome is of a particular concern in the downhill direction. This is why a southbound (downhill) one-way conversion is also proposed to be supported with additional traffic calming devices (Option 2). The northbound (uphill) direction may act as a natural traffic calming measure. As such, the one-way northbound option does not propose additional traffic calming measures located midblock (in the proximity of the Barclay Street intersection).

The following section maps each of the potential treatment options and provides further detail, including example pictures. These are conceptual in nature and do not indicate final plans. This information is also proposed to be provided as part of the next round of community engagement.

Option 1 – Traffic calming devices

Figure 4. Option 1 – Traffic calming devices.

Advantages

- Greater speed reduction in both directions than other options.
- Minimal impact on vehicle traffic other than speed.
- Relatively straightforward implementation, does not require approval from Transport for NSW (TfNSW) and support from Randwick Council and can be undertaken under Council's Delegation for Traffic Management and Pedestrian Works.
- Initial support for traffic calming at this location expressed by local residents.

Disadvantages

- Traffic calming devices alone will have limited traffic volume reduction impacts.
- No effect on the vehicle congestion/conflict issue at the top end of Leichhardt Street and at the Macpherson Street roundabout.
- Localised streetscape changes that may impact some residents more than others.

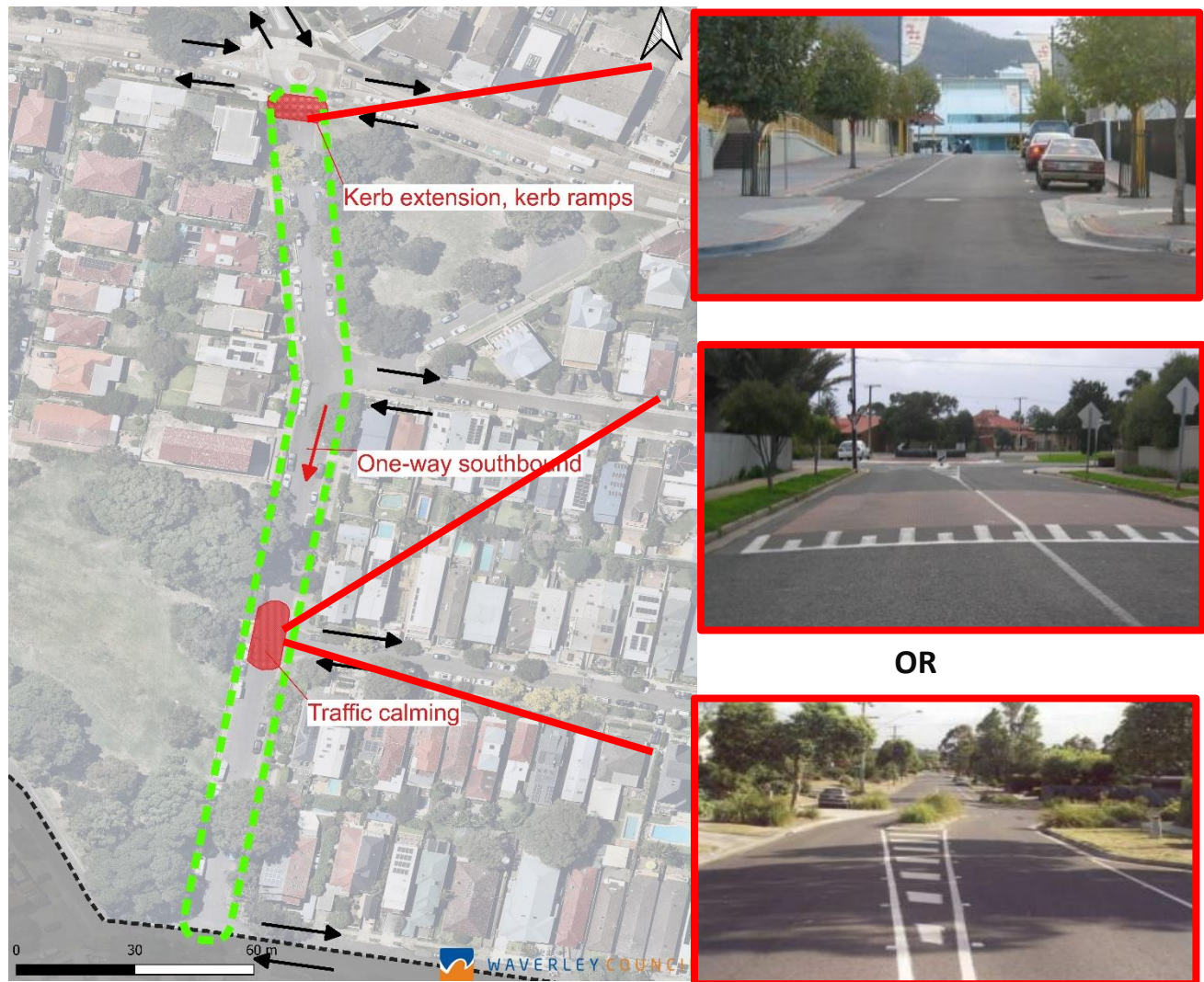
Option 2 – One-way southbound and traffic calming devices

Figure 5. Option 2 – One-way southbound and traffic calming devices.

Advantages

- Reduction in traffic volume on Leichhardt Street from closing traffic in one direction.
- Results in a clockwise loop for local traffic from this one-way conversion (compared to a counterclockwise loop, requiring more right turns).
- Improves the operation of the Leichhardt Street and Macpherson Street roundabout for vehicular traffic.
- Addresses conflict between vehicles from opposite directions on top of the Leichhardt Street.

Disadvantages

- Anticipated to increase vehicular speeds beyond the existing 46 km/h southbound (85th speed) and requires complementary traffic calming devices on Leichhardt Street.
- Potential elevated safety risk for drivers, pedestrians and bike riders.
- Redistribution of formally northbound traffic from Leichhardt Street to other adjacent streets.
- Reduction in the north-south connection and permeability of the road network.
- Longer driving distance.

- Requires TfNSW approval and Randwick Council support, and Waverley Traffic Committee input.

Option 3 - One-way northbound



Figure 6. Option 3 – One-way northbound.

Advantages

- Anticipated to result in slower overall vehicle speeds when compared to a southbound (downhill) one-way option, reducing the need for further traffic calming devices on Leichhardt Street (e.g. near Barclay Street).
- Reduction in traffic volume on Leichhardt Street from closing traffic in one direction.
- Addresses conflict between vehicles from opposite directions on top of the Leichhardt Street.

Disadvantages

- Potential speed increase beyond the existing 42 km/h northbound (85th speed).
- Potential elevated safety risk for drivers, pedestrians and bike riders.
- Redistribution of southbound traffic on Leichhardt Street to other adjacent streets.
- Results in a counter-clock wise loop for local traffic, which involves several right turns at unsignalized intersections, creating more difficulty for drivers.

- Reduction in the north-south connection and permeability of the road network.
- Longer driving distance.
- Requires TfNSW approval and Randwick Council support, and Waverley Traffic Committee input.

Additional considerations

The proposed options include suggestions previously made by residents. This includes making Leichhardt Street one-way, in either a northbound or southbound direction, as well as suggestions for traffic calming devices.

A cul-de-sac (i.e. closing Leichhardt Street to through traffic) has also been suggested as a potential option, both on the north side and south side of the street. The option was further considered through the options development process. This option would have a significant impact on traffic on neighbouring streets, would increase travel distances for all residents in the area and would result in a reduction in road network connectivity and resilience. Importantly, such an option would need to be approved by TfNSW and supported by Randwick Council. Given the significant impacts to Varna Street in Randwick, it is recommended not to further pursue cul-de-sacs options, noting an otherwise complex and uncertain approvals process that exceeds that of any other proposed options.

5. Financial Impact

There is no financial impact to Council to proceed with further community engagement.

6. Risks/Issues

There are no significant risks associated with proceeding to the next round of community engagement. This process has been developed to mitigate future risk of requiring critical review or reversion of any implemented option.

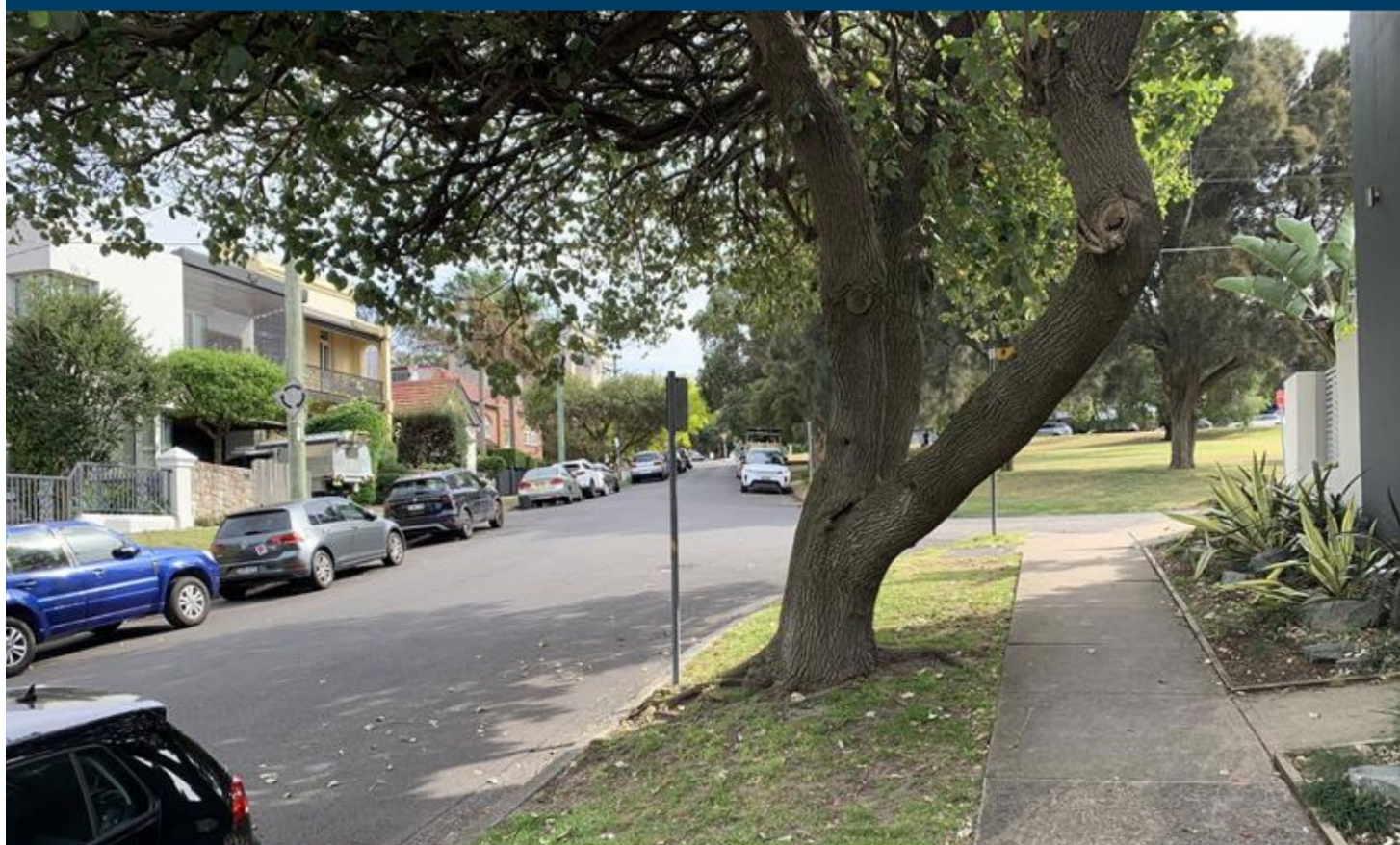
These options are all conceptual in nature. Once the outcomes of the community engagement have been assessed, more detailed technical and design work will be required. This will facilitate development of cost estimates. These options have been developed with due consideration to available budgets.

A one-way Leichhardt Street has traffic implications beyond the boundary of the Waverley LGA. Council will require TfNSW approval and concurrent support from Randwick Council to implement either of these options. This would also require input from the Waverley Traffic Committee. Early discussion has been undertaken with Randwick Council officers, including coordination of survey input, which targeted Randwick LGA residents. Further, more detailed collaboration will be undertaken with partner authorities, subject to Council approval of this report.

7. Attachments

1. Leichhardt Street - Community Consultation Report - January 2025 [📄](#)

LEICHHARDT STREET SURVEY



Community Consultation Report January 2025

Waverley Council acknowledges the Bidjigal, Birrabirragal and Gadigal people, who traditionally occupied the Sydney Coast, and we pay respect to all Aboriginal and Torres Strait Islander Elders both past and present.

Contents

Executive Summary 2

Project Background 3

Community Engagement and Communications 4

Engagement – Have Your Say Survey Questions 5

Engagement – Have Your Say Survey Results 6

Conclusions and Recommendations 7

Appendix A - Question 4 Comments 9

Appendix B - Resident Letter 20

This report was prepared by Leigh Pitkethly, Engagement Officer, and Hao Wu, Senior Transport Planner, January 2025

Executive Summary

Across November and December 2024, community consultation with residents in and around Leichhardt Street, Waverley was conducted by Waverley Council. The aim of consultation was to help inform Council on how to address concerns by locals about traffic issues and identify key concerns and priorities related to the possible implementation of calming treatments.

The consultation received a good level of engagement with 78 surveys being completed out of a mailbox distribution of 400 letters and 704 Have Your Say emails sent via this platform.

Due to the targeted nature of the consultation, and the desire to ensure quality feedback from those directly affected, Have Your Say was the primary engagement vehicle, and there was no wider communications campaign (other than the letterbox drop) targeting the LGA's general community.

There is strong support for reducing vehicle speeds on Leichhardt Street. Traffic calming devices (such as a speed hump) at the intersection of Leichhardt Street and Barclay Street is supported by residents from these streets.

There are mixed views from respondents about diverting traffic away from Leichhardt St (e.g. a one-way treatment). Leichhardt Street residents and residents in its immediate vicinity are in support while residents living on potential vehicle diversion routes are against such a change.

Respondents noted that the intersection of Leichhardt Street and Macpherson Street is difficult for pedestrians to navigate. Issues include heavy traffic, lack of pedestrian crossing facilities and missing kerb ramps.

As noted on Have Your Say, traffic calming measures on Leichhardt Street may affect residents on adjacent streets as well. Resident responses will help Council staff better understand their preferences and form part of a preliminary analysis.

Resident input will be considered alongside further technical work which is required to determine:

- a) The need for traffic calming and related infrastructure treatments
- b) The potential scale and extent of any treatments, and
- c) The potential design of any treatment

Traffic calming will likely focus on Leichhardt Street near Barclay Street. Approval would also be required from Council in further consultation with Transport for NSW, prior to any changes being implemented.

Project Background



The yellow border in this map indicates the letterbox drop area. The green dotted section the scope of area for the consultation.

Leichhardt Street is on the border with Randwick. The area has high traffic from both public and private transport and with schools, houses, apartment buildings and local shops making up the neighbourhood.

Leichhardt Street - to the south of Macpherson Street - is a local road and has traffic issues. Residents have raised concerns about traffic speed and potential for accidents

Over the last few years, residents have approached Council about addressing these issues and therefore in 2024 a community consultation was conducted. The aim was to obtain views and identify impacts of street traffic and what calming measures, if any, are needed, preferred and have support.

As the street closely borders Randwick Council LGA, some surveys were also distributed to nearby streets located in Randwick LGA.

Community Engagement and Communications

In accordance with Waverley Council's adapted IAP2 model of engagement, three methods were used to gather community feedback:

1. Online survey on the *Have Your Say* (HYS) platform
2. Emails to YourTrafficSurvey@waverley.nsw.gov.au
3. Resident letters

A multi-communication channel approach was used to reach and encourage residents to participate.

ENGAGEMENT	AUDIENCE	CLICKS	OVERVIEW
Have Your Say Online Survey	213	NA	<p>The engagement method was primarily aimed at directing people to the survey on Have You Say.</p> <p>There were 59 online completed surveys, 19 hard copy surveys and 213 unique visitors to the HYS page.</p> <p>Upon the launch of the page 704 emails were sent to traffic and transport subscribers. 56% of recipients opened the email and 4% clicked the HYS link within the email.</p>
Emails From Community	NA	NA	<p>Any emails from the community that were received at YourTrafficSurvey@waverley.nsw.gov.au were transferred onto hard copy surveys and include in this category.</p>
COMMUNICATIONS	AUDIENCE	OPENS	OVERVIEW
Resident Letters	400	NA	<p>400 resident letters were distributed to properties on and around Leichhardt Street, Waverley. Approximately 25% of homes were in the Randwick LGA and staff worked with counterparts at Randwick Council to ensure they were aware of the letterbox drop taking place.</p> <p>The letters contained a QR code for the Have Your Say page with 78 scans in total.</p>

Engagement – Have Your Say Survey Questions

Question 1: What street do you live on?

- Leichhardt Street (north of/above Macpherson St)
- Leichhardt Street (south of/below Macpherson St)
- Arden Street
- Barclay Street
- Carlton Street
- Kent Street
- Macpherson Street
- Varna Street
- Other (please specify)

Question 2: What is your connection to Leichhardt Street? (Select all that apply)

- I live on the street
- I walk/cycle on the street regularly
- I drive through the street regularly
- I often visit the Varna Park
- My child/child(ren) attend school near Leichhardt Street
- Other (please specify)

Question 3: How much do you agree or disagree with the following statements regarding the section of Leichhardt Street south of Macpherson Street (as shown in the map)?

- There is too much traffic on this section of Leichhardt Street
- Sometimes people drive too fast on this street
- I would prefer reduced traffic on Leichhardt Street, even it means longer driving routes for me
- I would support diverting some traffic from Leichhardt Street to adjacent streets.
- I would support the installation of traffic calming devices, such as speed humps on Leichhardt Street to slow people's driving.
- I would support narrowing Leichhardt Street to slow people's driving, for instance, by re-arranging parking or other methods.
- It is more comfortable to pass vehicles coming from the opposite directions at lower speeds on a street that is narrower, than at higher speeds on a street that is wider
- Large vehicles such as trucks and boats should not park on this street
- There is good visibility of people and other vehicles on Leichhardt Street
- I think it is safe to cross Leichhardt Street on foot
- It is easy to navigate the intersection of Leichhardt Street and Macpherson Street on foot
- It is easy to navigate the intersection of Leichhardt Street and Varna Street on foot

Question 4: Please let us know of any other concerns, suggestions, or comments.

Engagement – Have Your Say Survey Results

Question 1: What street do you live on?

STREET	APPROX. PERCENTAGE	COUNT
Varna Street	20.51%	16
Barclay Street	21.79%	17
Other	19.23%	15
Leichhardt Street (south of/below Macpherson St)	14.1%	11
Kent Street	7.69%	6
Leichhardt Street (north of/above Macpherson St)	2.56%	2
Arden Street	3.84%	3
Carlton Street	5.12%	4
Macpherson Street	5.12%	4

Question 2: What is your connection to Leichhardt Street? (Select all that apply)

	APPROX. PERCENTAGE	COUNT
I live on the street	21%	17
I walk/cycle on the street regularly	69%	54
I drive through the street regularly	73%	57
I often visit the Varna Park	16%	13
Child(ren) attend school near Leichhardt St	19%	15

Question 3: How much do you agree or disagree with the following statements regarding the section of Leichhardt Street south of Macpherson Street (as shown in the map)? Responses range from Strongly Disagree, Agree, Neutral, Agree and Strongly Agree. The closer the score is to 1 the more people strongly disagree and the closer the score is to 5 the more people strongly agree.

QUESTION	AVERAGE
1. There is too much traffic on this section of Leichhardt Street	3.8
2. Sometimes people drive too fast on this street	4.4
3. I would prefer reduced traffic on Leichhardt Street, even it means longer driving routes for me	3.5
4. I would support diverting some traffic from Leichhardt Street to adjacent streets.	3.2
5. I would support the installation of traffic calming devices, such as speed humps on Leichhardt Street to slow people's driving	3.9
6. I would support narrowing Leichhardt Street to slow people's driving, for instance, by re-arranging parking or other methods	2.8
7. It is more comfortable to pass vehicles coming from the opposite directions at lower speeds on a street that is narrower, than at higher speeds on a street that is wider	2.9
8. Large vehicles such as trucks and boats should not park on this street	4.3
9. There is good visibility of people and other vehicles on Leichhardt Street	2.1
10. I think it is safe to cross Leichhardt Street on foot	2.3
11. It is easy to navigate the intersection of Leichhardt Street and Macpherson Street on foot	1.9
12. It is easy to navigate the intersection of Leichhardt Street and Varna Street on foot	2.5

Question 4: Please let us know of any other concerns, suggestions, or comments.

Due to the high number of comments for this question, an appendix has been added to the end of this report, starting from page 9.

Conclusions and Recommendations

Vehicle speed & traffic calming

Vehicle speed is identified by residents as a major concern. Eighty-six percent of respondents think vehicle speeds are too high on Leichhardt Street. Residents of Barclay Street feel most strongly about speeds on Leichhardt Street.

The installation of traffic calming devices (such as speed humps) to slow vehicle speeds on Leichhardt Street is supported by 74% of respondents – with 18% of respondents opposed to traffic calming devices. Dislike of speed humps is cited as reasons for not wanting traffic calming devices (which is not the case with residents of Leichhardt St and Barclay St – please see below).

There is mixed views on narrowing the road to reduce vehicle speeds (with 47% opposition and 35% in support). Based on reviewing open-ended comments, this mixed view is likely due to residents fearing the treatment would assimilate the rest of Leichhardt Street to conditions near the intersection with Macpherson Street, where drivers in opposite directions need to negotiate the right of way to pass each other. Therefore,

The installation of a traffic calming device (such as a speed hump) on Leichhardt Street near Barclay Street is generally supported. The survey letter clarified that ‘Traffic calming will likely focus on Leichhardt Street near Barclay Street.’ The majority of respondents from Barclay Street and Leichhardt Street expressed support for speed hump-like traffic calming devices to slow traffic.

Traffic volume

Although data show traffic on Leichhardt St to be typical of a residential street in an urban environment, 64% of respondents want less traffic on Leichhardt St. 62% of respondents would support reducing traffic on Leichhardt St, even with a longer driving routes (with a 29% opposition). Several respondents also noted that traffic volume is high during school and peak hours, and lower during other times.

In a practical sense, making Leichhardt St one-way (or closing Leichhardt Street) means diverting traffic to adjacent streets. Support for a one-way Leichhardt St is not as clear-cut as it is for reducing vehicle speeds - 50% respondents from this survey are in favour of diverting traffic from Leichhardt to adjacent street, with 36% in opposition. More specifically, most respondents from Leichhardt Street and Barclay Street are in support of diverting traffic away from Leichhardt Street, while the majority view of residents that would face more traffic from a one-way Leichhardt Street (namely, Arden St, Macpherson St) are against this change.

Visibility and large vehicle parking

About 69% of respondents do not think Leichhardt Street has good visibility of people and other vehicles. Boat parking on the street is currently restricted on Leichhardt St, and there is strong support (79%) to continue restricting on-street parking of boats and large vehicles.

Pedestrian access and safety

Pedestrian access issues at the intersection of Leichhardt Street and Macpherson Street was highlighted during the resident survey. About 74% of respondents think this intersection is difficult to navigate by walking.

The intersection of Leichhardt Street & Macpherson Street has significant traffic volume, making it difficult to cross on foot. Footpaths on the southern side of Macpherson Street are misaligned and are missing kerb ramps. Data and modelling show significant pedestrian traffic at this intersection (especially along Macpherson). Comments received during this survey, and through other channels also highlight the need for pedestrian treatment at this intersection.

