



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

STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING

A meeting of the STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE will be held at the Boot
Factory, Spring Street, Bondi Junction at:

7.30 PM, TUESDAY 1 JULY 2025

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

Emily Scott
General Manager

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

Delegations of the Waverley Strategic Planning and Development Committee

On 18 March 2025, Waverley Council delegated to the Strategic Planning and Development Committee the authority to determine any matter other than:

1. The matters in s 377(1) of the *Local Government Act 1993*, 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.

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

PD/4.1/25.07	Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 6 May 2025	5
--------------	---	---

5. Reports

PD/5.1/25.07	Investment Policy - Adoption	9
PD/5.2/25.07	Trade Debtors Policy - Adoption	28
PD/5.3/25.07	Simpson Street, Bondi Beach - Renumbering	36
PD/5.4/25.07	Rose Bay Shops (North) - Streetscape Upgrade	40
PD/5.5/25.07	Diamond Bay, Vaucluse - Local Street Network Review	50
PD/5.6/25.07	Bourke Street Upgrade, Queens Park - Design Enhancements	66

6. Urgent Business

7. Meeting Closure

CONFIRMATION OF MINUTES PD/4.1/25.07

Subject: Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 6 May 2025

TRIM No: A25/0079

Manager: Richard Coelho, Executive Manager, Governance



RECOMMENDATION:

That Council confirms the minutes of the Strategic Planning and Development Committee meeting held on 6 May 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. Strategic Planning and Development Committee Meeting Minutes - 6 May 2025 .



**MINUTES OF THE STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING
HELD AT THE BOOT FACTORY, SPRING STREET, BONDI JUNCTION ON
TUESDAY, 6 MAY 2025**

Present:

Councillor Michelle Stephenson (Chair)	Bondi 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 Lauren Townsend	Lawson Ward
Councillor Katherine Westwood	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 7.43 pm, those present were as listed above.

Crs Frazer, Townsend and 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

PD/4.1/25.05 Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 1 April 2025 (A25/0079)

MOTION / DECISION

Mover: Cr Stephenson

Seconder: Cr Nemesh

That Council confirms the minutes of the Strategic Planning and Development Committee meeting held on 1 April 2025 as a true record of the proceedings of that meeting.

5. Reports

PD/5.1/25.05 Waverley Development Control Plan 2022 (Amendment No. 5) and Solar Panels and Heritage Guidelines - Exhibition (A25/0317)

MOTION / UNANIMOUS DECISION

Mover: Cr Nemesh

Seconder: Cr Stephenson

That Council defers this item to the Council meeting on 20 May 2025 due to a rescission motion having been received in relation to item CM/8.5/25.04.

PD/5.2/25.05 Electrification of New Development - Submission (A24/0340)**MOTION / UNANIMOUS DECISION**

Mover: Cr Nemesh
Seconder: Cr Stephenson

That Council approves the submission to City of Sydney attached to the report (Attachment 1) on the Electrification of New Development Discussion Paper.

PD/5.3/25.05 Bike Strategy and Action Plan - Exhibition (A18/0617)**MOTION / UNANIMOUS DECISION**

Mover: Cr Westwood
Seconder: Cr Stephenson

That Council:

1. Publicly exhibits the draft Bike Strategy and Action Plan attached to the report for 28 days.
2. Officers prepare a report to Council following the exhibition period.

6. Urgent Business

There was no urgent business.

7. Meeting Closure

THE MEETING CLOSED AT 7.52 PM.

.....
SIGNED AND CONFIRMED
CHAIR
1 JULY 2025

REPORT

PD/5.1/25.07



Subject: Investment Policy - Adoption

TRIM No: A24/0590

Manager: Teena Su, Executive Manager, Finance

Director: Tara Czinner, Director, Corporate Services

RECOMMENDATION:

That Council adopts the Investment Policy attached to the report.

1. Executive Summary

The Investment Policy sets the framework to safeguard Council's cash and investment portfolio and manage Council's cash resources to ensure sufficient liquidity to meet Council's business objectives over the long-, medium-, and short-term.

The 2025 review proposes one minor change to clarify the rate of interest return when considering investment options.

2. Introduction/Background

Since 2007, Council has been performing annual reviews of its Investment Policy to ensure that the policy meets the legislative and council requirements. Council reviews the policy annually in June.