Pedestrian access at the intersection of Leichhardt Street & Varna Street (vehicles travelling through Leichhardt – Varna - Knox) was noted by residents, but not as significant as the issue at the Leichhardt Street & Macpherson Street intersection.

Vehicle access at Leichhardt Street near Macpherson Street

Vehicle congestion on Leichhardt Street near Macpherson Street was also noted by respondents as an issue. The section of Leichhardt Street south of Macpherson Street is narrowed by on-street parking, leaving space for a single vehicle to pass. Drivers from opposite directions need to negotiate the right of way. While Council officers did not observe the issue directly during a site visit, respondents noted that the bottleneck at the top of Leichhardt Street can spill over and affect traffic on Macpherson Street during peak hours.

Appendix A - Question 4 Comments

- The roundabout at the intersection of Leichhardt St and Macpherson St issues experiences two main issues (1) vehicles travels too fast - cars come off the roundabout way to fast making it difficult for pedestrians to cross and dangerous for cars exiting from street parking and nearby residences (e.g. Wills Avenue - very poor visibility) and (2) often do not indicate - making it very dangerous for pedestrians.

My long term observation of the reasons for increased car traffic and car traffic travelling at an unsafe speed (just because the speed limit is 50 does not mean you should travel the speed limit as it is unsafe to do so in this area) are (1) cars picking up and dropping off students at the St Catherines junior and senior schools - traffic is often queued through the roundabout at the junior school drop off and pick up times and (2) it is narrow at the section near the roundabout and drivers seem nervous to navigate this and stop at the roundabout on a hill, and therefore seem in a rush to pass through the area as quickly as possible.

Removal of parking would penalise local residents for an issue that is caused by those not living in the area. Similarly, reducing traffic should not penalise local residents. Restricting traffic to local traffic only and reducing the speed limit through the area would assist. The issues in the area should also be looked in in conjunction with issues experienced in adjacent areas - for example, the section of Macpherson St between Leichhardt St and Albion St is often gridlocked at school drop off and pick up times and cars often drive straight through the pedestrian crossing on that section despite adults and children being in the midst of crossing the pedestrian crossing.

- The top of the south part of Leichhardt street is already narrow but car drive at speed and visibility is bad. We had so many accidents over the years, car rammed into, dogs killed, and someone got run over... it would be about time something is done to stop this.
- Cars parking on driveways, car speeding up the hill, 50km/h limit is way too high, it should be 30km/h max.
- I don't support reducing access on Leichhardt street or making it 1 way. This will just funnel traffic onto the adjacent streets that often have residential construction projects, are already narrow, and are difficult to pass through. I would support slowing the traffic down. The morning access from Leichhardt into Macpherson at the roundabout is already challenging due to the drop offs by St Catherine's parents. Please do not make this more difficult.
- I'm aware that residents of 17-25 Leichhardt St are proposing Leichhardt St be made one-way southbound, but this change would INCREASE DANGER for pedestrians. With no opposing traffic, vehicles would likely travel faster downhill, reducing driver reaction times and creating greater risks for pedestrians, especially on this narrow street with its on-street parking on both sides.

While Leichhardt St is certainly busier during 2-3 hours of weekday mornings due to northbound commuting traffic (so called ""rat running""), the remaining 91% of the week sees normal-to-low traffic volume. At peak times the increased-but-slower-moving traffic counterintuitively enhances pedestrian safety. Suggesting the street be made one-way is disproportionate and would significantly inconvenience residents south of Leichhardt St traveling northbound. It would also seriously redirect

traffic to the narrow and unsafe western end of Varna and its blind Varna/Fern intersection, and towards Arden, further worsening congestion and safety at intersections such as Arden/Macpherson.

The fatality referenced by Leichhardt residents did not occur on Leichhardt St itself but in Varna, after the Varna/Leichhardt intersection likely due to visibility issues from on-street parking at the intersection. There continue to be many large vehicles, trailers and boats parked too close to the Varna/Leichhardt intersection. The fatality was not related to the two-way design in Leichhardt; a one-way change would not have prevented this accident.

Instead, a smarter approach should include:

Traffic calming: Adding a speed hump near Barclay to slow downhill traffic.

Parking review: Reducing or staggering on-street parking near corners (e.g., Varna/Leichhardt) and along the upper northern section of Leichhardt to improve visibility and reduce conflicts. Vehicles should NOT be permitted to park on both sides of upper Leichhardt St.

Leichhardt St must remain two-way to ensure safety and accessibility for the broader community. Making it one-way would increase vehicle speeds and the danger for pedestrians, and create higher-risk, knock-on traffic issues in neighbouring streets.

- We appreciate that we are not experts in traffic control, although I'm not understanding why this is so complex. It really should be simple! Put in a speed hump AND a S shaped stop thing (like on Denison St, Queens Park) and slow down traffic. The issue is not the traffic at all, let people use Leichhardt St to drop their kids to school and whatever else. For the record, we do not have children. I used to live on Denison St, Queens Park - YOU put in 2 x S bend shape things to slow down the traffic, and it reduced speeding significantly. PLUS, get rid of the boats / trailers / caravans (especially the boats!), by imposing more serious fines, be more ruthless with your towing away rights, clamp the wheel, and reduce the amount of time that people can park their boat there if they can see it from the house, that four-week rule if you can see it, is ridiculous.

People pay good money to live around here and it's family orientated, women that are pregnant / have got kids are coming home with groceries and cannot find a park due to the boats. Plus, there is some heated discussions going on when the person with the boat is parking their boat and holding up traffic, quite a few arguments and unsafe for cars turning as well as it surprises them. The key is to reduce the speeding of the cars UP and DOWN Leichhardt. THANK YOU!"

- Pedestrian safety and comfort should be the highest priority on Leichhardt St, not parking or high vehicle speed limits. This would reflect council's environmental and social values. Visibility is critical for road safety and pedestrian comfort. The complex geometry and topography of Leichhardt St limits visibility and increases danger of accidents. Existing driveways are poorly designed to accommodate steep slopes and located in areas of poor visibility which further increases the risk of accidents especially due to the need to reverse either in or out. Reducing parking on Leichhardt St would improve visibility making the street safer.

Parking should be removed from the western side between Kent and Macpherson St. The intersection with Kent St should be narrowed and made easier for pedestrians to navigate. The roads surrounding Varna Park should all be made into shared zones with a 15 km/h speed limit and/or all adjacent intersections should be upgraded to raised pedestrian-friendly crossing areas.

- Cars travel much too fast down Leichhardt Street especially late at night. We have heard several cars crash into our nature strip on Varna Street at the intersection of Leichhardt Street as they have approached the intersection way too fast and not been able to negotiate the turn. A few times we have found car parts strewn across our nature strip. At the very least, you need to put in some traffic calming measures at the bottom of Leichhardt street approaching Varna Street. It is also very hard to cross the roads around Varna Park which is especially dangerous for children.
- The area of Leichhardt St south from the Macpherson St roundabout, adjacent to Simpson Park is too narrow for vehicles to be parked on BOTH sides of the road. Bottlenecks at the roundabout regularly occur. Cars bank up both on Leichhardt St AND through the roundabout. This is then unsafe for people, children in particular, crossing from Simpson or Varna parks. Parking should be available on the Simpson park side of the road ONLY until Firth St. That is: NO PARKING on the western side where there is a railing and no pedestrian access to the street.

Cars travelling south on Leichhardt St from the Macpherson St roundabout do not stay on the LHS of the road. The road veers to the right at Firth St and cars, often at high speed, cross to the wrong side of the road. I have been nearly swiped on many occasions while travelling north towards the roundabout. There needs to be a 'Keep Left' island placed at the intersections of Leichhardt, Firth and Kent Streets where the road veers right.

Install traffic calming devices, such as speed humps on Leichhardt St south. NO narrowing, indeed, the top of this section of road is already too narrow (see 1. above) NO diverting of traffic, which will only lead to problems in surrounding, already clogged, streets. NO banning of boats etc. - if the vehicles pay road registration, then they are entitled to use the roads.

- Since we have lived here on the corner of Leichardt and Varna - 4 dogs have died and 1 person. There is too much traffic and not enough visibility. Boats and caravans obstruct view. There should be a fence around the perimeter of the park that stops dogs from running on the road. The fatalities have not been because people are speeding - more for lack of visibility and high volume of traffic. We do get people speeding daily though - seems to be a racetrack for some reckless thrill seekers.

There should be a functional fence around the kids park to stop the dogs from going into the playground. The recent fence with a gate is a bit embarrassing, no real purpose - it only goes halfway around, and it has space between it all along so dogs can get in and out of the playground as easily as before. We are not quite sure of the purpose of the fence that was recently added.

We would support making Leichardt street one way - I think this would help with traffic volume and make things safer for the community. It is only a matter of time before another human or canine fatality. Or even creating a cul-de-sac end at the top of Leichardt at the roundabout (Macpherson and Leichardt). Also please the fence around the park and the fence around the playground.

- If people can't cross the road safely such to get to Varna Park, then it's not the road or traffic that is the issue. I've seen no options regards widening the road on Leichhardt St adjacent to Simpson Park of course the greenies would be apoplectic, and we don't want to upset anyone?
- There are bigger traffic problems here than a lot of cars in Leichhardt St. There are three problems: people speeding up Varna from Arden Streets. The one lane from the roundabout at Macpherson as you drive down Leichhardt. Visibility in cars is very poor and people have to come to a standstill or stop

abruptly. They also hold up traffic on the roundabout waiting to turn left into Leichhardt if a car is coming up Leichhardt towards the roundabout. Some have to reverse to let other cars pass. The same thing happens at the top of Varna St from Fern St. A very dangerous intersection. when you turn left into it from Fern you are head on facing a car hooning up towards you. Why not put a roundabout where Leichhardt , Knox and Varna Streets meet? This will slow everyone down no matter which direction they are going."

- Road safety measures are an absolute necessity to help keep people crossing the road and commuters safe. Too many accidents and near misses take place weekly if not daily. I have a young baby, and I avoid going out with him in the pram as I've been too scared to cross the road as there are so many blind spots that make it impossible to see cars coming. I see so many mothers pushing prams up the middle of the road, often to one of the many childcare centres in the area, it is terrifying watching them do this but there is no way around. The speed of cars going up and down and the volume of traffic on Leichhardt Street needs urgent attention, please help make our roads safe.
- Regarding your question 'It is more comfortable to pass vehicles coming from the opposite directions at lower speeds on a street that is narrower, than at higher speeds on a street that is wider' both of these options are dangerous on Leichhardt Street which is zoned a residential street with two recreational parks, used by children from Clovelly Public School, and has a blind rise with many concealed driveways. Vehicles travel at dangerous speeds, show no courtesy to locals who need to park or leave driveways and create situations that result in road rage and excessive horn use. Often on a daily basis (at non holiday times) especially non-local drivers that don't know the nuances of the street.

I have lived at 19 Leichhardt St. for over 20 years and have seen the situation become worse and worse - with more people using the street as a 'rat run'. I have photo evidence of so many car accidents it is actually frightening - head on, side swipes, a car flying off the roundabout, and rear end collisions of parked cars ... the list goes on. And we have more than once had damage to our car. We presented Council with a petition of 166 signatures in October 2022 from neighbours, local residents, local businesses, parents of students at Clovelly Public School and St Catherines School, users of Simpson and Varna Park and dog owners who use the parks - everyone voiced the same concern - the safety of our street. We have been asking for solutions to this issue for some time so welcome this community consultation and look forward to some meaningful solutions. Our suggestion to Council is to make Leichhardt St. one way - south bound with traffic calming devices: certainly, a precedent is set for this with Lugar St, Hooper St, Henrietta St, Prospect St. and Wallace St.

- This is a matter of necessity, ideally the end of Leichhardt St would be blocked stopping traffic entirely. This road is a rat run, as such the cars are speeding. Given the parks and kids crossing it must be treated as urgent before someone else is killed. As an interim measure signs and line marking, need to be installed.
- Something needs to be done about the excessive Kiss n' Go at St Catherine's School on Macpherson St.
- People are using once quiet streets such as Leichardt, Barclay and Carlton Streets as a short cut to avoid Macpherson St / Arden St intersection. They drove too fast as they try to avoid traffic. Dogs have been run over, a lady killed and many near misses of young children in the area. I would recommend stopping northbound traffic on the upper reaches of Leichardt St and blocking access to Varna St i.e. stop traffic turning left from Arden St into Varna. There also needs to be a solution for Arden and

Macpherson St, such as traffic lights or a roundabout.

- It's at each end of Leichhardt Street where attention is required so that traffic "calming" is raised and aligns with footpath direction of travel. The intersection at Varna and Leichhardt Streets needs treatment such as narrowing the end of Leichhardt St and a raised pedestrian crossing aligning with the footpaths on Varna Street, north side. The intersection at the roundabout needs a raised pedestrian crossing aligning with the footpaths. All footpath kerb crossings need to be constructed with complying "pram ramps".
- I am in favour of traffic calming measures near Barclay where they are proposed, Additionally along Varna Road as people are coming down the hill from Fern St or Wallace St as people travel quite quickly along this road and the parking on both sides of the road makes it hard to pass vehicles and see pedestrians.
The other end of Leichhardt St (near Macpherson St and the roundabout) is the only exit out of Kent Street - if we did not have this exit residents leaving would be funnelled via Carlton, Barclay and Varna St and out of Clovelly Road past Clovelly School, which is already heavily congested and dangerous, and there have been two bike incidents.

We therefore need to keep Leichhardt as an exit and entry into Kent street and Frith St - to keep it accessible traffic off these other roads.

However, to add an idea - if the top of Leichhardt Street nearest the McPherson Road Roundabout did not have parking on both sides - removing parking on one side near the small green park - would this help by making the road wider and safer for cars to travel north and south. There needs to be a better pedestrian crossing at the top of Leichhardt street (or pedestrian ramps).

- Putting it simple, Leichhardt Street is a death trap. I have tried many of times over the years to have Waverley Council do something about the large, covered caravan, trailers, boats and illegally parked cars which are such a safety hazard. The street is almost turned into a one way especially when the garbage trucks and other larger vehicles drive up or down which then causes traffic congestion.

The covered caravan trailers and boats have been parked all year not to mention the cars that park in the No Parking for an unlimited time. On numerous occasions, I have had dogs run out in front of me and had children from St Catherines walk out from between the caravan and trailers onto the road. I have seen cars speed ridiculously down this street and it's honestly a miracle that a child hasn't been hit or killed.

The top of Leichhardt Street is the most dangerous, due to the narrowness at the top of the roundabout, again, a miracle no-one has been killed especially with Vespers and motorbikes not to mention the pedestrians that leisurely walk out in front of cars while they are about to drive through the roundabout. I suggest that alongside Varna Park, No Parking between 7am–7pm signage be erected like it was along Bundock Street, Randwick, where the boats and trailers were also an ongoing issue which was only sorted due to the assault of a local resident who was hospitalised.

I also suggest that perhaps that there be No Parking alongside the left side at the top of Leichhardt Street heading towards the roundabout. This would mean the removal of the 6 or so cars parked along there, and traffic would be able to flow freely. Perhaps not a popular idea with the residence that live there though. My next suggestion would be the One Way of Leichhardt Street for that top section only

heading down to Kent Street only. Until the issue of Leichhardt Street is solved, Waverley Council need to monitor Leichhardt Street on a regular basis, especially when school is back.

- Please don't direct traffic through Kent. It is too narrow and the corner with Carlton already has issues with longer vehicles and oncoming traffic.
- We walk through Varna Park to the daycare on Brandon Street, people use Leichhardt, Varna and Knox Streets as a 'rabbit warren' cut through - driving too fast and indicating too late or not at all. Getting around these streets are tough enough with a pram and toddler but when the fast and unpredictable traffic are involved it makes it dangerous.
- TRAFFIC FLOW: there is a traffic clog at the top of Leichhardt due to it being single line of traffic and this clog only happens in the mornings 730-9am. If there were 2 lanes in the morning during this time, then there would be no clog. The road rage only happens due to people not waiting at the intersection of Kent and Leichhardt so people can come down the hill. This is ONLY an issue at a specific time of day, not all day, therefore doesn't justify a one way which would affect traffic ALL DAY and cause increased traffic on Varna and Macpherson. It may even affect Knox and other streets in the area. A one way is a great inconvenience to residents in the area ALL the time and at the problem time of day it is shifting the problem to the surrounding streets.

Other ways to achieve two lanes and remove the road rage and clog are:

1 to have no parking on the house side (approx. 4 spaces) at 7-9am when the few residents who don't have parking can park on Firth or Macpherson, both have lots of spaces overnight. This affects far fewer residents than putting in a one way.

2 the other way it could be achieved is by taking a sliver of the grassed area to the right of Leichhardt which is unkempt and bumpy and impossible to walk on, to create a parking lane and a pathway. This would be much more functional and could be planted and made much more attractive. Residents lose nothing and the traffic issue is resolved. Walking becomes much easier, and crossing could be put in place at the top if the traffic were 2 way.

SPEEDING the death on Varna Street was related to Varna traffic not to Leichhardt traffic. By adding one way to Leichhardt this will make Varna traffic worse as people won't slow down to turn into Leichhardt if they are continuing on to Macpherson. Traffic flow will be faster and more cars in this section so would have to slow people down here as well as Leichhardt. I am in agreement with traffic slowing measures esp. coming down the hill from Macpherson.

The other big issue is the number of trucks, caravans, towable vehicles and campervans, boats which park on the park side of Leichhardt right next to the park. They are blocking visibility for people, kids, dogs all the time. This needs to be a no large vehicle parking zone to improve visibility.

- Our house and driveway/garage faces Leichhardt Street. I have owned the property for 28 years. The traffic and parking is horrendous. Our garage is constantly blocked by parked vehicles. I cannot see oncoming traffic as I back out of my driveway. Our cars have been damaged when parked on the street. In the mornings, there is a traffic jam on Leichhardt Street between Macpherson and Varna Street. There is honking of horns, verbal and physical abuse by drivers in the jam. Something needs to be done before more deaths and injuries occur. Our insurance premiums are increased because of the number of incidents in this area.

- A pedestrian crossing would be helpful. My only concern is the large boats do sometimes reduce visibility of traffic when trying to cross the street. I view Varna St as far more of an issue in regard to cars speeding downhill from Fern St past Varna Park and will not allow my children to cross the road on Varna St to Varna Park for this reason. Reduced visibility due to the fig tree doesn't help. Speedbumps etc should be considered here.
- Speed of vehicles coming down the hill from McPherson street is an issue - people speed as they roll down and the street widens. Traffic calming is required regardless. School pick up and drop off times are the worst for congestion. The street is already too narrow at the top of the hill and allows for only one vehicle to travel the street - this makes it very difficult to enter or exit the roundabout.
- Traffic and parking in my experience necessitates slower speeds on this section at the times when I am using. Absolutely not in favour of artificial interventions/actions to redirect traffic and add to already gridlocked streets on other arterial routes. The accident data provided doesn't support an issue on this section of road. As a frequent user of this road and varna park, the biggest issue seems to be the parking on both sides of the road which allows one way flow only and banks traffic back in both directions.
- A very dangerous road to cross due to speed and limited visibility - It is the easiest way for locals to exit from Varna Park so that should be allowed but traffic should be slowed and no long-term parked vehicles like boats and caravans as these reduce visibility.
- I have witnessed a fatality and my dog being hit by cars speeding around the streets trying to avoid the traffic on main roads.
- The roundabout at Leichhardt and Macpherson Streets is too hard to enter and exit when coming from Leichhardt St and results in huge traffic tailbacks in the morning and often clogs the entire roundabout. There should be a Stop sign at the bottom of Leichhardt St where it intersects with Varna St to force cars to come to a full stop before they turn into Varna St. There is often reduced visibility here of cars coming down Varna St, and cars coming out of Knox St.

There is also a speed issue on the flat portion of Varna St. Cars often hit the flat section of Varna St after coming down the hill via Leichhardt and Varna Streets and then accelerate to the end of the street which is really dangerous, particularly given that there is a school at the end of the street and a lot of school kids have to cross Varna St in this section of the road.

- The narrow entry to the roundabout is difficult to negotiate. People that are not locals do not observe the convention create havoc.
- Think making the street one way in the direction of heading up to McPherson would be the best approach.
- The intersection of Leichardt and Macpherson is unsafe. There is no layback to allow for prams, scooters, bikes (we often walk this way with children). Secondly, walking in a straight line from either kerb actually means you are crossing into the turning circle of cars on the roundabout. I don't think there needs to be traffic calming, but I do think the intersection could be much safer.

I can't believe you spent money changing the layout of the roundabout at Leichhardt and Macpherson Street and made no allowance for pedestrians crossing, particularly on the southern side of the roundabout where Macpherson crosses Leichhardt. Truly terrible planning and a wasted opportunity. Whilst I agree the traffic is too dense and travels too fast on Leichhardt where I live, I strongly oppose changing the road to 1 way. I believe it should be changed to a cul-de-sac, with no access from Vacant St to Leichhardt St.

- I have witnessed a fatality & my dog being hit by a car due to speed something needs to be done to reduce to rabbit warren that it currently is.
- Please address this issue promptly to prevent any further accidents. Additionally, could you make it easier to transition from the street onto the pavement with a pram? Currently, there's no dip in the curb, requiring the pram to be lifted and over.
- The area of Leichhardt St near the roundabout should definitely not be narrowed! It can only take one direction at a time as it is. Cars should not be allowed to park in the narrowest part near the roundabout. I often must reverse down the hill to let a car through that has entered from the roundabout as they can't reverse back into the roundabout. It's really dangerous. The street here should either be widened or have no parking to at least allow two-way traffic. Traffic diversion does not seem feasible as there aren't really any other options. Thank you.
- Traffic jam at round about McPherson St & Leichhardt , unable to have two-way traffic . Dangerous for pedestrians heading east & often with prams . Council spent \$\$ fixing but still no gutters etc. Why not use some of Simpson park to expand Rd , not a utilised or attractive park . Make one-way streets including Kent / Barclay & Carlton St. Many kids in bikes , if 1 way could we have a small bike path too ??
We completed a survey 2 yrs ago for resident parking , never heard back and situation worse with popular cafes nearby . I often park 400m from my home . Thanks for reviewing.
- If you made a no parking zone at the top of Leichhardt street at the top between Kent St and Macpherson St this would solve the problem. No parking from 7.30am till 9am weekdays and 2.30pm till 4pm weekdays.
- The boat and trailer parking make it very dangerous and difficult to cross the Street to access Varna Park with kids. The trailer that has been illegally parked there for at least a year is blocking the only pram/ wheelchair access point to the park. Traffic lights or a zebra crossing (with adequate pram/ wheelchair access) should be installed.
- We often get stuck on this street at busy periods due to its narrow nature and build-up of traffic from the roundabout. In addition, when walking with our kids it is very dangerous to cross the road at the roundabout, at the Barclay St to Varna Park section and generally up the hill as cars speed both up and down the street and there is no specific pedestrian crossing or traffic calming area. We support changes to both the traffic calming and pedestrian friendly crossing options along this street to the park and at the roundabout.
- Firstly, you have to remember that this issue is only during school hours where chaos is prevalent around all the schools and area. Option 1. No parking Clearway on Leichhardt Street (south of/below

Macpherson St) area across the road from the park. Option 2 widen street take in part of park to cater for increased density of housing These streets were never planned in the late 1800s. We will have a headache limiting Leichhardt St traffic this will create bottlenecks during school hours

- It is only a matter of time before another accident takes place in what is a quiet residential area with young kids living in most houses. Street incline induces cars especially Utes to speed down on their way to Varna St. There's also speeding taking place on the way as drivers launch from the bottom of Leichhardt towards the roundabout.

I cycle up and down that street with my kids on the back to drop them to school daily and feel anxious both ways as well as when entering the roundabout at peak time. There are often cars queuing for the St Catherine school drop off blocking the roundabout exit around 8am which exacerbates tension at the roundabout.

- Please divert traffic to other streets and make Leichhardt street residents only and reduce the parking time a vehicle can park on Leichhardt street to 1hr (residents excepted). Thank you.
- We are very supportive of the idea to make Leichhardt street one way Southbound. It is almost impossible to access the Leichardt / Macpherson Street roundabout Northbound in any case, especially at rush hour. If this does not occur white lines down the centre of Leichardt Street would assist with reminding drivers that the road is dual carriageway. I have had several near miss head on collisions on Leichardt Street at the intersection of Kent Street as there is poor visibility and a lack of line of sight at this junction.
- The intersection of Leichhardt Street and Macpherson Street is hazardous for both pedestrians and drivers. During peak hours, the roundabout becomes heavily congested, leading to significant delays on Leichhardt Street and reckless driving behaviour from motorists. Additionally, Leichhardt Street is too narrow to accommodate two-way traffic coming off Macpherson Street.
- The narrow part of Leichhardt is one lane, cars appear to play 'Russian roulette' as to who gives way. That is, they drive fast and aggressively so the oncoming vehicle gives way. I have had my dog run over by exactly that practice, and so many near misses myself as when crossing even if you look right/left/right cars come so rapidly. Thankyou.
- Preference for speed humps to be added to the street to slow traffic. I feel the Leichardt street residents using the unfortunate fatality to reduce traffic on this street is disingenuous, especially since that fatality occurred on Varna Street, and nowhere near the traffic issues at the top of Leichardt street / Macpherson street.

If anything, traffic along Varna street (especially vehicles heading West from Arden) speed to 'beat the traffic' at Arden / Macpherson Street. If Leichardt street traffic direction is changed or blocked off, this will just move the problem more on Varna street. Council should consider speed humps along Varna street also (just before Carlton and before Leichardt).

- I have lived on Varna St for about 10 years. I have observed many people travel north bound on Knox street and try and do a quick left then right turn onto Leichhardt street. Visibility is limited for these drivers. I have also observed many drivers travel at speed east bound on Varna street around the bend

where there was a fatality and make a quick left turn onto Leichhardt street. I have also observed people traveling south bound on Leichhardt St and make a quick left turn then right turn into Knox street. The problem is the Knox-varna-Leichhardt street intersection. If Leichhardt street is made one way, there will still persist a problem at this intersection in the direction of the traffic. Traffic is currently “one way” on the narrow portion of Leichhardt street with cars traveling south bound forced to stop just after exiting the roundabout if another car is traveling north. Widen the street here so traffic can flow in both directions and allow cars to still park on both sides and install speed bumps.

- I have had friends hit by cars crossing roads, friends who have has animals get hit by cars. My son was knocked off his bike near the Macpherson & Leichhardt intersection - he suffered minor grazes, but his bike was damaged. Please consider one-way traffic with speed humps to temper speeding through-traffic between Coogee and Bondi.
- If the road is too narrow for two cars to pass each other that is not good.
- Please make Leichhardt Street one-way south bound.
- The bit of lower Leichardt St before the Macpherson St roundabout is very busy during school drop off time but otherwise and at other times, it is fine. That busy-ness can be easily avoided by going another way. Making Leichardt one-way, would just push the problem and concentrate it elsewhere.
- I have witnessed a dog being run over on Leichardt due to a motorist speeding. I would like a speed bump or other type of traffic calming device on Leichardt somewhere neat to the intersection of Barclay and Leichardt.
- Changing the traffic to one way downhill between Macpherson and Kent Street would stop people using the street as a rat run and reduce congestion on Leichhardt Street which at the moment causes frustration and impacts safety.
- I think making the narrow part of Leichhardt Street a one-way downhill would substantially help. Also include speed humps in the wider sections of the road.
- After living opposite Leichhardt Street in Varna Street for 40 years, then moving to Arden for 9 years, the traffic is becoming more hazardous, and speed limitations would be advantageous to drivers and pedestrians.
- The condition of road surfaces in this area is a massive problem. Uneven gravel, potholes, anything that is repaired is back to the original state in no time. Shops and restaurants and businesses have increased traffic. In summer it is 10 times worse due to the beach traffic. Every year it gets increasingly worse.
- We have lived in our own home since August 1994. This appears, in my opinion, a strategy to appease a low number of houses and apartment dwellers. This is a small suburb and overlaps with Clovelly. A shortcut is subjective. Roads are roads. Significant dollars were just spent on the Macpherson and Leichhardt Street roundabout. Residents not consulted. Traffic volume has increased over the decade. Our streets are narrow and congested. Perhaps reduce the number of parking spots on Leichhardt Street beside the park.

- I would strongly disagree with blocking off Leichhardt Street as it would result in the rat run up Carlton Street. I support traffic coming devices in both Carlton and Leichhardt Street.
- Make Leichhardt Street one-way as there's not enough room for parking as well as two-way traffic. Intersections with Macpherson Street is dangerous for cars, bikes, and pedestrians.
- Many vehicles use Leichhardt Street to avoid the intersection at Arden and Macpherson Streets. The best solution is to make Leichhardt Street one-way and install traffic lights at Arden and Macpherson Street.
- Use the park and cross Leichhardt Street.
- Maybe one-way street heading south to stop people using it as a shortcut. Parking on one side of Northern End then both.
- Either reduce the size of both parks in this area or make Carlton Street and Kent Street and Leichhardt Street one-way.
- The intersection of Leichhardt and Macpherson Streets is problematic. Vehicles travelling west on Macpherson Street rarely give way to traffic heading north on Leichhardt Street. Parking on both sides of Leichhardt approaching the roundabout makes difficulty for vehicles heading south. Parking in this area should be restricted to one side of the street.
- We are always crossing at the roundabout on foot at Leichhardt Street and Macpherson with a stroller. We find this incredibly dangerous and not made for pedestrians. There should be a path and no high kerbs.
- You can't avoid traffic during the school run work times. Diverting traffic will only make more congestion to Arden, Varna, Fern and Albion Streets in busy periods. Throw a garbage truck in and you can't drive up Varna Street to Fern Street etc. Please don't make it one-way. It only causes the issue elsewhere. You can't avoid traffic.
- Leichhardt Street is already too narrow and hard to navigate. We would prefer speed bumps or make it one-way or a cul-de-sac.
- It's busy everywhere in the mornings and afternoons with schools in our local area. Making it one-way doesn't really solve anything. It just makes it quiet for Leichhardt Street and adds to the already congested Arden or going around to Varna up to Fern Street. Even more of a traffic jam. Just put in a speed bump. People speeding would have to slow down for it.
- We have traffic jams everywhere at certain times of the day. It's unavoidable. I've been in this traffic, and it just takes a little longer but making a diversion will only cause more traffic build-up elsewhere. Arden Street is already heavily congested. At these times it doesn't make sense to increase it there either

Appendix B - Resident Letter



Our ref: D24/128449

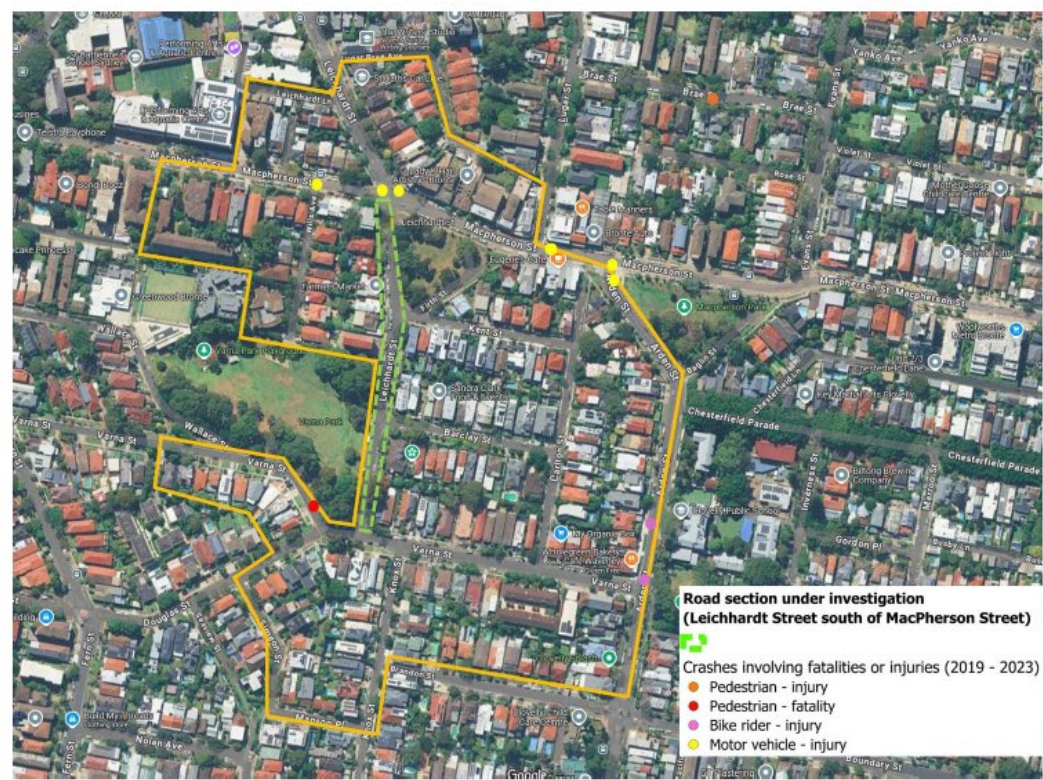
26 November 2024

Re: Resident survey – traffic conditions on Leichhardt Street, south of MacPherson Street

Dear resident

Waverley Council is seeking the views of local residents, and investigating traffic issues, on a section of Leichhardt Street south of MacPherson Street, due to known instances of speeding and the use of Leichhardt Street as a shortcut.

Please see a map of the study area, and the section of Leichhardt Street under investigation, which is highlighted in green in the sketch below.



Waverley Council
PO Box 9, Bondi Junction NSW 1355
ABN: 12 502 583 608

Customer Service Centre
55 Spring Street, Bondi Junction NSW 2022
Bondi Pavilion Customer Service (Welcome Centre)
Queen Elizabeth Drive, Bondi Beach NSW 2026

Contact us
9083 8000
info@waverley.nsw.gov.au
waverley.nsw.gov.au

Connect with us
f waverleycouncilofficial
@ waverleycouncil

Your response will help Council staff better understand the preferences of residents and form part of a preliminary analysis. Please complete the survey included with this letter and return it to Council, by the close of business **Monday 23 December 2024**.

How to have your say:

- Go to <https://haveyoursay.waverley.nsw.gov.au/leichhardt-street-waverley>, and complete the survey online. To go to the page, you can scan the QR code below.
- Fill out the enclosed questionnaire and send it back to: **PO Box 9, Bondi Junction NSW 1355**
- Fill out the enclosed questionnaire and hand it into **Council's Customer Service Centre, 55 Spring Street, Bondi Junction** during opening hours.

Your input will be considered alongside further technical work which is required to determine:

- a) The need for traffic calming and related infrastructure treatments
- b) The potential scale and extent of any treatments, and
- c) The potential design of any treatment

Traffic calming will likely focus on Leichhardt Street near Barclay Street. Approval would also be required from Council in further consultation with Transport for NSW, prior to any changes being implemented.

Should you have any comments or questions relating to the matter, please contact me at yourtrafficsurvey@waverley.nsw.gov.au.

Yours faithfully



Dr. Hao Wu
Senior Transport Planner



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REPORT

FC/5.4/25.03



Subject: Ruthven Street, Bondi Junction - Traffic Calming - Consultation Outcomes

TRIM No: A20/0069

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Notes that the speed limit in Ruthven Street, Bondi Junction, will reduce to 40 km/h within the next four to six months, in accordance with the 40 km/h speed limit changes south of Bondi Road.
2. Approves the following traffic calming measures in Ruthven Street, as set out in the report:
 - (a) A continuous footpath treatment across Ruthven Street on the north leg of the Birrell Street intersection.
 - (b) The conversion of rubber speed cushions to concrete-based asphalt-embedded flat top speed humps.
 - (c) Angle parking along the length of Ruthven Street, between Birrell Street and Oxford Street.
3. Notifies the residents of Ruthven Street and the Mill Hill Precinct Committee of the outcome of the review and consultation process, including an information package on parking across driveways/footpaths.
4. Authorises the Director, Assets and Operations, to refine the treatments and develop detailed design packages for construction.

1. Executive Summary

This report outlines the results of the recent community consultation on improvements to Ruthven Street (streetscape upgrade) and sets out technical considerations and proposed next steps.

The consultation found strong support for the continuous footpath treatment proposed at Birrell Street. Support for the removal of the rubber speed cushions was mixed, with a qualitative review of comments suggesting many concerns related to their materiality. There was limited support for the implementation of angled parking, reflected also through the low level of support for the overall project as exhibited.

Based on these results and a review of technical needs, the report recommends approval of the continuous footpath treatment and conversion of the existing rubber speed cushions to an upgraded flat top speed hump. With the low level of community support for the angle parking, consideration of

issues identified including illegal parking across driveways/footpaths in Ruthven Street need to be addressed. On balance, the introduction of angle parking would reduce speeds and improve parking availability, also reducing the occurrence of parking across driveways and footpaths. Angle parking is therefore recommended.

2. Introduction/Background

Ruthven Street, Bondi Junction, is situated between Birrell Street in the south and Oxford Street in the north. It is a multimodal local residential street that carries a combination of local access and through vehicular traffic. As part of Council's initiative to reduce speed limits to 40 km/h in collaboration with Transport for NSW, Council identified the need for traffic calming treatments along the street.

In May 2020, the Waverley Traffic Committee (WTC) adopted officer recommendations for the installation of an asphalt/concrete speed cushion in front of 91 Ruthven Street. In October 2020, following a Councillor workshop, the WTC refined its recommendation to provide rubber speed cushions at the location in the place of the asphalt/concrete treatment. Council approved the installation of the rubber speed cushions and also resolved to explore additional long-term traffic calming measures for the entire length of Ruthven Street, including consideration of increased on-street parking for residents.

The rubber speed cushions were installed in November 2021. In April 2024 residents along the street filed a petition containing 43 signatures to Council to remove the speed cushion. The petition suggested that the treatment did not achieve the intentions of traffic calming or speed reduction of vehicles.

Post-implementation monitoring found that vehicle speeds decreased by up to 29%. Data on traffic volumes was not collected; however, it is understood that no material change to traffic volumes has occurred.

In response to the petition and Council's earlier resolution to explore more traffic calming and on-street parking opportunities, officers developed a draft 'baseline option' through the design process. This design was exhibited for community consultation in November and December of 2024. The results of the community consultation and proposed next steps are the subject of this report.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 16 April 2024	CM/7.15/24.04	<p>That Council notes:</p> <ol style="list-style-type: none"> 1. The petition to remove the speed cushions adjacent to 90 and 91 Ruthven Street, Bondi Junction. 2. That the speed cushions were installed as part of the 40 km/h speed limit changes. 3. That the speed cushions have reduced speeds by up to 29%. 4. That concept plans for traffic improvements in Ruthven Street, including angle parking, traffic calming, safety treatments and the removal of the speed cushions, will be publicly exhibited in April/May 2024.

		<ol style="list-style-type: none"> 5. That the refined designs, incorporating feedback from the community consultation, will be submitted to a future Traffic Committee meeting for consideration. 6. That the speed cushions will remain in place during the consultation and design process.
Waverley Traffic Committee 22 October 2020	TC/C.09/20.10	<p><i>Council adopted the recommendation below.</i></p> <p>That the Council Officer's Proposal be adopted subject to amendments to clauses 1 and 2 and the addition of new clauses 3–5, such that the recommendation now reads as follows:</p> <p>That Council:</p> <ol style="list-style-type: none"> 1. Approves the installation of rubber speed cushions in Ruthven Street, Bondi Junction, as shown in Attachment 1 (Option 2) of the report. 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes and remove the speed cushions should they be deemed problematic or contentious. 3. Notes the alternative two-lane slow point (chicane) option would result in the loss of at least 11 on-street parking spaces. 4. Notes the submissions received from residents of Ruthven Street. 5. Officers investigate a long-term traffic calming measure for the entire length of Ruthven Street from Oxford Street to Birrell Street, including consideration of increased on-street parking for residents.
Strategic Planning and Development Committee 1 September 2020	PD/5.4/20.09	<p>That Council:</p> <ol style="list-style-type: none"> 1. Defers this matter in order to gain more information on the following: <ol style="list-style-type: none"> (a) The costing of intersection treatments, using Park Parade as an example. (b) The consequences of deferring traffic calming in Ruthven Street and an examination of the option of angle parking on Ruthven Street on alternating sides along the street with a vehicle slowing

		<p>device to create slow points similar to Ashton Street and Denison Street.</p> <p>(c) The consequences of not proceeding with the traffic calming in Bourke Street.</p> <p>(d) Consults NSW Police and Transport for NSW on their flexibility in regard to the nature of what traffic calming devices and techniques Council uses.</p> <p>(e) Seeks clarification from the relevant State departments on available funding and any future funding for this initiative, the first in NSW of this size.</p> <p>(f) Investigates an alternative traffic calming solution along the length of Park Parade consisting of two minimum width travel lanes, with the outcome of the investigation to go to the Waverley Traffic Committee</p> <p>2. Receives a report by the October Council meeting or earlier.</p>
Council 16 June 2020	CM/5.2.1/18.06(2)	<p>That:</p> <p>1. Council defers this item to a Councillor workshop for further consideration of the location and type of traffic calming devices in the locations of:</p> <p>(a) Bourke Street, Queens Park.</p> <p>(b) Botany Street Bondi Junction.</p> <p>(c) Park Parade, Bondi.</p> <p>(d) Bennett Street, Bondi.</p> <p>(e) Ruthven Street, Bondi Junction.</p> <p>2. A report comes back to Council.</p>
Strategic Planning and Development Committee 3 March 2020	PD/5.3/20.03	<p>That Council, in relation to the 40 km/h speed limit change project:</p> <p>1. Receives and notes the summary of community feedback attached to this report (Attachment 1).</p> <p>2. Endorses the recommended traffic calming measures identified in Attachment 2 to this report.</p>

		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.
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4. Discussion

Existing condition

Ruthven Street is a local street sloping downward from Oxford Street in the north, to Birrell Street in the south. It consists of wide vehicular travel lanes, in both the north and southbound directions. It also provides restricted parallel on-street parking along both kerbs (2P, 8 am-6 pm Mon-Sat, Permit Holders Excepted), while also supporting driveway access to numerous residential homes. The street contains narrow footpaths on both sides of the street, typically separated by a nature strip. It is also identified as part of the existing cycling network. In terms of goods movement, it is limited to heavy traffic, such that vehicles over three tonnes are restricted.

Although a local street with the primary function to provide local access and connectivity to east-west lanes, the street does carry through traffic. Two-way traffic volumes are between 1,300-1,700 vehicles per day. This volume is typical of a local street in an urban context (Transport for NSW, Design of Roads and Streets Manual, 2024).

Issues and opportunities

In response to the need to temper vehicular traffic speeds as part of Council's 40 km/h speed limit changes, rubber speed cushions were installed in November of 2021. Since their implementation, a significant reduction in (85th percentile) speed has been observed as noted in Table 1 below.

Table 1. Vehicle speed reduction related to the rubber speed cushion implementation.

Location	Speed Reduction (85 th Percentile) by Travel Direction	
	Northbound	Southbound
In proximity to the speed cushions	53 km/h to 40 km/h	51 km/h to 36 km/h
Along length of street	49 km/h to 40 km/h	48 km/h to 33 km/h

Table 1 indicates that vehicular travel speeds have decreased by up to 29% in relation to the implementation of the rubber speed cushions. However, specific instances of significant speeding issues continue to be reported. Although the speed cushions have been effective, there remains an opportunity to ensure a larger proportion of vehicle drivers reduce speeds. The proposed design discussed below is intended to address these issues. It is also anticipated that the posted speed limit change from 50 km/h to 40 km/h will itself contribute to reducing speeds.

There have also been several observations of vehicles (in excess of 15 overnight) parked in driveways in such a way that they intrude into the footpaths. This impedes pedestrian movements and can create significant barriers for those with mobility aids.

Proposed streetscape design

Based on past work and Council resolutions, officers developed a baseline option that included the key elements listed below. An overview schematic of the design is provided in Figure 1 below, with more detail provided in Attachment 1:

- Traffic calming infrastructure, including planted kerb islands.
- Installation of a new continuous footpath treatment at the Birrell Street intersection, with two additional parking spaces on Birrell Street (see Figure 2 below).
- Introduction of angled parking on Ruthven Street with an increase of approximately 35 on-street parking spaces.
- Removal of existing rubber speed cushions.
- Landscaping works.

The angled parking requires reallocating space from the travel way (the north and southbound lanes). This would narrow the overall travel way, which would result in a natural traffic calming measure.

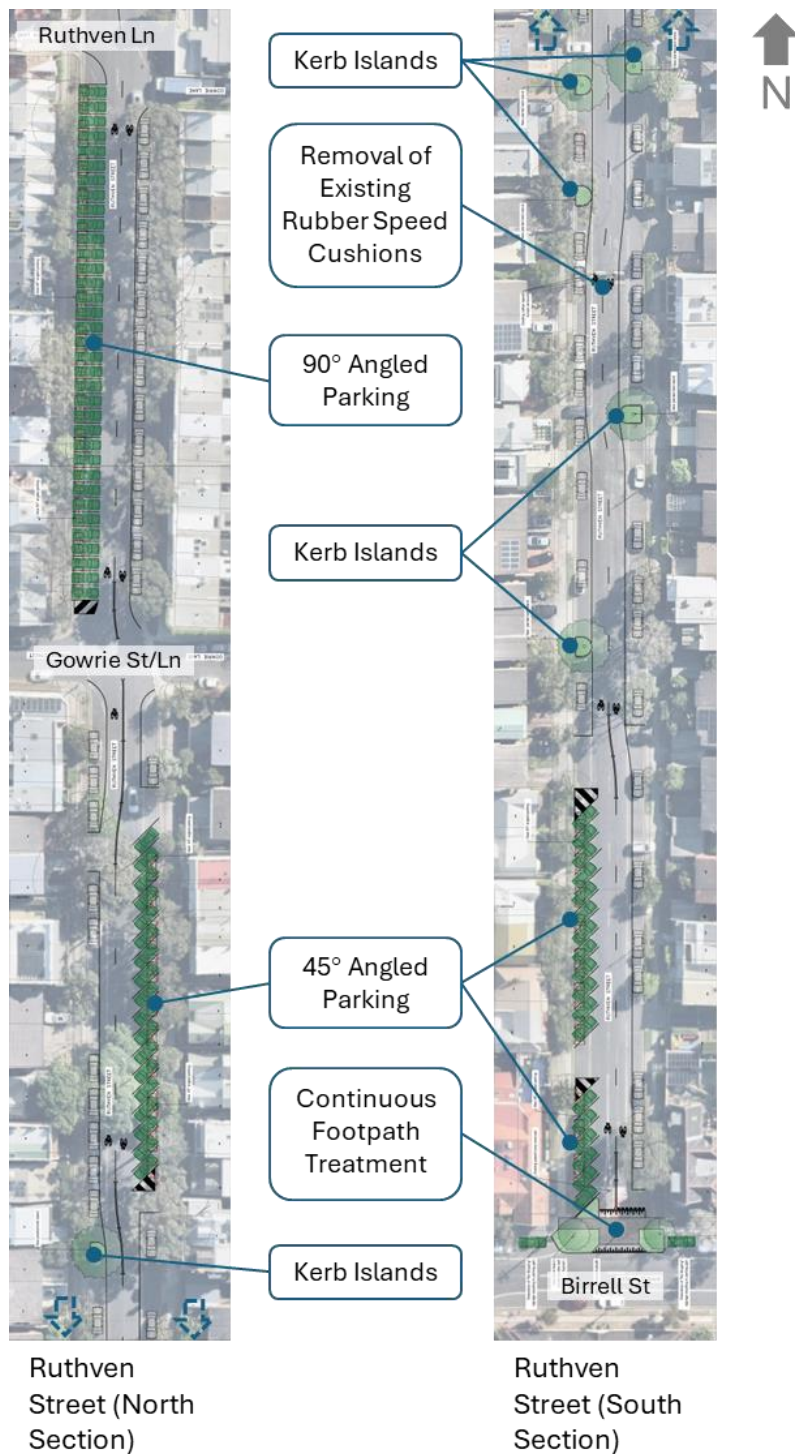


Figure 1. Ruthven Street improvements proposal overview.



Figure 2. Render of continuous footpath treatment at Ruthven Street and Birrell Street.

Community consultation summary

The proposed Ruthven Street improvements design was exhibited for community consultation in November and December 2024. The consultation report is provided in Attachment 2.

The consultation received 53 submissions. Of those, 62% were not in favour of the street upgrade proposal in general. Further, 59% of respondents were not in favour of the angled parking component, while 33% were in favour. The feedback generally centred around the increase in parking spaces creating additional vehicular traffic and that angled parking creates additional accessibility and safety (sightline) challenges.

The community response to the removal of the existing rubber speed cushions was evenly split (41% for and 41% against). A further 18% indicated that they would prefer to see enhanced traffic calming devices at the location, including potential upgrades of the existing device.

Strong support was expressed for the continuous footpath treatment at Birrell Street, with 67% of survey respondents and additional letter/email submissions in favour.

Technical considerations

Angled parking would increase the available parking supply, serve to further temper vehicular speeds, and mitigate significant parking across the footpath. It is not anticipated that additional traffic volumes will be generated because of the additional parking, given any increase in supply is at a distance to significant commercial activity.

Parking across the footpath perpendicular to the road is prevalent in Ruthven Street, representing a need for additional on road capacity to cater for these vehicles. This would provide suitable on street parking for those vehicles which are illegally parked across driveways/footpaths.

Further considerations

To achieve desired community outcomes, without the angle parking and maintaining or reducing vehicular traffic volumes and speed through Ruthven Street, would require larger network changes.

This would mean rethinking Ruthven Street's role in the network and its function of facilitating through traffic volumes e.g. consideration of cul-de-sac closure. This report does not currently consider these opportunities, as additional work and community consultation would be required.

Summary

Based on the assessment in this report, Council's transport engineers recommend that Council proceed with the continuous footpath treatment at Birrell Street. Further, they recommend that Council proceed with upgrading the existing rubber speed cushions to a typical concrete-based asphalt embedded flattop speedhump.

Upon review and further consideration of the intended outcomes of the project and a holistic view of Ruthven Street, officers also recommend angle parking.

5. Financial Impact

Capital works associated with improvements (including line marking the flat top speedhump) are budgeted in the draft Strategic Asset Management Plan Road Infrastructure budget in the 2025-26 financial year. Subject to approval, officers will seek State grant funding for the continuous footpath treatment construction, which is not currently budgeted.

6. Risks/Issues

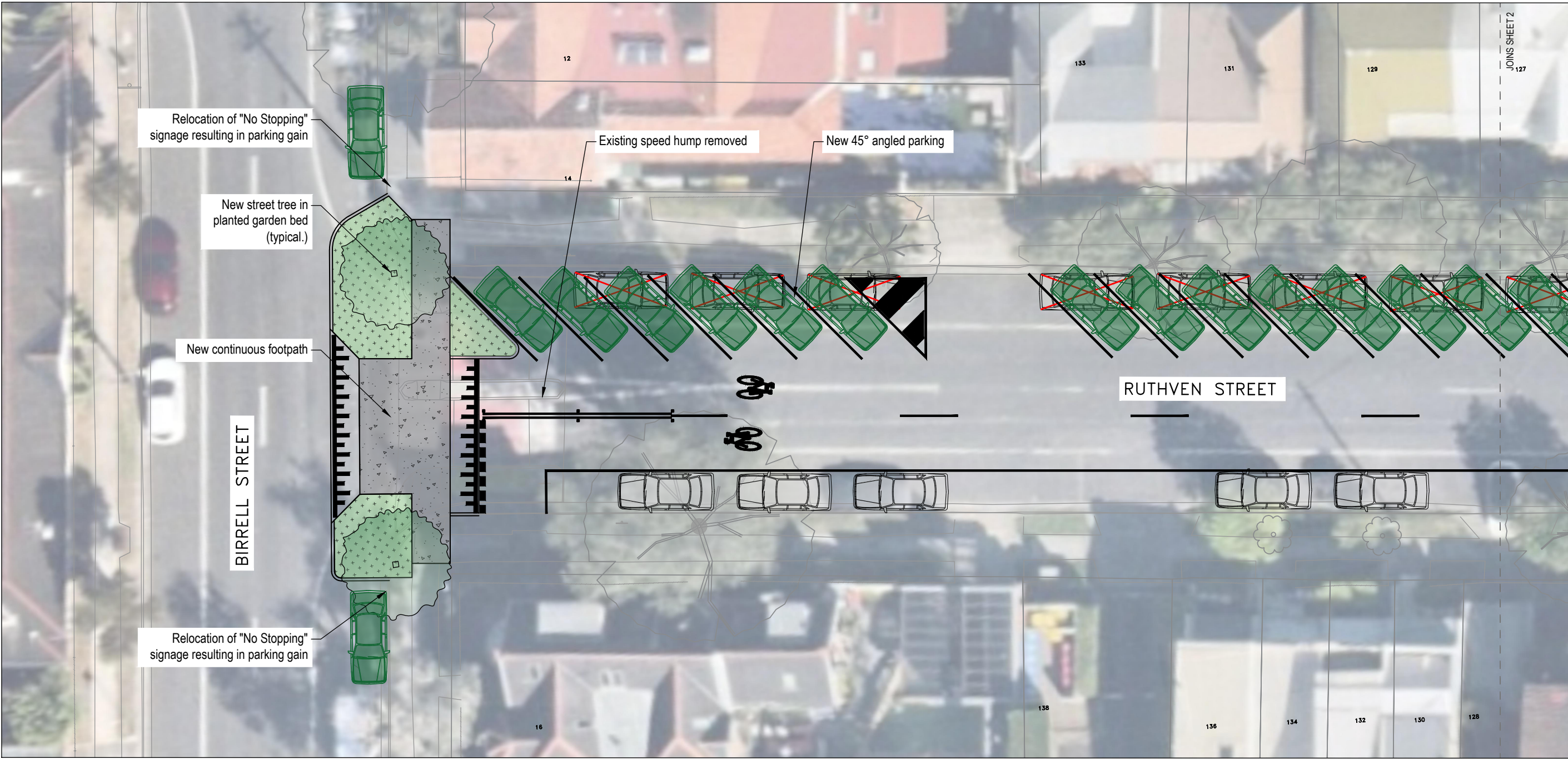
There remains a need to address the vehicular speeding issue on Ruthven Street. The local community has expressed concerns related to the proposed angle parking. As such, a decision to proceed with the angle parking may continue to be opposed. To address this concern, officers intend on notifying residents about parking across driveways to reinforce the need for the additional parking, removing the risk of illegally parked vehicles.

7. Attachments

1. Ruthven Street consultation designs [↓](#)
2. Ruthven Street Improvements - Community Consultation Report - February 2025 [↓](#)



RUTHVEN STREET IMPROVEMENTS



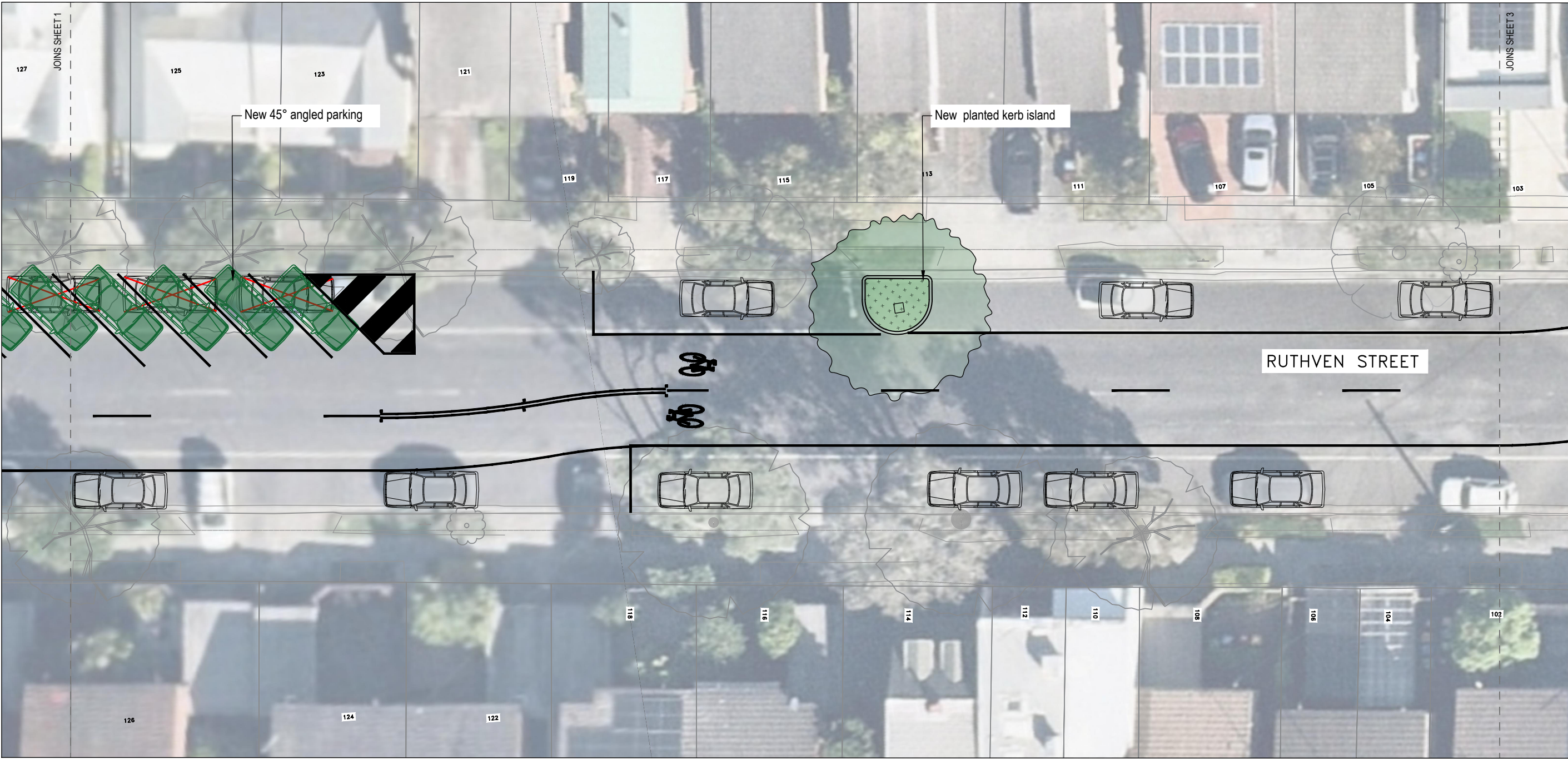
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| | NEW CONCRETE FOOTPATH PAVEMENT | | PARKING GAIN - 5.2M PASSENGER VEHICLE ILLUSTRATED AT 6M SPACING |
| | NEW PLANTED GARDEN BED | | EXISTING PARKING - 5.2M PASSENGER VEHICLE ILLUSTRATED AT 6M SPACING |
| | NEW STREET TREE | | EXISTING PARKING LOSS - 5.2M PASSENGER VEHICLE ILLUSTRATED AT 6M SPACING |
| | NEW LINEMARKING | | |





RUTHVEN STREET IMPROVEMENTS

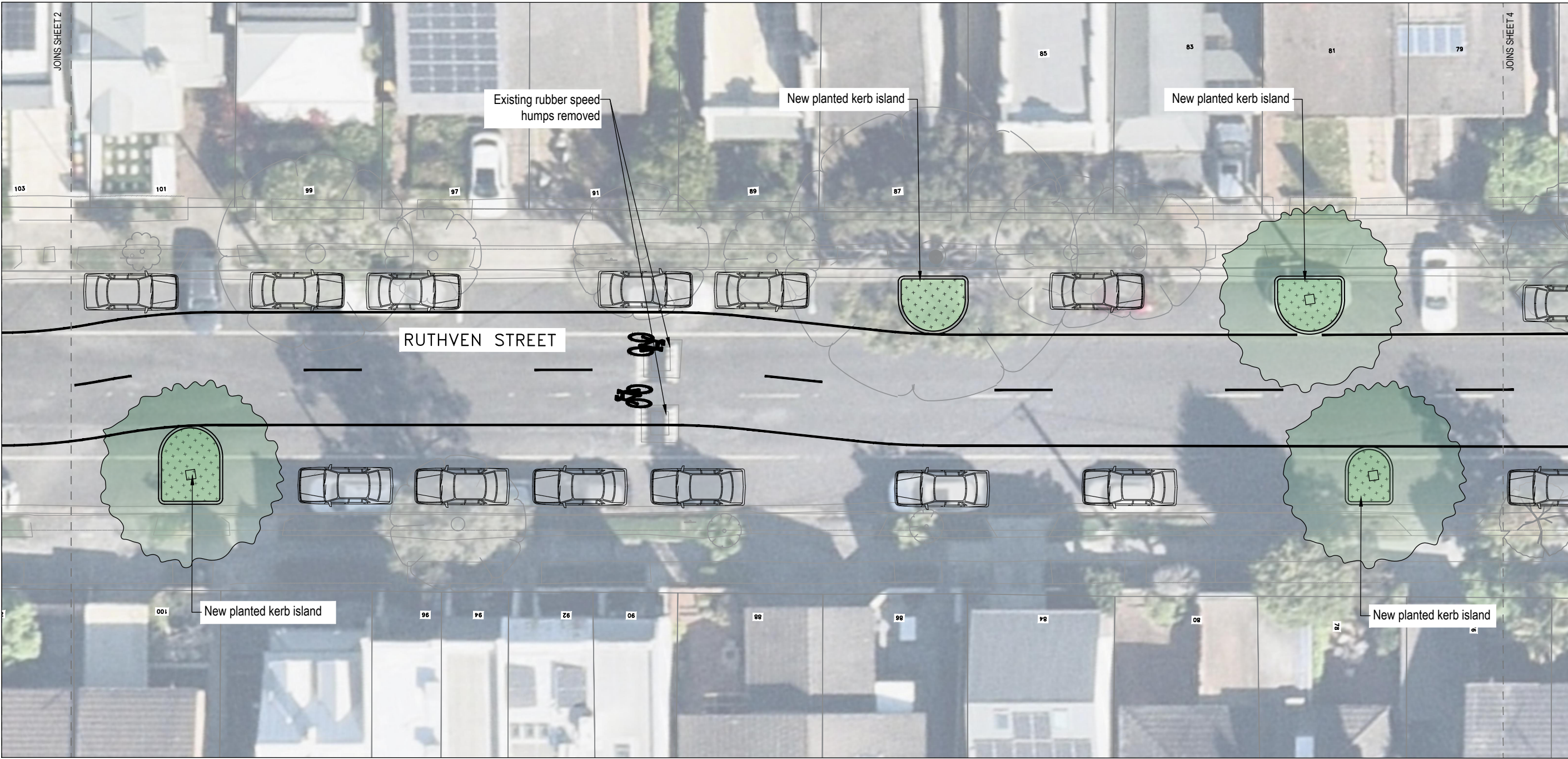


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RUTHVEN STREET IMPROVEMENTS



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RUTHVEN STREET IMPROVEMENTS



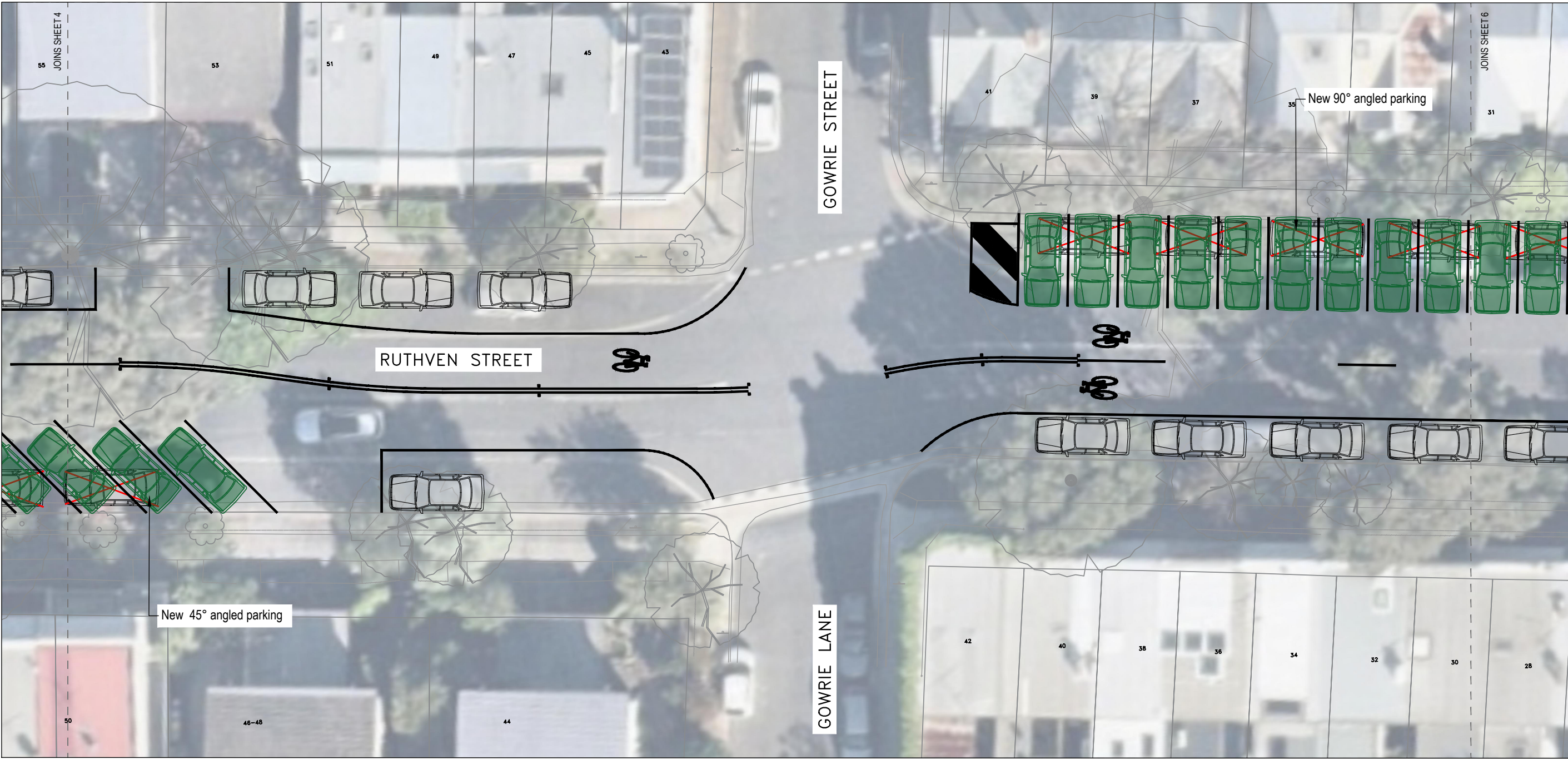
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RUTHVEN STREET IMPROVEMENTS



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Ruthven Street Improvements



WAVERLEY
COUNCIL



Community Consultation Report

February 2025

Contents

Resident	1
Executive summary.....	3
Overview of feedback.....	3
Feedback – Featured Contributions	6
Background.....	9
Approach	10
Overview of Have Your Say Project Description.....	11
Overview of Proposed Render.....	13
Engagement methodology	14
Data overview.....	15
Detailed Results - Online HYS Feedback.....	16
Detailed results – Email feedback	21
Conclusion and Recommendations	22
Appendix A – HYS Survey Questions	23
Appendix B – Notification flyer.....	25
Appendix C – Flyer distribution map	26
Appendix D – Social media posts: Waverley Weekly.....	27
Appendix E – Resident Email Submission	28
Appendix F – Resident Email Submission	29
Appendix G – Technical Email Submission	30
Appendix H – Resident Email Submission	31
Appendix I - BIKEast Email Submission	33
Appendix J – Email Submission.....	35
Appendix G Continued – Technical Email Submission.....	36

Executive summary

Waverley Council sought community feedback on Council's design proposal to improve safety and traffic infrastructure, upgrade streetscape amenity and provide additional vehicle parking on Ruthven St in Bondi Junction.

The design proposal included:

- Traffic calming infrastructure
- Installation of a new continuous footpath treatment at the Birrell Street intersection, with two additional parking spaces on Birrell Street
- Introduction of angled parking on Ruthven Street with an increase of approx. 35 on-street parking spaces
- Removal of existing rubber speed humps
- Landscaping works
- Installation of 7 new trees

The community consultation was open for feedback from **13 November to 11 December 2024**.

Several engagement methods were utilised to enable community members to submit feedback in a way that was easy and convenient, including:

- Dedicated page on Have Your Say
- Online Have Your Say survey
- Flyer drop to approx. 653 properties and businesses in close proximity to the proposed project location
- Consultation promotion in Waverley Weekly and Have Your Say email campaign.

Overview of feedback

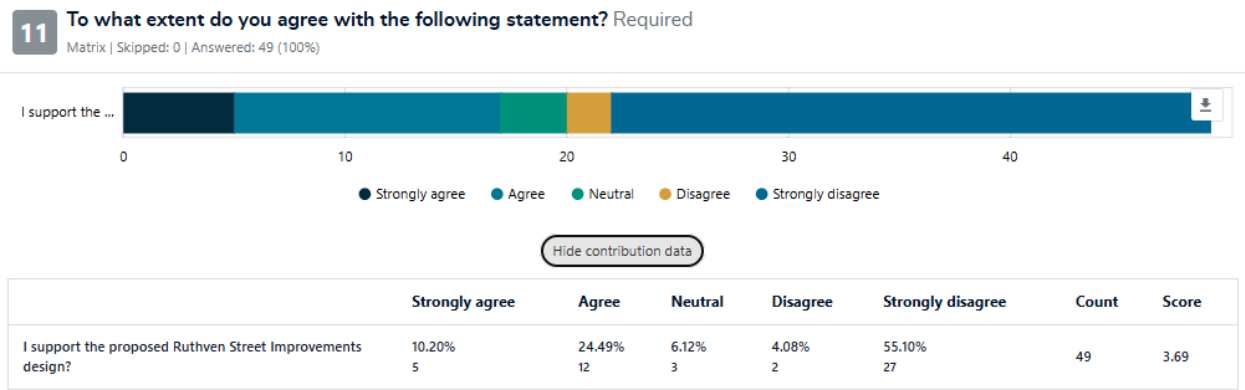
A total of 55 submissions were received during the consultation period between Wednesday 13 November 2024 and Wednesday 11 December 2024. There were 49 Have Your Say (HYS) survey submissions, 6 email survey submissions (2 of these emails adjusted their HYS survey submissions and provided alternate answers, thereby reducing total submissions to 53) and 3 general email queries regarding the design proposal which were answered via the Major Projects email inbox. All email survey submissions have been included in the Appendix section of this report.

This consultation revealed that a significant percentage of the community does not support the design proposal for Ruthven Street in its current form. **59%** of HYS survey respondents either disagreed or strongly disagreed with the statement "I support the proposed Ruthven Street Improvements design," **35%** expressed agreement or strong agreement with the statement and **6%** of survey respondents were neutral about the statement.

- **9.4%** (5/53) of HYS and email respondents **strongly agree** that they support the upgrade
- **22.6%** (12/53) of HYS and email respondents **agree** that they support the upgrade
- **5.6%** (3/53) of HYS and email respondents **are neutral** that they support the upgrade
- **11.3%** (6/53) of HYS and email respondents **disagree** that they support the upgrade
- **50.9%** (27/53) of HYS and email respondents **strongly disagree** that they support the upgrade

The 6 email submissions (including 2 retractions) did not support the upgrade design proposal in its current form, though they did express support for the continuous footpath treatment and the removal or upgrade of the speed

humps, raising the percentage of respondents who opposed the proposed design to 33 out of 53 (minus double up of 2 changed submissions) or **62%**.



The HYS consultation showed extensive community opposition (**59%**) to the introduction of angled parking with most respondents claiming there was sufficient parking available on the street and that the introduction of angled parking would be detrimental to the street amenity. **33%** supported the proposed angled parking and **8%** selected ‘other’ and wanted changes to the parking proposal.

The key reasons listed for the opposition to the addition of angled parking spots included:

- Increased congestion
- Reduced visibility and pedestrian safety
- Narrowing of road
- Loss of street amenity and heritage appeal
- Accessibility issues for elderly and mobility challenged residents
- Increased non-resident parking
- Residences will be subjected to headlights and car fumes

As an alternative, some respondents suggested that clearly marking individual parking bays on the street would help drivers use existing spaces more efficiently, minimise unnecessary gaps between vehicles and increase overall parking capacity.

In terms of the rubber speed humps on Ruthven Street, HYS survey respondents were equally divided on the proposal to remove the speed humps. **41%** of respondents were in favour, **41%** percent were opposed and **18%** selected “Yes with changes.” Survey respondents who supported the speed humps remaining indicated that they perform their purpose as required and adequately slow down traffic. Those who advocated for their removal indicated they were insufficient in performing their stated intention and needed improvement or needed to be supplemented by a more pronounced street chicane. Those who supported the removal of the rubber speed humps with changes indicated that the speedhumps needed to be improved or merged with additional traffic calming infrastructure and that the loss of the speed humps should not be used to narrow the road or add parking.

Of the 6 email respondents, 4 supported the removal of speedhumps as per the design or with changes, claiming further traffic calming infrastructure would be required to supplement this feature.

The design proposal to introduce increased tree plantings and landscaping was not significantly supported by HYS survey respondents. **35%** supported the introduction of more trees and landscaping, **49%** were opposed and **16%** selected ‘other’.

Those who supported the introduction of more trees listed the following reasons for their support:

- Increased shade and beautification of the street

Those who did not support the introduction of more trees indicated the following reasons for their response:

- Existing trees on the street are sufficient
- Installation of trees will make the street narrower and harder to navigate
- Visibility will be reduced by introduction of more trees
- Trees will come at the expense of currently available parking
- Concerns regarding maintenance and upkeep of landscaped areas

The element of the design proposal which elicited the most support from the community was the proposed installation of the **continuous footpath treatment (CFT)** at the Birrell St and Ruthven St intersection. **67%** of HYS survey respondents and 4 of 6 email respondents were in favour of installing this treatment.

Submissions in support of the CFT installation indicated the following reasons:

- Increased pedestrian safety, particularly for children
- Slowed vehicular access

The BIKEast email submission related primarily to the detrimental effects of the introduction of angled parking to bike users and pedestrians. Their full submission can be viewed in Appendix I.

The key issues raised by community related to concerns that the proposed upgrades were unnecessary and would exacerbate vehicular access to what they believe is a beautiful heritage street with more than adequate parking for residents and enough trees and plantings.

Multiple respondents highlighted the “dangerous” width of the intersection at Ruthven St and Oxford St as a key concern which was not addressed by the design proposal offered. They requested this issue be given priority to solve the ongoing pedestrian safety issues, particularly for children, and requested narrowing the crossing points or installing pedestrian islands.

A number of respondents commented that the street design proposal was only instigated due to a minority resident petition to remove the speed humps.

Further comments that were raised by the community for consideration include:

- Addressing pedestrian safety resulting from the crossing width at the Oxford St intersection
- Installing a more pronounced chicane
- Upgrading already existing rubber speed humps
- Bike signage
- Improved demarcation of parallel parking bays to optimise parking spots
- Demarcation of driveways
- Introduction of 30km/h speed limit
- Installation of a bike lane
- Installing traffic calming infrastructure at both ends of Ruthven St

Sentiment

Sentiment	Percentage
Positive	6.98%
Mixed	30.23%
Negative	60.47%

Tags

View tag data

I don't understand how a community request to address an issue with speed bumps in one localised spot in the lower half of Ruthven Street necessitates a proposal for a wholesale makeover to the whole of the street. There is already plenty of parking in Ruthven Street. The proposals to introduce angle parking would significantly narrow the road – especially at the top end where 90-degree parking is slated – bringing new hazards for drivers and pedestrians. Also, given how close people's cottages and the Westgate Terraces are to the road with little to no protection from fences, hedges or front yards, vehicles parking at 90 degrees would introduce exhaust fume pollution direct into people's homes on one side of the road and headlight nuisance in people's homes on the other. Ruthven Street is a jewel in Bondi Junction. Please restrict your focus and council funds to improving the situation with the speed bumps. The proposals to introduce angle parking will ruin the street and cause a significant loss of amenity for residents and homeowners. As longtime residents and homeowners in Westgate Terrace, we (my wife, daughter and I) are strongly opposed to the proposed changes.

Contribution 14 of 14 | 11 December 2024

We have lived on Ruthven Street for 20+ years; we are strongly opposed to the proposed design for Ruthven Street and in particular the introduction of angle parking. We believe that angle parking at the top end of Ruthven Street near Oxford (plan 5 and 6) would be detrimental to residents and road users as it would result in: 1. Car fumes and pollution being blown straight into the houses where cars are being parked at 90 degrees (there is very little setback of properties from the kerb even now) 2. Headlights being shone straight into residences on the other side of the street as cars are being parked (our house would be directly affected) 3. Greater difficulty in crossing the road safely around parked cars, particularly for the number of young families in the area walking to and from St James Park playground and on to Centennial Park 4. More car traffic to and in the area. Part of the justification for the installation of the bike track and the associated disruption during the works and the subsequent on-going issues with congestion on Oxford Street was to reduce this. We contest the assertion that extra car parking is needed at the top end or anywhere else in Ruthven Street. When we need to we have no problem parking near or within a very short walk of home in peak hours, and out of peak hours there are usually plenty of vacant spots on Ruthven Street, Gowie Lane and Ruthven Lane; I am out walking during the day and most nights and have observed this to be so. Driving and walking on other streets in the area that have angle parking is more hazardous than on Ruthven, especially given the number of delivery and council vehicles that stop intermittently to do their jobs. Please do not ruin our beautiful Ruthven Street!!!

Contribution 13 of 14 | 10 December 2024

Some of the proposed changes are great (more trees, continuous footpath, removing speed humps), however: - When removing the speed humps the replacement traffic calming measures should be aggressive enough to keep traffic speed down. I'm not sure the currently proposed islands are sufficient, please consider a full slow point. - Ruthven street is currently a beautiful quiet street and we should try to protect that. Giving more street space to parked cars is an eyesore and will likely encourage more car use in the area. - I would support angled or perpendicular parking if it did not significantly increase the number of spaces, e.g. by adding garden beds instead of more spaces. - Encouraging increased car usage makes it harder to reach Waverley's 2035 net zero target.

Contribution 12 of 14 | 8 December 2024

Fantastic design, will bring so much improvement to the street

Contribution 11 of 14 | 6 December 2024

I have lived on Ruthven Street for over twenty years and own two properties on Ruthven Street at the Oxford end. I am an elderly resident and my children and grandchildren live on the street as well. Ruthven Street is one of the few remaining heritage streets in the area, but we are already plagued by the shadows of towering apartment blocks which have received Council approval on nearby Oxford Street. We do not want to ruin the beautiful streetscape of Ruthven Street by providing dangerous and unsightly angle parking spaces. We have just enough parallel parking for residents; we do not want to turn Ruthven Street into an ugly parking lot for visitors and shoppers from Oxford Street. Recently, we have noticed that we are getting "overflow" parking on Ruthven Street by workers and customers from coffee shops, gyms and beauty salons on Oxford Street. Perhaps Council could increase the number of parking monitors in residential areas or require businesses to provide their own parking for customers rather than making the problem worse for Ruthven residents. Entrance and exit to Ruthven Street have become increasingly difficult due to traffic flow from retail premises, cycle lanes and road changes on St. James Street. Cars race up the hill from Birrell Street and those at the top end are at risk of death or injury when they cross; we do not want to remove speed bumps and increase risk to children and elderly. A stop sign mid-way up Ruthven Street could be an alternative to speed bumps. A narrower, winding Ruthven Street will make it more difficult to navigate safely for drivers and parkers and pedestrians. Trees are a problem for Ruthven Street. At the top end we have huge gum trees that cause endless problems with overhanging branches and roots that clog gutters and get into foundations and sewer lines. Despite repeated requests from residents, Council fails to keep trees pruned and managed on a regular basis. The street frequently floods due to leaf litter in uncleared gutters. We do not need more trees or flower beds to exacerbate the problem. Entering and exiting Ruthven Street from Birrell Street is already difficult and more plantings at that end could reduce visibility and cause a traffic hazard. Entering and exiting Ruthven Street from Oxford Street is difficult because of heavy car and cycle traffic which backs up from the stop light near the Lord Nelson pub. Re-opening the entrance from St. James Street onto Oxford Street could help traffic flow at the top end. Currently St James Street is blocked by a bench that no one uses. Also, if you want to increase the number of parking spaces, why not use space available on St. James Street alongside the bus terminal? Our family was never consulted regarding the initial design proposal, so we are concerned that it is a fait accompli and that plans are already underway to ruin our beautiful street or make it more crowded and dangerous for our precious children. Once again, I must emphasize that I am totally against the plan to install angle parking.

Contribution 10 of 14 | 2 December 2024

Yes, whilst the proposed works are carefully considered, it distresses us that you have completely missed 'the elephant in the street': the dangerously wide intersection of pedestrians / cyclists / cars / ebikes / scooters / buses at the TOP of Ruthven Street. The exposed distance that a pedestrian (especially school children) travels to cross the top of the street needs to be narrowed back down to two lanes. Blisters/planters would work very well. The area is so large a helicopter could land... We live a stones throw from this intersection and it is a ticking time bomb as we have witnessed many near misses. It is only a matter of time before someone is severely injured (if not worse). We have mentioned this to Waverley council on several occasions with no acknowledgement - would you please address this as a matter of urgency.

Contribution 9 of 14 | 28 November 2024

The petition from one disgruntled house owner and the ad hoc survey of residents he ran (I didn't see it but my husband did) is not a good enough reason for this expensive and invasive treatment of historic Ruthven street. The council has not done its due diligence by actually surveying the affected residents in a proper survey that does not have a vested interest. I expect the council to give the community options not just one idea which greatly increases the parking volume on the street and detrimentally affects the value of our homes by turning the street into a parking lot.

Contribution 8 of 14 | 26 November 2024

As a resident of Ruthven street with two small children I am strongly opposed to perpendicular parking on Ruthven Street and the removal of speed bumps. There is always ample street parking currently and I cannot see an argument for why more is needed. There is a children's playground and lots of families on the street - additional parking as proposed will make the street very dangerous for children and all pedestrians. The street is also quite busy so having perpendicular parking as proposed will no doubt increase traffic accidents and damage with people pulling out without proper sight lines.

Contribution 7 of 14 | 23 November 2024

You have not addressed the main safety concern at the top of the street which is pedestrians, school children, bikes, scooters and cars all trying to cross the intersection. The plans make it even more dangerous. Chicanes or less noisy speed humps do slow down traffic. Why are both not being considered? ie why is there only 1 concept plan being circulated. Why are there not options being presented? This seems to be a parking plan not a plan around safety.

Contribution 6 of 14 | 20 November 2024

The value of the proposed changes seem questionable, especially when adding the cost of implementation. It would also be good to get clarity on what exactly the council is trying to achieve with these changes. I understand there are a few residents who are pushing for these changes that may have a greater degree of influence with the council due to existing relations. I would just ask that opinions of residents are all taken equally. An additional proposal is to require the bike path to give way to cars at the Oxford Street intersection, similar to the arrangements at Poate Road and Moore Park Road. Currently, cars often queue across the intersection, making it difficult to fully clear the bike path when existing Ruthven St. Eastbound cyclists, traveling at speed, frequently cross in front of cars. As a cyclist myself, I am very mindful of watching out for others on bikes. However, because cyclists currently have the right of way, some ride aggressively and at high speeds. On multiple occasions, I have come close to colliding with cyclists under these circumstances. This change could improve safety for all road users. Also, most cars do not respect the "Do not queue across intersection" sign at Oxford St, making it more dangerous for both exiting and entering Ruthven St as a vehicle. The previous markings on the road were far more effective. I would be happy to discuss these over the phone if more detail was required.

Contribution 5 of 14 | 17 November 2024

More trees and angled parking is a great idea and will make the street more intimate and less of a freeway. You do also need to introduce stop signs for bikes on the bike lane at the end of the street as more people are going to get hurt. Already seen two cyclists get collected and a third just miss which is going to keep happening if the bikes don't stop and give way

Contribution 4 of 14 | 16 November 2024

Please confirm that the 'no right turn' limitation from Birrell St into Ruthven St will remain in place. Years ago, the street was a 'rat run' for commuters avoiding York Rd, generating unwanted traffic along Ruthven st, and traffic jams at Oxford st where a left turn was required. Please also confirm that the white lines designating parking limits for parallel parking will be reconsidered. At the moment, many cars park close to the line, rather than the kerb, leaving the car up to a metre from the gutter. With limited street width introduced by replacing parallel with 45 or 90 degree parking on one side along Ruthven st, the street may become impassable to two-way traffic if cars are not parked close to the kerb (as is the case in too many Eastern Suburbs streets now).

Contribution 3 of 14 | 16 November 2024

The signage for the bike path along Oxford St at The intersections of Ruthven St and Mill Hill Rd needs to be improved. There is minimal signage letting drivers know there is a bike bath. Cyclists often speed through without stopping. The turn for drivers onto Oxford St is quite blind so dads need to edge out further, which can often cause a collision.

Contribution 2 of 14 | 13 November 2024

This whole issue has been driven by one person who lives next to the current traffic calming devices. The person who conducted a survey of residence which weighted heavily towards making changes to the speed humps that are currently installed and was not a fair survey of what is required for this street. A proper survey needs to be undertaken that reflects the true feeling of the residents. not a bias survey by someone who has an alternative agenda. What is currently proposed will turn a once beautiful and "heritage listed" (please check the heritage listing of this street) street into a car park.

Contribution 1 of 14 | 13 November 2024

Background

Ruthven Street is situated in Bondi Junction and runs from Birrell Street to Oxford Street. As part of the TfNSW and Council initiative to reduce speed limits across the LGA by introducing a contiguous 40 km/h speed limit, Council identified traffic calming treatments on Ruthven St, Council meeting reference PD/5.4/20.09

In May 2020, the Waverley Traffic Committee (WTC) adopted officer recommendations for the installation of an asphalt/concrete speed cushion at the location of 91 Ruthven St, TC/C.01/20.05. In October 2020, the WTC refined its recommendation to provide rubber speed cushions at the location in the place of the asphalt/concrete treatment.

After the installations of the speed cushion in 2021, residents along the street filed a petition containing 43 signatures to Council to remove the speed cushion noting it did not achieve the intentions of traffic calming or speed reduction of vehicles in 2024. CM/7.15/24.04

The petition states:

We, the undersigned residents of Ruthven St, Bondi Junction request the removal of the rubber speed hump installed 27th November 2021. Advice from Waverley Council was that the installation of a traffic calming device would result in TfNSW reducing the speed limit in the Ruthven St to 40kph. Since installation of the rubber speed bump, it has been observed and video recorded:

- 1. Generally no reduction in through traffic speed;*
- 2. Damage to the rubber mats and loss of protective bolt caps;*
- 3. An increase in bad driver behaviour by way of:*
 - a. Driving down the centre of the road to avoid the rubber bumps, risking head on collision;*
 - b. Swerving into the parking lanes at speed to avoid the speed bumps, risk of kerb impact and subsequent loss of control.*
- 4. A significant increase in through traffic noise due to passage over the rubber mats at speed, in particular by; trades vehicles, delivery and goods transport vehicles loads bouncing due to excessive transit speed;*
- 5. A significant increase in through traffic noise due to large vehicles, which exceed the posted 3t limit, on passing over the speed bump accelerating away from the ineffective installation;*
- 6. Damage to road surface, in particular near the rubber mats where vehicle wheels impact heavily after becoming airborne as a result of not having slowed sufficiently while passing over the mats.*

Speed limit has not been reduced to 40kph as part of the original plan.

It is also requested that Waverley Council urgently commence its investigation and community consultation to address traffic calming in Ruthven St.

Subsequent to this petition, noted in the council resolution PD/5.4/20.09, Council officers were to explore design options to achieve the following outcomes:

- Removal of the existing speed cushions.
- Angle and perpendicular on-street parking where space permits.
- Alternating parking locations enabled through a gentle street chicane.
- Updated supportive signage.
- Planted kerb islands with street trees.
- A continuous footpath treatment at Birrell Street.

Based on these criteria above, Council officers produced the concept design for this consultation.

Key information

Roads and footpaths are key Council assets that must be maintained to high standards for the community to enjoy now and into the future. This is especially true for areas of high pedestrian, public transport and motorist traffic.

Council is proposing to improve traffic infrastructure and provide additional parking to commuters in the area and introducing traffic calming measures.

The design also includes:

- Traffic calming infrastructure – road alignment deviation and traffic islands
- Installation of new continuous footpath at Birrell St intersection
- Introduction of 90 degree and angled parking - net gain of 35 parking spots
- Removal of rubber speed humps
- Landscaping works
- Installation of 7 new trees

Funded by Waverley Council, the upgrade proposes to renew these assets and improve pedestrian and vehicular safety through strategic design and is driven by Waverley's People, Movement and Places Strategy which identifies improving pedestrian safety as a key priority.

Please note that as part of Council's ongoing monitoring of traffic infrastructure, Council's Integrated Transport team has observed a significant reduction in traffic speed along Ruthven Street following the installation of speed humps. Data analysis reveals that the speed humps have effectively reduced traffic speed throughout the entire road segment, not just at the speed hump locations.

Specifically, the data shows:

- Northbound traffic speed decreased from 49km/h to 40km/h
- Southbound traffic speed decreased from 48km/h to 33km/h

These results have demonstrated the effectiveness of the speed humps in reducing traffic speed and improving road safety.

Approach

A mix of online engagement methods were employed to gather feedback and suggestions from residents and other community members.

The consultation objectives were:

1. To inform the community about the proposed upgrade and obtain overall feedback.
2. To obtain community input on the design scope of the project.
3. To garner community interest and support in the project.

Overview of Have Your Say Project Description

Project Description

Ruthven Street is a residential street situated in Bondi Junction which runs from Birrell Street to Oxford St. To meet community needs, Council is proposing to improve safety and traffic infrastructure, upgrade streetscape amenity, and provide additional parking in the area.

The design proposal includes:

- Traffic calming infrastructure
- Installation of a new continuous footpath treatment at the Birrell Street intersection, with two additional parking spaces on Birrell Street
- Introduction of angled parking on Ruthven Street with an increase of approx. 35 on street parking spaces
- Removal of speed humps
- Landscaping works
- Installation of 7 new trees

The community consultation will be open for feedback from **13 November - 11 December 2024**.

Background


Following a petition by residents of Ruthven Street to remove the rubber speed humps and improve safety and traffic infrastructure on Ruthven Street, Council resolved to investigate and further explore design options that would achieve the following outcomes:

- Removal of the existing speed cushions
- Angle and perpendicular on-street parking where space permits
- Alternate parking through a gentle street chicane
- Updated supportive signage
- Planted kerb islands with street trees
- Continuous footpath treatment at Birrell Street


The proposed design in the consultation has considered and incorporated these design amendments where feasible.

Proposed Design Layouts for Ruthven Street Improvements


Please click into each plan to see full screen version of proposed Ruthven Street plans from Birrell Street to Oxford Street.




Ruthven St Layout Plan 1




Ruthven St Layout Plan 2




Ruthven St Layout Plan 3



Ruthven St Layout Plan 4



Ruthven St Layout Plan 5



Ruthven St Layout Plan 6

Overview of Proposed Render

Render of continuous footpath treatment at Ruthven St and Birrell St.



Engagement methodology

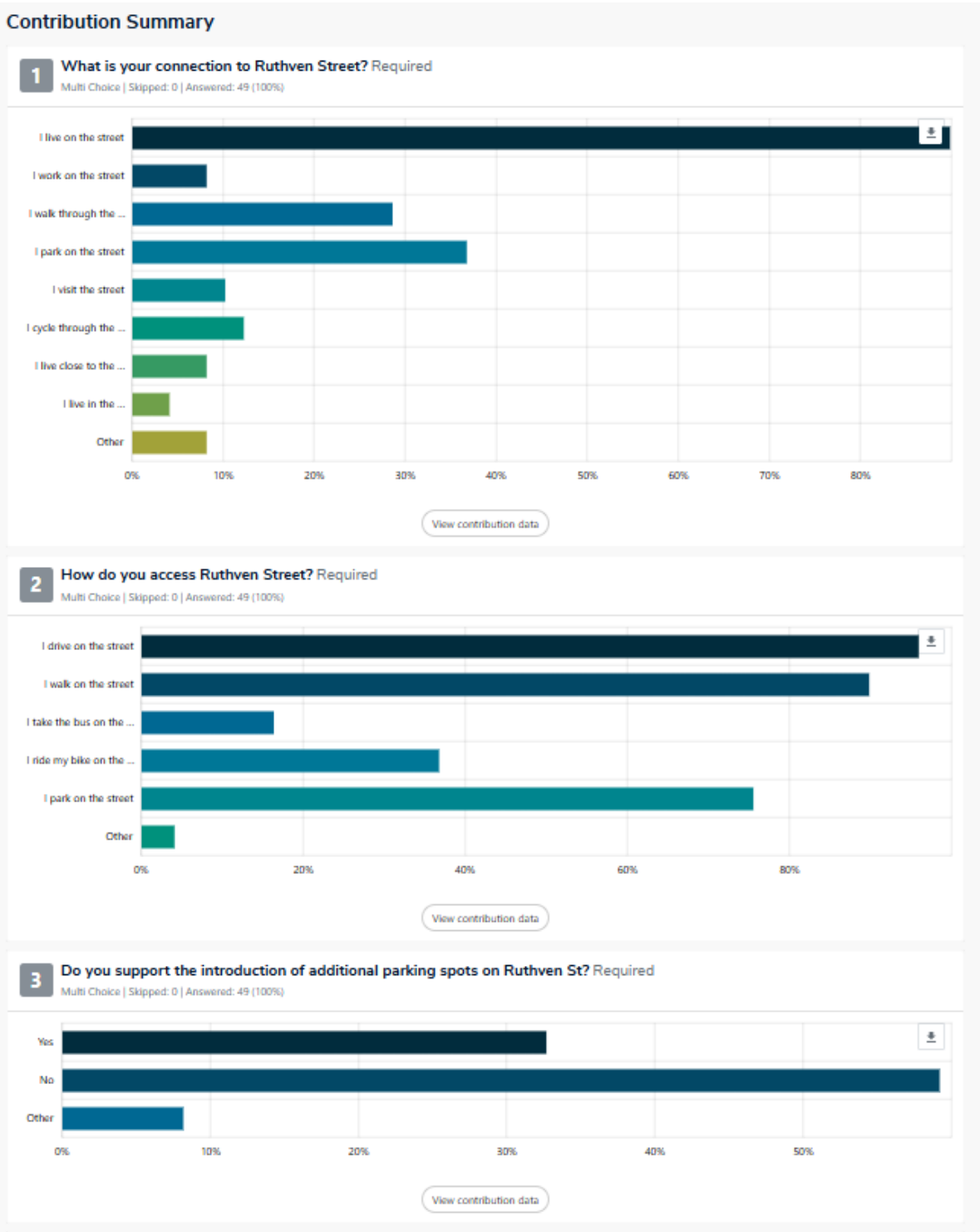
A range of engagement methods were used to maximise the opportunity for community participation. The engagement process aligned with Waverley Council's adapted IAP2 model for community engagement.

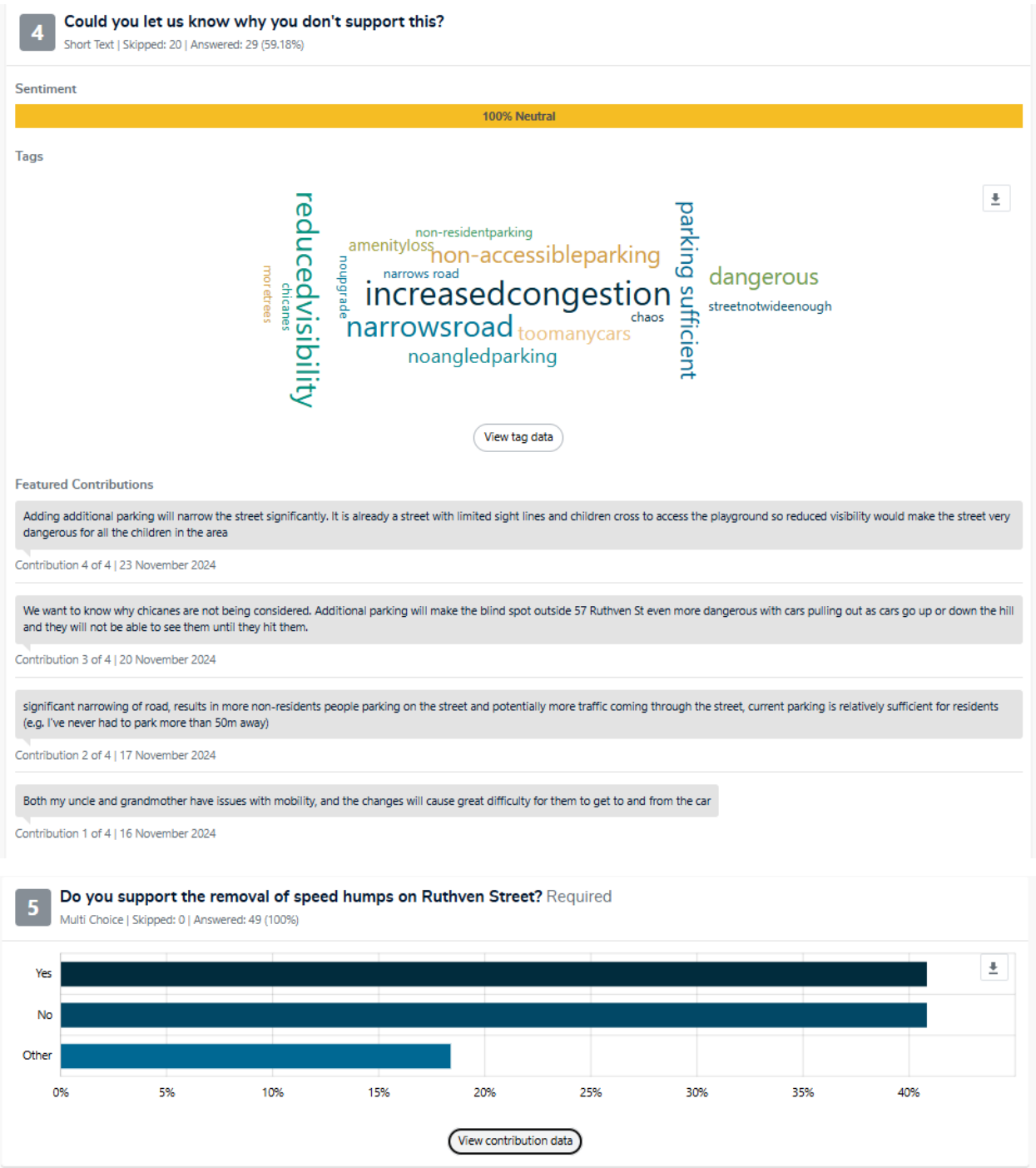
Method	Overview	Date	Response
Have Your Say page and survey	<p>Council dedicated a Have Your Say page and survey to get feedback on the key elements of the proposed renewal.</p> <p>See Appendix A for survey questions.</p> <p>URL: https://haveyoursay.waverley.nsw.gov.au/rut-hven-street-improvements </p>	<p>HYS page- 13 November 2025 – ongoing</p> <p>Survey- 13 November – 11 December 2024</p>	<p>491 views of the page</p> <p>427 visits to the page</p> <p>267 visitors</p> <p>49 submissions to survey</p>
Have Your Say Campaign	HYS email was distributed to 607 subscribers who follow the Bondi, Bondi Junction and Traffic and Transport Categories	13 November 2024	N/A
Flyer drop	<p>Flyer delivered to approx. 653 properties/businesses in close proximity to the proposed project location to notify of the consultation and encourage feedback.</p> <p>See Appendix B for flyer See Appendix C for map distribution.</p>	November 2024	N/A
Stakeholder outreach	<p>Emailed key stakeholders to advise of the consultation and encourage feedback, including:</p> <ul style="list-style-type: none"> • Precincts • Councillors 	November 2024	N/A
Waverley Weekly e-newsletter	Story in Council's weekly e-newsletter. See Appendix E.	November 2024	51 unique clicks Total - 71 clicks
Council website	Dedicated link on the Waverley Council website.	ongoing	N/A

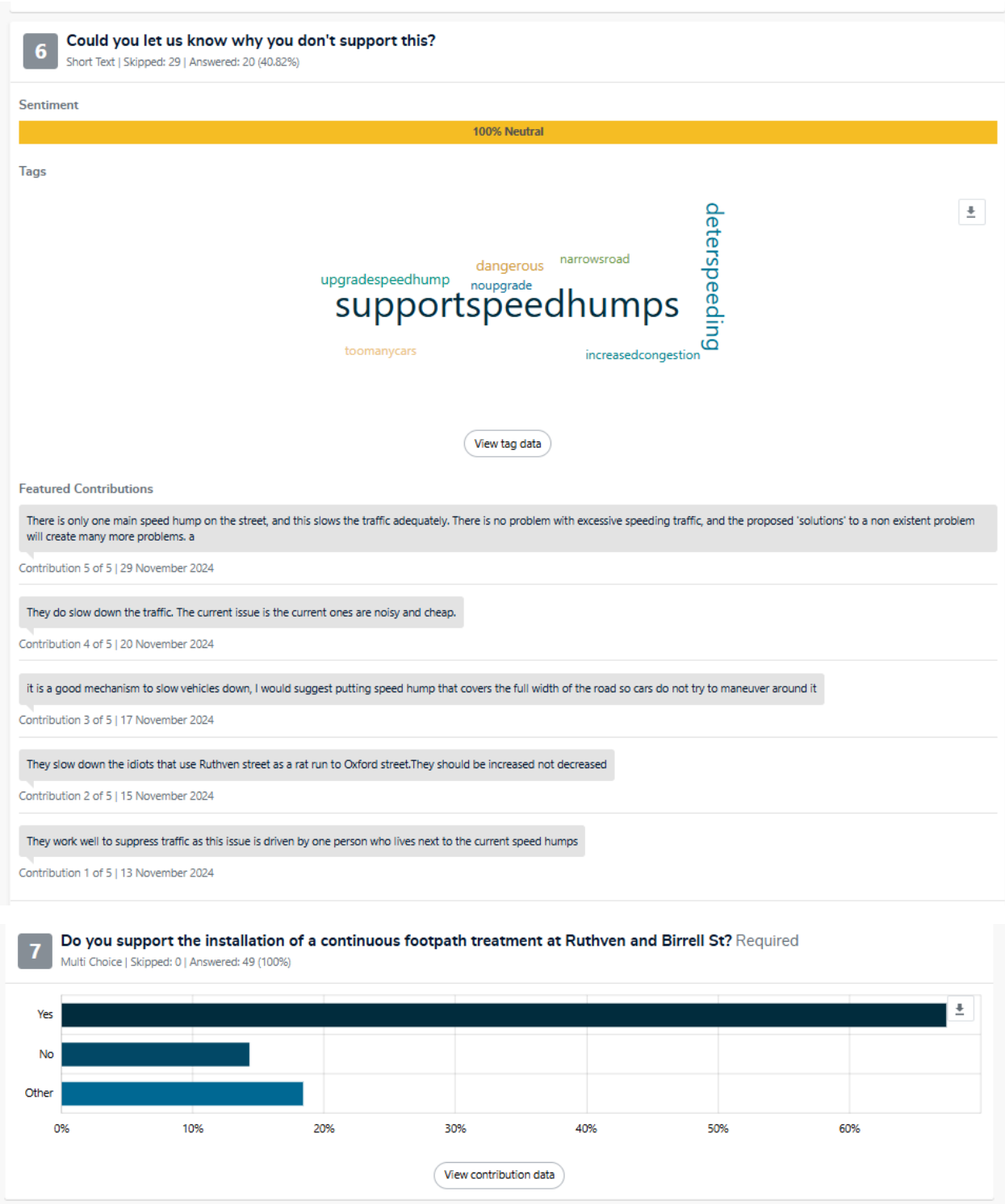
Data overview

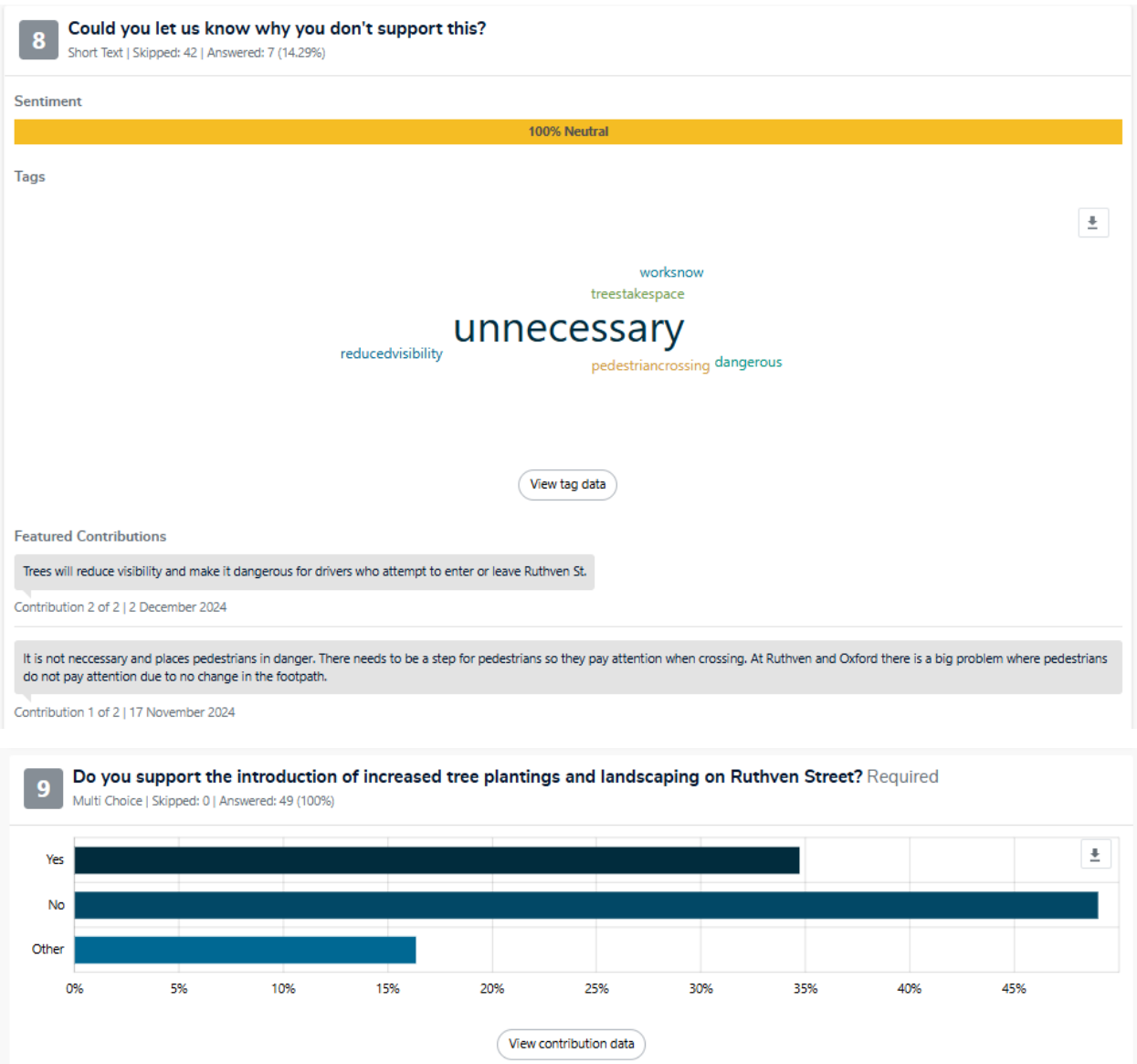
Online survey	<p>A total of 49 HYS submissions were received</p> <p>Respondent demographics:</p> <ul style="list-style-type: none"> • 65% identified as male • 32% identified as female • 3% identified as other <p>The majority of respondents are connected to the street by living on the street (90%) followed by parking on the street (37%) and walking on the street (29%). Respondents could select multiple categories.</p> <p>The majority of respondents access the street by driving (96%), followed by walking (90%) and parking (76%). Respondents could select multiple categories.</p> <p>The majority of respondents were between 40-50 years of age (28%) followed by 50-60 years of age (21%) and 60-70 years of age (21%).</p> <p>To see detailed results of survey, please see pages 16-19.</p>
Call feedback	A number of calls was submitted to the Project Manager and followed up with email submissions.
Email feedback	6 email survey submissions were received including a technical submission from an Engineer residing on the street and a submission from BIKEast. 2 of the 6 email submissions were retractions of their original HYS responses. There were also some queries regarding the survey which were responded to through the Major Projects (MP) inbox.

Detailed Results - Online HYS Feedback









Detailed results – Email feedback

A total of 6 email submissions were received during the consultation period. These included:

- BIKEast submission
- Technical resident submission
- 4 Street resident submissions

In addition, there were 2 email queries regarding the survey that were answered through the MP inbox.

After the close of the community consultation, a follow up email was received by the resident who made a technical submission. This is included as an addendum to the original submission.

The email feedback has been incorporated into the Overview of Feedback section on page 3 of the report.

All email submissions can be reviewed and are included in full in the Appendix section of this report in order of date received.

Conclusion and Recommendations

Community feedback on the Ruthven Street Improvements Consultation has shown mixed sentiment for the concept design proposal, with the majority of respondents indicating that apart from the Continuous Footpath Treatment (CFT) which is significantly supported, the design proposal is not reflective of community needs. This is most evident in submission responses to the proposal for angled parking. The main reasons for community opposition to the design proposal include:

- The street has sufficient parking for residents and will become overly congested if parking increased
- Angled parking will narrow the street and make entry and egress from parking spots more difficult
- Angled parking will be detrimental to mobility access
- Heritage Bondi Junction street will lose its appeal
- Priority issue is traffic calming and width reduction at the Oxford St intersection
- Proposed design will decrease pedestrian and traffic safety
- The street already has enough trees and plantings
- Proposed kerb islands will hinder visibility and remove current parking options
- Current traffic calming requires upgrading (Divided response on the benefit or need for removal of existing speed humps)

There is, however, significant support for the continuous footpath treatment element of the design proposal as reflected in the 67% majority indicating support for this design element, further amplified by most of the email submissions.

Recommendation

Based on this consultation, the recommendation is to proceed to detailed design with the community preference of the continuous footpath treatment at Birrell and Ruthven St intersection and reassess other elements of the design proposal such as alternative traffic calming infrastructure at both ends of Ruthven St, addressing width issues at the Oxford St and Ruthven St intersection, improved demarcation of parking bays and driveways, improved signage or installing more pronounced chicane and reconsideration of speed hump status. Further recommendations are as follows:

1. That Waverley Council consider all feedback related to the proposed concept design for the Ruthven Street Improvements and incorporate into final design where possible.
2. Consider other traffic calming infrastructure alternatives
3. That the community is informed of any changes to the design.

It is recommended that this consultation report be presented to Council for its consideration and made publicly available shortly afterwards, before progressing to next stages.

Appendix A – HYS Survey Questions

[Open](#)

Ruthven Street Improvements Consultation Survey Questions (3min)

Survey Questions

What is your connection to Ruthven Street? Required

Please select as many options as are appropriate.

- ☐ I live on the street
- ☐ I work on the street
- ☐ I walk through the street
- ☐ I park on the street
- ☐ I visit the street
- ☐ I cycle through the street
- ☐ I live close to the street and may be affected by the construction and results of the upgrade
- ☐ I live in the Waverley area and am interested in these issues
- ☐ Other (please specify)

How do you access Ruthven Street? Required

Please select as many options as are appropriate.

- ☐ I drive on the street
- ☐ I walk on the street
- ☐ I take the bus on the street
- ☐ I ride my bike on the street
- ☐ I park on the street
- ☐ Other (please specify)

Do you support the introduction of additional parking spots on Ruthven St? Required

- ☐ Yes
- ☐ No
- ☐ Yes, with changes:

Do you support the removal of speed humps on Ruthven Street? Required

- ☐ Yes
- ☐ No
- ☐ Yes, with changes:

Do you support the installation of a continuous footpath treatment at Ruthven and Birrell St? Required

- ☐ Yes
- ☐ No
- ☐ Yes, with changes:

Do you support the introduction of increased tree plantings and landscaping on Ruthven Street? Required

- ☐ Yes
- ☐ No
- ☐ Yes, with changes:

To what extent do you agree with the following statement? Required

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
I support the proposed Ruthven Street Improvements design?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any further comments on the proposed design for Ruthven Street

Submit

Appendix B – Notification flyer



We are calling for community feedback on the design proposal for Ruthven Street.

Project information can be found here:



Council is proposing to improve safety and traffic infrastructure, upgrade streetscape amenity, and provide additional parking in the area. The community consultation will be open from 13 November - 11 December 2024. Please scan the QR code to provide feedback.

The design proposed includes:

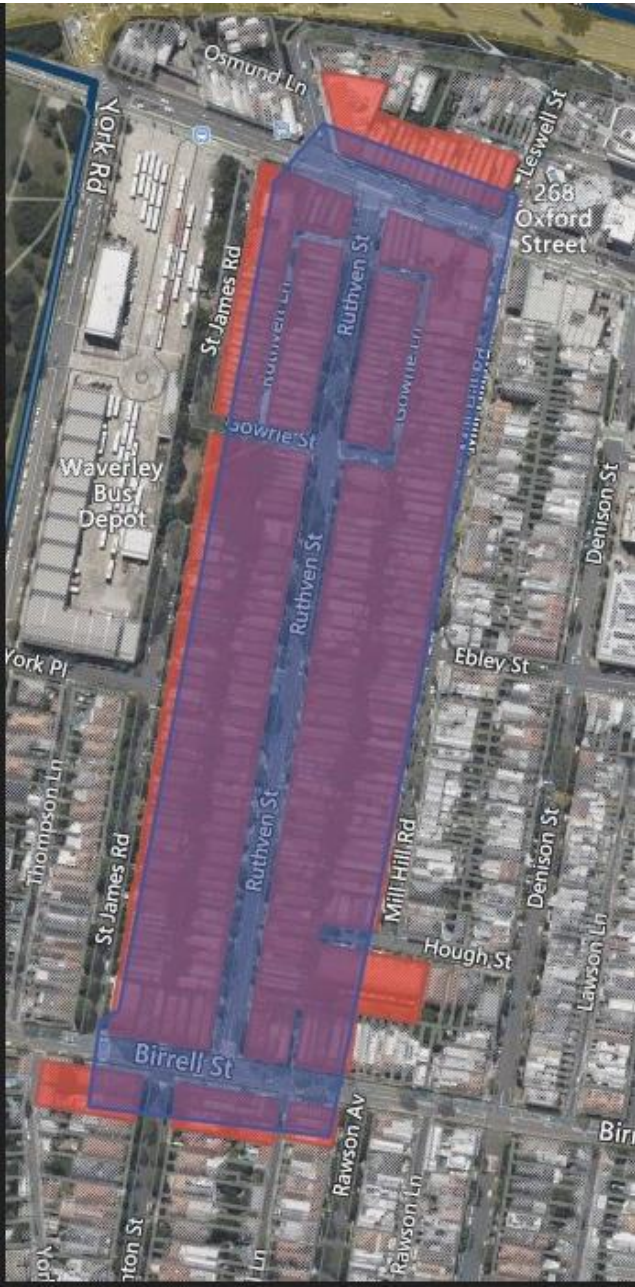
- Traffic calming infrastructure
- Installation of a new continuous footpath treatment
- Introduction of new angled parking
- Removal of speed humps
- Landscaping works and installation of new trees

For more information about the project:

- Visit haveyoursay.waverley.nsw.gov.au/ruthven-street-improvements
- Scan the QR code
- Email majorprojects@waverley.nsw.gov.au



Appendix C – Flyer distribution map



Appendix D – Social media posts: Waverley Weekly

Please refer to the listings indicated in the Engagement Methodology to see the social media digital analytics for this community consultation.



Ruthven Street upgrade 🛠️

To meet community needs, Council is proposing to improve safety and traffic infrastructure, upgrade streetscape amenity, and provide additional parking in the area.

More information, and a short feedback survey, at the link below.

[Learn more](#)

Appendix E – Resident Email Submission

Six email submissions were received by street residents. 2 of the 6 email submissions offered adjusted responses to their HYS survey submissions.

Dated: 18 November 2024

Hello [REDACTED]

Thanks for your email.

1. I am against rear to kerb parking as it will narrow the street too much and create issues for those wishing to park as traffic speeds up going up the hill. Furthermore, visibility will be severely restricted for those wishing to egress from a rear to kerb spot.
2. Agree to continuous footpath at Birrell St
3. Agree with removal of existing speed humps.
4. Against planting more trees. Ruthven St has enough trees as it stands.

Kind regards

[REDACTED]

55 Ruthven Street

[REDACTED]

Appendix F – Resident Email Submission

Dated: 3 December 2024

Hi there,

I had completed the questionnaire online a while back and after speaking to a few residents, I wish to retract my answers and repost.

Online user name : [REDACTED]

Please see below my updated answers.

- 1. I am against rear to kerb parking as it will narrow the street too much and create issues for those wishing to park as traffic speeds up going up the hill. Furthermore, visibility will be severely restricted for those wishing to egress from a rear to kerb spot.*
- 2. Agree to continuous footpath at Birrell St*
- 3. Agree with removal of existing speed humps.*
- 4. Against planting more trees. Ruthven St has enough trees as it stands.*

Kind regards

[REDACTED]

55 Ruthven Street

Appendix G – Technical Email Submission

Dated 11 December 2024

Complete 17-page PDF submission can be viewed at the end of this report, starting on page 36

Hi,

Please see attached detailed review of proposed changes to Ruthven St, Bondi Junction.

[REDACTED]

BE (Mech) MEngSc MIEAust MAIRAH

Registered Professional Engineer NSW N° [REDACTED]

Registered Principal Design Practitioner NSW N° [REDACTED]

Registered Design Practitioner NSW N° [REDACTED]

Dated 15 December 2024

Addendum to original submission sent through by email with video footage

Hi [REDACTED]

I know that community input via email is closed, and that you obviously have my response. Yesterday there was an incident, not uncommon, in the street which clearly shows why the installation of active traffic calming is not an option and is an imperative in any revised scheme.

Yesterday, we heard the sound of a car speeding down the street, not the engine revving, it was an electric Tesla. I have calculated the speed to be in excess of 100kph. This is based on the car travelling between the centreline of driveway separating N°s 86-88 and the driveway serving N°103 being ~32m in 1s (speed = distance x time i.e. 32m/s = 115 kph). This is the highest speed yet observed in the street, and it is not uncommon.

The attached videos;

1. Yesterday's (14/12/24) Tesla >100kph
2. Trade ute (6/12/24) >90kph – I have spoken with the company bosses

Are just a sample, and I have plenty more, of what we are regularly subjected to. There is the serious and significant risk of serious injury, or worse, if the required changes are not implemented. We have repeatedly asked for police, with radar, in the street... crickets.....

Please include the attached, belated information, in the resident submission reviews. As previously, I am prepared to offer my expertise in formulating an effective, fit for purpose solution.

Regards,

[REDACTED]

Appendix H – Resident Email Submission

Dated 11 December 2024

Dear Waverley Council,

I am writing in response to the Ruthven Street Improvements Consultation Survey. Unfortunately, I was unable to submit my responses online as the survey closed today (11/12/24) before I could complete it. I would like to share my feedback directly with you.

1. What is your connection to Ruthven Street?

I live, work, walk, and park on the street.

2. How do you access Ruthven Street?

I drive, walk, and park on the street.

3. Do you support the introduction of additional parking spots on Ruthven Street?

No.

4. Do you support the removal of speed humps on Ruthven Street?

Yes.

5. Do you support the installation of a continuous footpath treatment at Ruthven and Birrell Streets?

Yes.

6. Do you support the introduction of increased tree plantings and landscaping on Ruthven Street?

No.

7. To what extent do you agree with the following statement: "I support the proposed Ruthven Street Improvements design."

I strongly disagree.

8. Do you have any further comments on the proposed design for Ruthven Street?

I strongly disagree with the proposed Ruthven Street Improvements design.

- Angled parking will occupy a larger portion of the street, reducing the width available for traffic lanes and leading to increased congestion. This will contribute to higher noise levels and emissions, further impacting the community.
- Additionally, angled parking creates a denser configuration, detracting from the visual appeal of the streetscape and making the area feel overcrowded.
- Many drivers are not accustomed to rear-to-kerb parking, leading to slower and less confident maneuvers, which increases the likelihood of collisions with other vehicles or pedestrians. Pedestrians and residents are at significant risk during the reversing process if a driver mistakenly presses the accelerator instead of the brake. Such an error could cause the vehicle to mount the kerb, strike a pedestrian, or even enter residential properties, resulting in severe consequences.
- Based on personal observation while working from home, I have not noticed instances of cars repeatedly driving up and down the street searching for parking or double parking due to shortages.
- I suggest exploring alternatives such as enhancing parallel parking by clearly marking individual parking bays on the street. This would help drivers use existing spaces more efficiently, minimise unnecessary

gaps between vehicles, optimizing the available space and increasing overall parking capacity without the need to implement rear-to-kerb angled parking

- The proposed kerb islands are unnecessary and will further reduce the number of available parking spaces. With existing trees and greenery already present along the nature strips, adding more planting is redundant and unwarranted.

Thank you for considering my feedback. I would appreciate it if you could confirm the receipt of this response and let me know if further clarification is needed.


Kind regards,



Appendix I - BIKEast Email Submission


Dated: 11 December 2024

Attached is BIKEast's submission on the proposed changes to on-street parking arrangements including suggestions that Council could adopt to make Ruthven St a better street rather than a car park.



BIKEast

Representing the community's interests in getting around safely on bikes in Sydney's eastern suburbs



Comments on Proposed Parking Changes in Ruthven Street

11 December 2024

Herbert Lam
Project manager, Major Projects
Submitted via majorprojects@waverly.nsw.gov.au

president@bikeast.org.au

I am writing on behalf of [BIKEast](https://www.bikeast.org.au) to submit our comments on the proposed '[Improvements' to Ruthven Street, Bondi Junction](#).

General comment - Better Streets are not Car Parks

Our vision for Sydney's eastern suburbs includes a regional network of high-standard (safe, separated, connected, and convenient) cycleways and other bike-friendly facilities (e.g. shared paths, quiet streets).

Due to its moderate gradient, Ruthven St is a good bike route for cyclists accessing the Oxford St cycleway from the Queens Park residential area – and avoid steeper, more heavily-trafficked routes such as Denison St, Lawson St or Newland St.

In general, BIKEast does not support modifications to streets that increase the number of free (i.e. subsidised) parking spaces to meet the parking demands of households with more than one private vehicle and/or commercial vehicles registered at private residences. We believe this type of modification encourages car dependence and reduces amenity for other road users – such as people riding bicycles. Our reasoning for reaching this conclusion is outlined below.

Better Streets are safer for all community members that use them

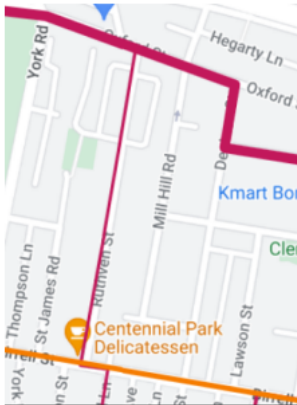
BIKEast supports improvements that provide benefits to the community. For Ruthven St, streetscape improvements that could be made include:

- 30km/h speed limits for [safe-street neighbourhoods](#)
- Adding safe spaces to provide people of all ages to ride their bikes safely via Ruthven St to the shops in Bondi Junction (or Paddington, etc). This could be facilitated by installing a one-way separated bike lane for people riding bikes (uphill) towards Oxford St – similar to the lane on Birrell St between Newland St and Bronte Rd.
- Creating raised threshold pedestrian crossings to enable safer access between each side of the street and to enable further traffic calming.

Angle parking reduces safety for people riding bikes


Before the council replaces parallel parking with angle parking (in any street) it should consider the following safety implications:

- The larger 'family' sports utility vehicles that have become more popular recently (to the detriment of other road users) are longer and taller than standard vehicles and often extend into the traffic lane when parked in angle parking spaces. This creates an unsafe environment for people riding bikes in the traffic lane because the longer/taller vehicle obstructs vision of other vehicles that may be about to move out of a parking space into the traffic lane. Obviously, this visual obstruction is also problematic for people in smaller vehicles manoeuvring into and out of angled parking spaces.



BIKEast_202412_Waverley

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Page 1 of 2



Comments on Proposed Parking Changes in Ruthven Street
December 2024



- All of the points regarding safety raised in the previous paragraph also apply for medium-sized commercial vehicles (i.e. trucks and large vans) that often utilise parking spaces intended to meet the parking demands of local residents and visitors.
- The proposed 90° angle parking between Gowrie St and Oxford St will provide additional parking spaces for customers of businesses on Oxford St. Since this section of Ruthven St will effectively become a council car park, the council should consider installing metered parking to compensate Waverley rate payers (including residents of Ruthven St) for the associated loss of amenity. More seriously, we oppose the proposed parking configuration because the location of this de facto car park will lead to more frequent vehicle turning movements into and out of Ruthven St across the Bondi Junction cycleway. This will lead to a greater risk of collision between people riding along the cycleway and turning vehicles at this intersection.
- The introduction of angle parking reduces the width of the two-way traffic lane, thereby increasing the risk of people riding bikes adjacent to cars parked parallel to the kerb being 'doored' - particularly when they are moving left in order to pass a vehicle approaching in the opposite direction.

BIKEast thanks Waverley Council for providing the opportunity to comment on this project and are happy to provide further input regarding our suggestions for delivering safer outcomes for our community.

Yours sincerely,

Mark Worthington
President and BIKEast Local Advocacy Coordinator (Waverley)
markw2022@gmail.com

Appendix J – Email Submission

Dated: 12 December 2024

Hi [REDACTED]

I am providing the feedback below as a resident of Ruthven St (number 94) on the proposed improvements:

In answer to your website consultation questions:

Connection to Ruthven St – Live on the street, walk on the street, park on the street

How do I access Ruthven St – drive on the street and walk on the street

Do I support the removal of the speed humps – yes with changes – I only support the removal of speed humps IF you make the street safer but not ruin the street with jammed tight parking with car headlights shining into houses and increased vehicle noise, car doors slamming and rattling windows and limiting access for people to get into/out of cars with children, dogs, disability etc.

Do you support the installation of the continuous footpath treatment at Ruthven and Birrell – Yes with changes – Again – in isolation this doesn't solve the issue of cars accelerating down the street – between/over/around the speed humps, or slow down to enter the street (which they need to do anyway) and then speed up to get from one end of the street to the other.

Do you support the introduction of increased tree plantings and landscaping – Yes, this would make the environment more pleasant for people as they use/live in the street.

I support the proposed Ruthven Street improvements design – Disagree – not with the additional jammed parking arrangements for the reasons detailed above. Parking is not the key issue.

Do you have any other comments – yes please provide an alternative design.

Please can you confirm receipt of my feedback by return email.

Kind regards

[REDACTED]
[REDACTED]

Appendix G Continued – Technical Email Submission

Please find full submission here:

10 December 2024

Waverley Council

[REDACTED]

Dear Council,

Re: Proposed Changes to Ruthven St Bondi Junction

I refer the above documents prepared by Waverley Council and provide the comments below.

I have reviewed the proposal to modify parking arrangements, intended to;

- i. Provided additional parking capacity, and
- ii. Act as a traffic calming measure

in Ruthven St, Bondi Junction. The above numbering order is intentional, the consensus of residents being that additional parking is the prime aim of the plans provided, not the required traffic calming necessary to stop, or at least reduce documented speeding of through traffic.

For the residents, speeding prevention and active traffic calming is the prime concern as this is the safety issue that any modification to the street must directly address. In the presentation to Waverley Council 16th April 2024, it was clearly advised that the consensus of the residents was, and still is, that;

- i. Active traffic calming by way of;
 - a. Speed humps,
 - b. Chicanes,
 - c. Or other agreed active measures

Would be the only acceptable solution to the high traffic throughput and speeding witnessed in Ruthven St.

- ii. No loss of parking due to the already limited space,
- iii. No angled parking due to the subsequent street width reduction and subsequent safety issues.

Council voted and agreed to the points in the petition and signed by a large number of street residents. The expectation of residents is that the entire petition be adopted, not part only. Loss of amenity and angled parking is clearly rejected.

Page 1 of 17

It is acknowledged that there are some current parking provisioning issues, but these are mainly caused by the high number of non-residents parking illegally for extended periods of time. The proposed additional parking capacity does nothing to actively address speeding issues. A 6m wide carriageway, with “mild” offset sweeping curve directional changes and the use of parked vehicles to form the curves is unacceptable, putting all parked vehicles at risk of damage. I have drawn a straight line (Orange) between Oxford St and Birrell St, refer Figure 1, where it can be clearly seen that the parked car chicane does very little in relation to active calming.

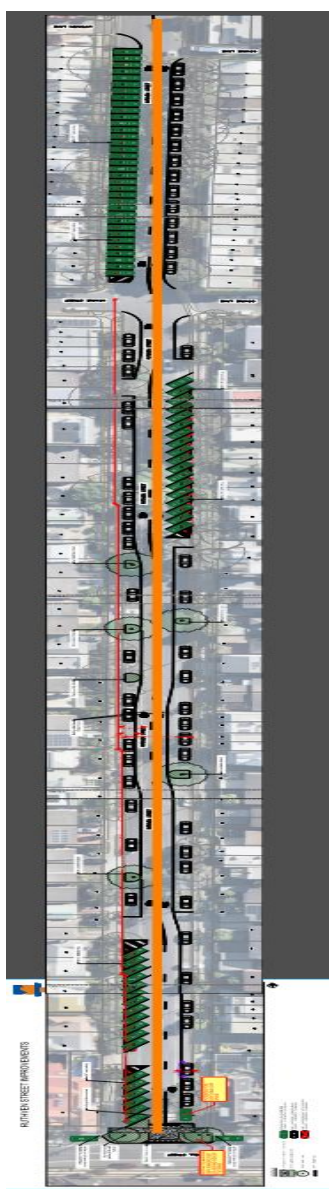


Figure 1

Ruthven St Proposal End to End

Page 2 of 17

Missing Traffic Calming Installation Proposed Design

The required traffic calming devices are missing from the proposed plans from council. To be effective, traffic calming devices must be approximately 100m apart.

I have calculated a speed hump designed for a safe speed of 20kph, with approach and departure ramping set to not upset vehicle stability when driven over at design speed. Please refer below;

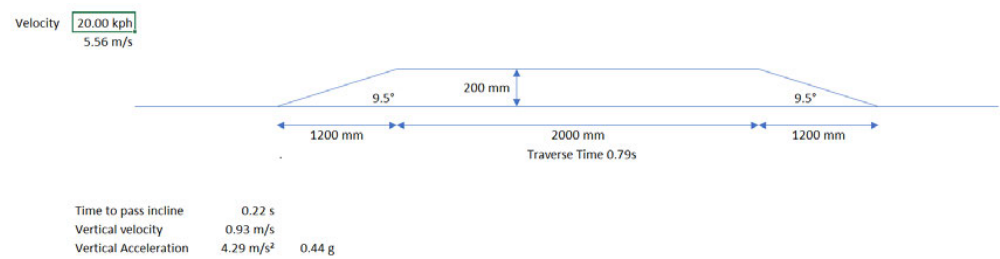


Figure 2
Speed Hump Base Parameters

The speed hump needs to be smooth curved per below to remove the sharp edges, the principle cause of tyre noise, even at design speed.

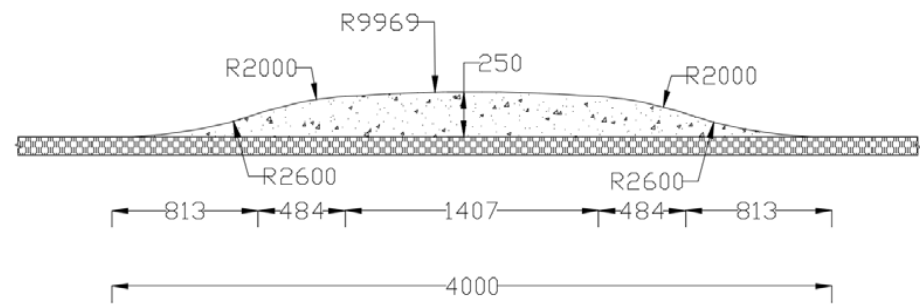


Figure 3
Speed Hump Profile

The alternate option, the chicane, refer Figure 4, retains the flat road surface, but is dimensioned to generate lateral acceleration as a result of excessive transit velocity.

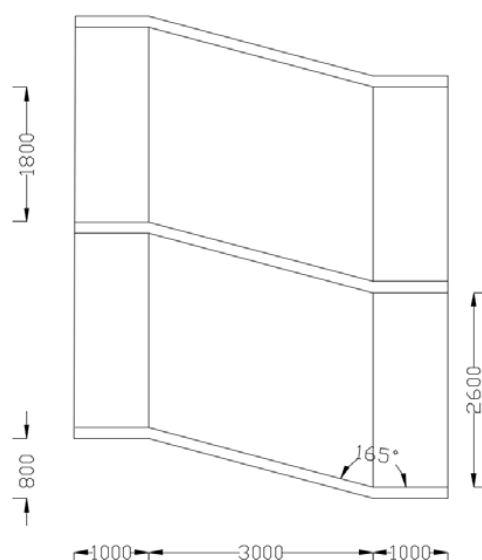


Figure 4
Chicane Design

Concrete kerbing (~250mm high) of suitable width, appropriately signposted, on the sides and along the centreline of the chicane are required to prevent driving down the centreline of the road and to separate traffic from parked vehicles.

General Notes:

Required Signage

This has not been addressed, not even inferred. All other residential streets opening to Birrell St are signposted 2T load limit and 40kph, Ruthven St, for some obscure reason is signposted 3T and 50kph, regularly seeing significantly heavier vehicles transiting through at speed, with resultant damage to road surface and risk to residents and property. Numerous incidents have been reported to council. Both load and speed limits need to be brought in line, and enforced, with the rest of the residential streets. Signage required at both main intersections with Oxford & Birrell Sts are;

1. Speed limit: 40kph
2. Blue "LOCAL TRAFFIC ONLY" , and
3. Weight limit 2T

Angled Parking Provisioning

As advised above, when council voted on the petition in April 2024 to fix the traffic calming in the street, one of the conditions of the residents' petition was no angled parking.

The proposed angled parking does little to provide a working chicane in the street. There are mild sweeping curves, refer Figure 1, but the carriageway width at 6m will do little to reduce transit speed. Parallel parking spaces opposite the proposed angled parking suffer the greatest, with inadequate width parking provision, see the following analysis and discussion.

A typical medium to large passenger vehicle exceeds 1.8m in width, plus mirror protrusion of up to 200mm each side. Since a vehicle cannot be parked hard to kerb (wheel damage), an allowance of 150mm is not unreasonable, though my separate survey (not just Ruthven St) indicates this is closer to 200mm. Therefore, a typical passenger vehicle requires at least 2.2m clear width. An additional allowance is then required to;

1. Provide safe clearance from carriageway to minimise risk of being sideswipe impact, to
2. Provide safe line of sight to oncoming vehicles from behind, and to
3. permit safe door operation to enter and exit said vehicle, at least 500mm for an average adult to stand next to the vehicle while traffic passes.

Therefore, for a safe parking space width, minimum width needs to be 2.6m.

When the cycleway was constructed in Oxford St, the previously generously proportioned main road, ~13.5 m wide between kerbs, with parking and traffic lanes was reduced to a parking lane width of 2.0m-2.1m and carriageway 6.5m total. Those modifications have resulted in challenging conditions for parked and moving vehicles alike, we have witnessed a large number of near misses and door mirror damage. Similar degradation cannot be allowed to occur in Ruthven St. The changes depicted in plans provided for comment show total carriageway width 6.2m-6.3m between Gowrie Lane and Birrell St, but down to 5.8m near Oxford St. This is not acceptable.

Apart from proposed mild curves added to the street, courtesy of the intention to use residents' cars as the carriageway boundaries, the proposed plan does little to actively slow vehicles. It remains possible to pass directly between Oxford St and Birrell St with minimal direction change, i.e. minimal incentive to reduce speed, refer Figure 1.

Active traffic calming measures, not reliant on private property, are a necessity, as was agreed by Council in response to the petition signed by residents in April 2024. In the event of a parked vehicle being damaged, it would be as a result of poor planning by the designers, liability lying with council for a poor design causing preventable damage or injury.

Individual Sheets Comments

I will address each design element, starting with Sheet 1 (Birrell St intersection) sequentially through to Sheet 7 (Oxford St intersection) Since the plans do not advise scale, any dimensions in the following are estimates, based on scaling from actual street measurements, therefore acknowledging potential for a small discrepancy.

Comment is provided against the proposed angled parking and risks it presents.

Sheet 1:

Changes to the intersection with Birrell St comprise an asymmetric opening, wider to southbound traffic than northbound. This appears to be partially due to the proposal to change northbound parking from three (3) parallel to six (6) off 45° angled bays. It is noted that there is another (unrelated ?) proposal to reclaim the at least one as an EV charging station, this will be addressed in a separate submission.

The estimated width on Ruthven St at this location is 13.4m (subject to confirmation and provision of scaled plans). Proposed angle parking will protrude 5.1m (currently 3.2m parking lane width on both sides of the street over the full length) into the roadway. Parallel parking on the south side of the street appears to have a reduced allowance, down to 2.2m-2.3m. The resultant traffic zone is 6.2m, i.e. 3.1m in each direction. The southbound traffic parking allowance is inadequate and unsafe, it cannot be less than 2.6m, refer foregoing comments in relation to safe provisioning requirement. This issue extends from Birrell St intersection to N°122.

Proposed southbound parking appears to lose a parking space immediately adjacent the new “continuous footpath” design, I believe that the proposal, refer Figure 5, can reclaim this lost car space;

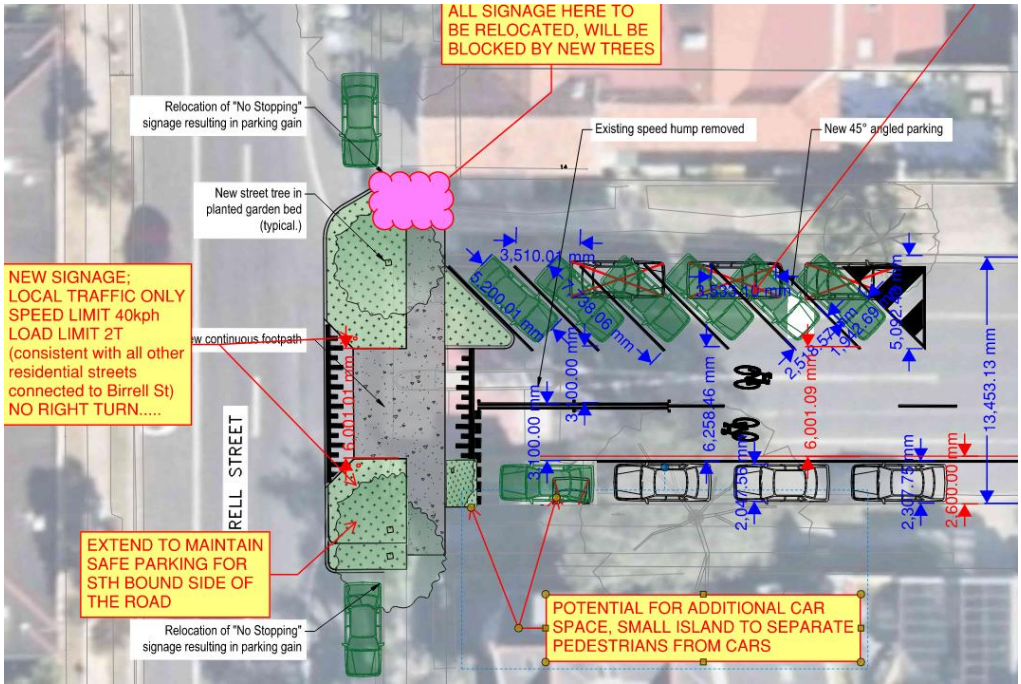


Figure 5

Birrell St Intersection

Sheet 2:

The straight line distance from Birrell St to the first proposed direction change is ~100m. Since one of the drivers for the proposed and agreed changes is to calm traffic, either a concrete speed hump or chicane is required near the midpoint, near N°126. As can be seen in the below, refer Figure 6 , this will lose 3-4 of the new car spaces per the council proposed plan;

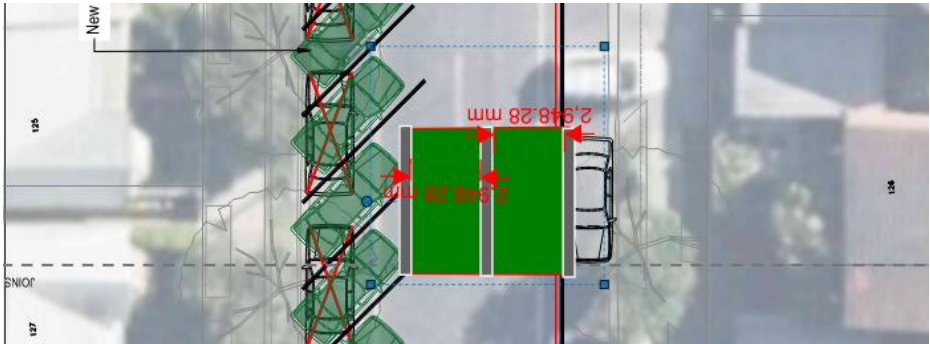


Figure 6
Speed Hump

Alternatively, a short chicane, refer Figure 7, would fit in the same length, without the potential for noise were a vehicle to attempt to pass at excessive speed. Locating the traffic calming device to between 115-117 & 116-118, would result in a nil loss of parking provision.

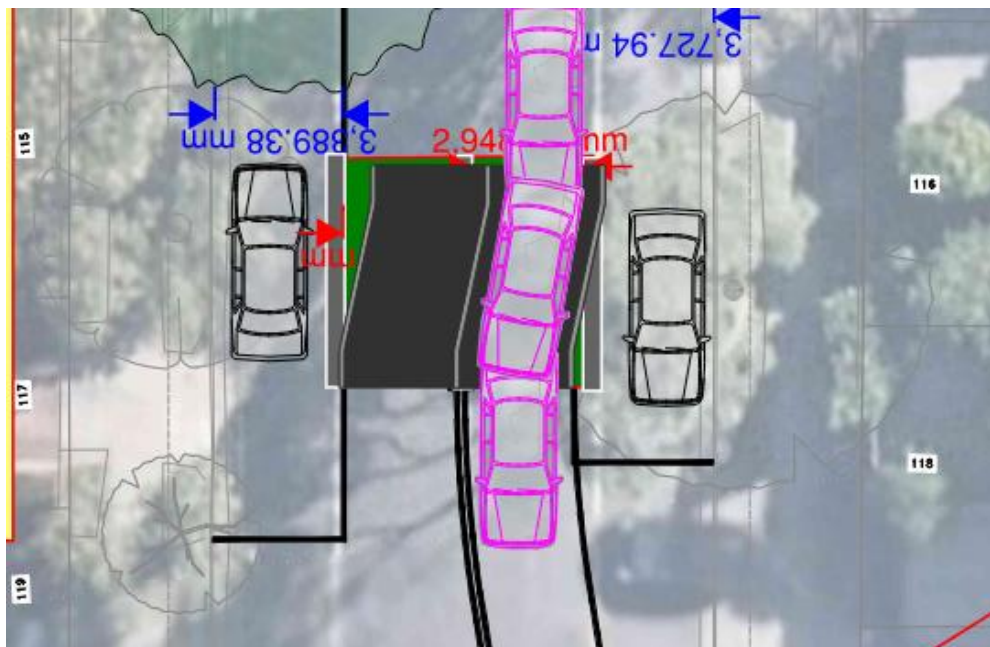


Figure 7
Chicane

The first of “Kerb Islands” is also shown on this sheet. It is proposed that some (all ?) of these constructions have trees planted. This is flawed ;

- i. The planting of trees too close to a carriageway presents risk of impact and serious injury, the reason why new trees, power/telegraph poles and street furniture are required to be set back from the carriageway,
- ii. If large, tall, trees are proposed, this presents a second risk to overhead power infrastructure, particularly if not trimmed regularly and height limited. Thus, an unnecessary annual maintenance expense.

The proposed Kerb Islands , while proposed to occupy short sections between driveways, are typically used by motorcycles. Loss of these spaces will ultimately flow on to losing larger spaces used by cars. Proper dimensioning and placement of speed bumps will not lose and parking spaces.

Sheet 3:

This sheet, refer Figure 8, proposes a Kerb Island outside N°100. The protrusion into the road is approximately 4.5m, providing for an exceedingly, and unnecessary, generous parking lane width up to N°78, while significantly disadvantaging parking on the western side between N°87 and N°101, providing an estimated parking lane width of only 2.2m, totally inadequate per earlier advice in this submission, plus an inadequate sightline back to the curve outside N°103. The proposal is inefficient use of space on the eastern side of the road.

The alternative shown, refer Figure 8, provides safer parking on both sides of the street, with traffic islands, positioned to act as traffic calming devices .

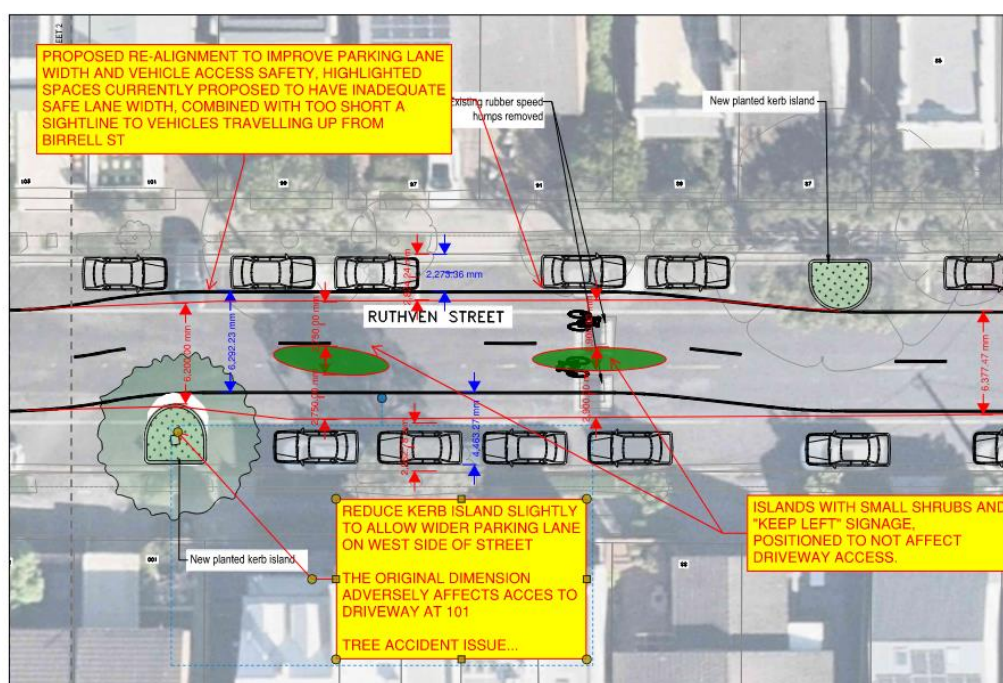


Figure 8
Modified Design Between 89-101 & 88-98

Alternative Proposal : 88-98 Ruthven St

The following alternative is proposed, refer Figure 9, which makes better use of the eastern side of the street between N°88 and N°98, providing additional resident parking and allowing a wider, safer, parking lane on the western side of the street.

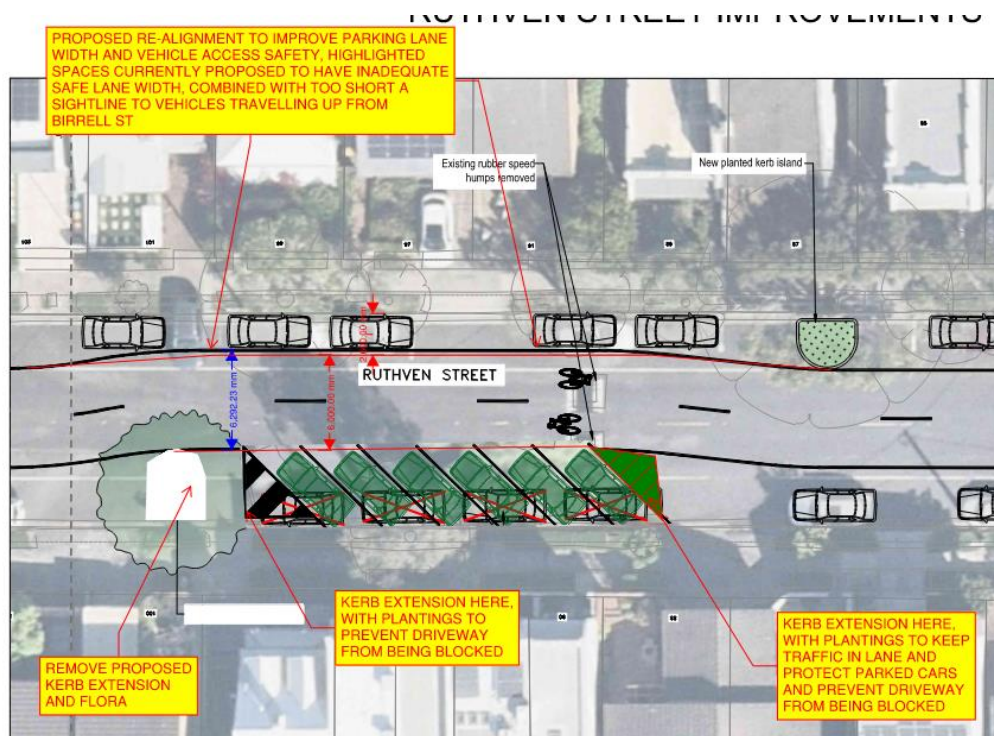


Figure 9
Alternate Angled Parking Arrangement 90-98

The suggested changed shown in Figure 9 is not an acknowledgment of agreement with angled parking, but intended to demonstrate how modifications could be better implemented.

The Waverley Council proposal shows kerb extensions outside N°81, N°75 and N°78, all locations are in regular use and valuable. As an alternative, it is proposed that a concrete speed hump (Figure 10), or chicane (Figure 11) be constructed outside N°77-79 & N°74-78, leaving space for parallel car parking spaces parallel to the kerb, per Figure 10 and Figure 11 below;

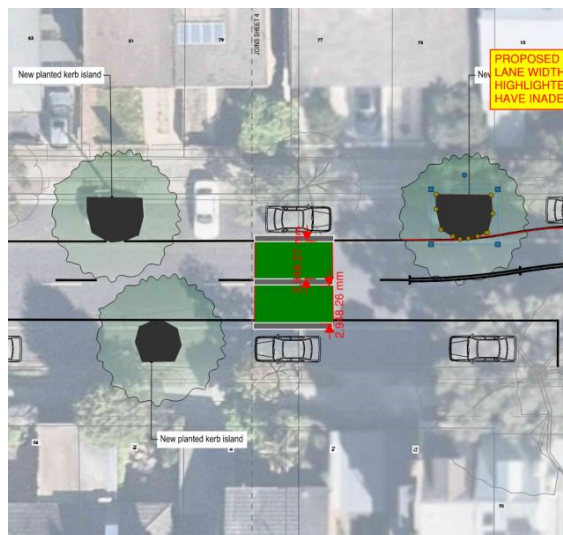


Figure 10
Speed Hump 77-79 & 74-76

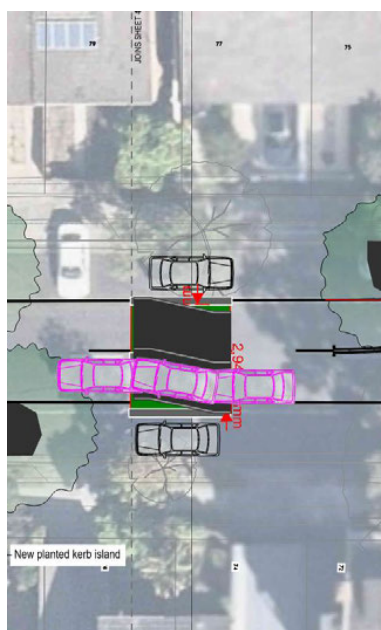


Figure 11
Chicane 77-79 & 74-76

Sheet 4:

The proposed angle parking, refer Figure 12, results in similar safety and spatial issues identified previously, principally loss of safe parallel parking width. Being close to Oxford St, this area already suffers from extended stay illegal parking, disaffecting residents due to the lack of off-street parking. The only obvious issue here is the need for a suitable width parking lane allowance as a safety and property protection issue. The additional parking simply encourage more free paying “visitors” into the street.

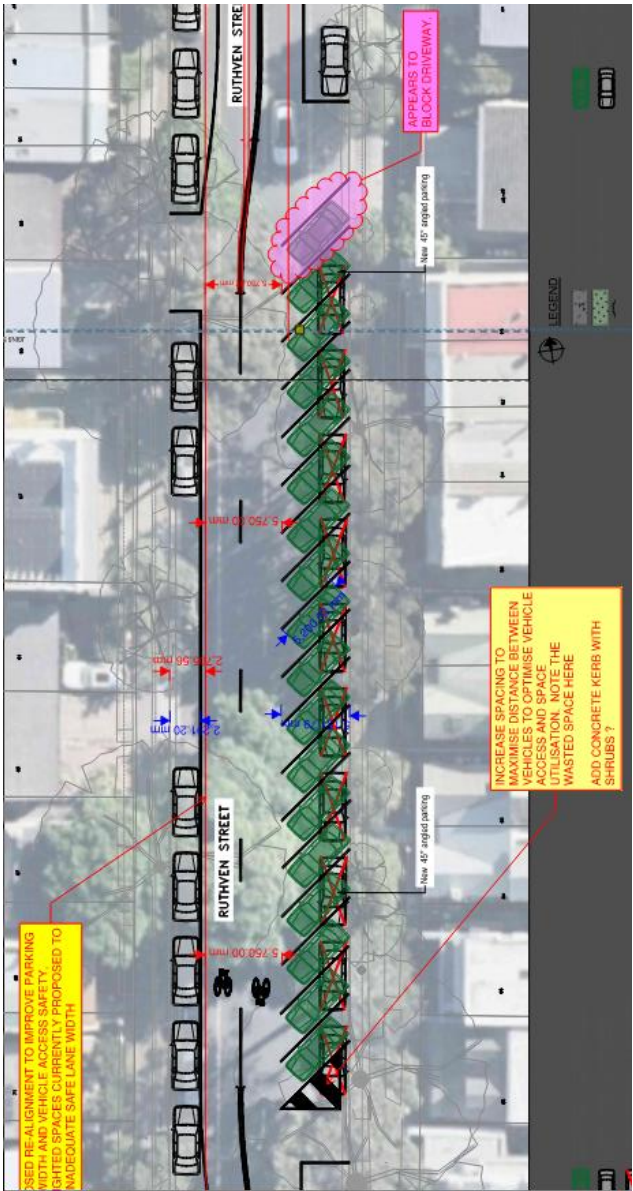


Figure 12
Angel Parking 50-68

The intersection of Ruthven St and Gowrie Lane requires more detailed attention. A circular traffic island will assist greatly as an active deterrent in preventing excessive vehicle speed in both traffic directions, refer Figure 13;

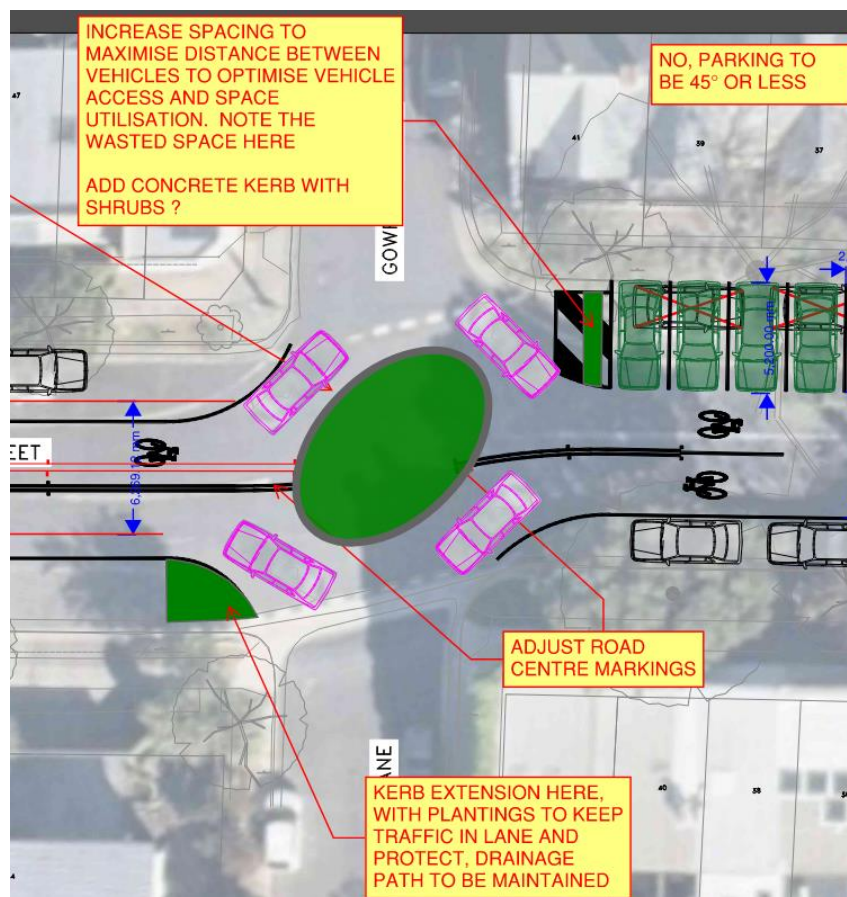


Figure 13
Traffic Island Gowrie Lane Intersection

The proposal shown in Figure 13 will slow vehicles in both directions, the intersection currently experiencing numerous near misses with vehicles exiting Gowrie Lane, being blind to Ruthven St. There is also the current issue of vehicles entering and exiting the southern part of Ruthven St at speed, made more dangerous where the road changes from level to hill down to Birrell St near N°52.

Sheet 5:

This is the top end of the street before Oxford St. It is proposed to design for 90° parking in this area. Trucks in excess of, the designed for, 5.2m in length park here regularly. The proposed parking already reduces the carriageway width to an estimated 5.8m-5.9m, the narrowest along the street, allowing only 2.4m parking lane allowance on the eastern side of the road. The design will

cause problems with parking space access and egress due to the reduced width carriageway and proposed 90° parking.

Has a vehicle movement study been performed to demonstrate that there is adequate turning space to enter and exit the proposed 90° parking spaces ?

If angled parking is to be seriously considered and agreed to by residents, it is recommended that the “rear to kerb” parking be 45° as in the rest of the street proposal. This will;

- i. Provide space for longer vehicles,
- ii. Improve carriageway & eastern side parking lane width
- iii. Improve access and egress for all vehicles.

Summary

In summary, local knowledge and discussion with other residents has driven the comments in this submission review.

The driver for the proposed works is traffic calming. The proposed addition of angled parking will have the effect of;

- i. Minimal passive traffic calming by;
 - a. Reducing carriageway width, and
 - b. Mild curves,
- ii. Increasing parking capacity, some in areas where resident off-street parking is limited or non-existent.

There is no substitute for active speed control, therefore the proposed required modifications to alignment and active measures.

Signage at street entries must be upgraded and located to clearly notify;

- i. This is a residential area and for local traffic only, the large blue signage.
- ii. Speed limit to be 40kph, see below per Rawson Ave, Ashton St, Denison St, etc.....



Required Signage and Enforcement

- iii. Weight limit reduced from the current 3T to 2T, per all other streets intersecting with Birrell St, per below;



Comment on Increased Parking Provision

The proposed increase in parking capacity of approximately 35 spaces, mainly near Oxford St, if agreed to by the residents, must be for resident (and their visitor) parking, not free (usually illegally utilised) parking for businesses along Oxford St as is currently the case.

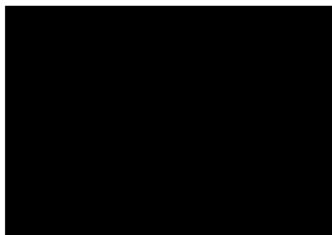
Pre-paid for, time limited – easier to enforce, non-resident parking as is currently in place between Gowrie Lane/Ruthven Lane and along Oxford St, needs to be extended to Ruthven St.

If additional parking is to be agreed, it must be through the installation of timed smart meters for non-residents to discourage all day parking as is currently experienced. The worst offenders are office based individuals working nearby in Oxford St. Intelligent parking meters need to extend the full length of Ruthven St to prevent parking congestion, as partial coverage will result in parking congestion elsewhere in the street.

Additional parking, without appropriate controls, i.e. smart meters with vehicle registration input, will result in additional transient traffic, nullifying any other improvements. Current 1 hour and 2 hour parking is abused, principally by people working nearby in Oxford St, resulting in parking space availability for residents, who have to pay for parking permits, unfairly diminished. We see non-resident (particularly those belonging to staff from Oxford St businesses) vehicles parked up to double the posted time, i.e. 4 hours, without moving, or simply moved a short distance when tyres are marked by council rangers (the workers have been regularly recorded coming past to check for tyre markings). On days when parking wardens do not attend, the residents lose use of parking, for which we pay, for the entire day.

The current proposal, failing to provide adequate active traffic calming and increasing parking through angle parking, therefore reliant on residents' vehicles to form the chicane is unacceptable. If the proposal to increase parking without active controls is to be accepted, there must be a benefit to all residents by way of, e.g. free parking permits to compensate for the increased traffic.

Thanking you,



CLOSED SESSION
FC/7/25.03**Subject:** Moving into Closed Session**Author:** Emily Scott, General Manager**WAVERLEY**
COUNCIL**RECOMMENDATION:**

That:

1. Council moves into closed session to deal with the matters listed below, which are classified as confidential under section 10A(2) of the *Local Government Act* for the reasons specified:

FC/7.1/25.03 CONFIDENTIAL REPORT - Part Lot 1 DP 120184, Clementson Park, Newland Street, Bondi Junction - Lease

This matter is considered to be confidential in accordance with section 10A(2)(c) of the *Local Government Act*, and the Committee is satisfied that discussion of the matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

2. Pursuant to section 10A(1), 10(2) and 10A(3) of the *Local Government Act*, the media and public be excluded from the meeting on the basis that the business to be considered is classified as confidential under section 10A(2) of the *Local Government Act*.
3. The correspondence and reports relevant to the subject business be withheld from the media and public as provided by section 11(2) of the *Local Government Act*.

Introduction/Background

In accordance with section 10A(2) of the Act, Council may close part of its meeting to deal with business of the following kind:

- (a) Personnel matters concerning particular individuals (other than councillors).
- (b) Personal hardship of any resident or ratepayer.
- (c) Information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
- (d) Commercial information of a confidential nature that would, if disclosed:
 - (i) Prejudice the commercial position of a person who supplied it: or
 - (ii) Confer a commercial advantage on a competitor of Council;
 - (iii) Reveal a trade secret.
- (e) Information that would, if disclosed, prejudice the maintenance of law.
- (f) Matters affecting the security of Council, Councillors, Council staff and Council property.
- (g) Advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the grounds of legal professional privilege.
- (h) Information concerning the nature and location of a place or an item of Aboriginal significance on community land.

- (i) Alleged contraventions of any Code of Conduct requirements applicable under section 440.

It is my opinion that the business listed in the recommendation is of a kind referred to in section 10A(2) of the *Local Government Act 1993* and, under the provisions of the Act and the *Local Government (General) Regulation 2021*, should be dealt with in a part of the meeting that is closed to members of the public and the media.

Pursuant to section 10A(4) of the Act and clauses 14.9–14.10 of the Waverley Code of Meeting Practice, members of the public may make representations to the meeting immediately after the motion to close part of the meeting is moved and seconded, as to whether that part of the meeting should be closed.

RESUMING IN OPEN SESSION

FC/8/25.03

Subject: Resuming in Open Session

Author: Emily Scott, General Manager



RECOMMENDATION:

That Council resumes in open session.

Introduction/Background

In accordance with clause 14.21 of the Waverley Code of Meeting Practice, when the meeting resumes in open session the chair will announce the resolutions made by Council while the meeting was closed to members of the public and the media.