3. Relevant Council Resolutions

Nil.

4. Discussion

Following the several changes made to the credit and maturity framework tables at last year's review, and a subsequent brief review that modified the environmental, social and governance (ESG) wording in November 2024, no significant change is proposed in this review. The one suggestion is to rephrase the following dot point in the ESG section:

The rate of interest is within 0.05% favourable to Council relative to alternative options available at the time...

The proposed wording is:

The rate of interest is at least 0.05% favourable to Council relative to alternative options available at the time...

The word 'within' could be misread as meaning 'better than 0.05% but not more than 0.05% better.' The intention is that the rate on an ESG option is 'at least' 0.05% better than other options.

The Investment Policy is consistent with the Ministerial Investment Order, the OLG Investment Policy Guidelines and aligns with T-Corp's investment framework.

5. Financial Impact

The proposed 2025 review amendments were discussed with the Executive Leadership Team (ELT) in May 2025 and presented to the Audit, Risk and Improvement Committee (ARIC) in June 2025.

6. Risks/Issues

Failure to adhere to the policy may result in:

- Investment type non-compliance with the Ministerial Investment Order.
- Reduced cash funds.

7. Attachments

1. Investment Policy [↓](#) .



Investment Policy



Department	Finance
Approved by	Council
Date approved	16 July 2024. (updated to reflect 26 November 2024 meeting resolution)
File reference	A24/0590
Next revision date	June 2026 ⁵
Relevant legislation	Local Government Act 1993 - Section 412 & 625; Trustee Act 1925 – Section 14A(2) and 14C(1) & (2); Local Government (General) Regulation 2021 – Clause 212; Prevailing Ministerial Investment Order.
Related policies/ procedures/guidelines	N/A
Related forms	N/A

Table of Contents

1. Background	4
2. Purpose	4
3. Scope	4
4. Content	4
4.1 Risk Appetite Statement	4
4.2 Investment Framework	5
(a) Portfolio Credit Framework	5
(b) Counterparty/Institution Credit Framework	6
(c) Term to Maturity Framework	6
(d) Performance Benchmarks	7
(e) Investments in ethically, socially and environmentally beneficial alternatives	7
4.3 Delegation Authority	87
4.4 Prudent Person Standard/Ethics and Conflicts of Interest	9
4.5 Reporting and Reviewing of Investments	9
4.6 General	<u>109</u>
4.7 Applicable Legislation	<u>109</u>
5. Review	13
6. Definitions	13



1. Background

The Policy provides the framework in which council funds are to be invested. Council developed this policy to ensure it or its representatives exercise care, diligence and skill that a prudent person would exercise in investing council funds.

2. Purpose

This policy's objectives are to preserve capital, provide a framework to help Council optimise its return on investment of surplus funds, in accordance with its prevailing investment strategy, in a prudent and measurable manner, specifically by:

- entering into investment types which comply with prevailing Legislative and Accounting Code requirements;
- the establishment of risk management guidelines based upon overall credit rating of the portfolio, exposure limits to individual institutions and term to maturity limits; and
- the use of appropriate benchmarks for investment performance measurement.

When placing investments, cash flow considerations will be made to the time horizons of Council's liabilities to best match appropriate investments for the funds.

3. Scope

The policy applies to Council funds being invested for either short term or long term. The General Manager, Director Finance and Governance and Executive Manager Finance are responsible persons of council that can make such decisions. The General Manager can delegate the day-to-day management to Council officers and the same must be clearly stated in this Policy and noted in Council's Delegation Register.

4. Content

4.1 Risk Appetite Statement

Waverley Council has low to moderate appetite for investment risk.

Acceptance of some investment risk is necessary to adhere to Council's preference for investments in ethically, socially and environmentally beneficial alternatives and the use of growth fund exposure for increased long term returns.

Banks in the non-fossil fuel lending arena predominantly have lower credit ratings than the large highly rated major banks. Likewise, in utilising the NSW TCorp Long Term Growth Fund, Council has accepted that the presence of growth assets in the fund will result in periods of negative returns, for that particular investment, with the goal of higher overall returns over the long term for the portfolio than solely cash and fixed interest exposures.

To manage investment risk, Council has implemented the following Investment Framework which has been developed to provide tighter exposure limits on lower rated institutions than those of higher rated institutions as well as sound limits on the allowed exposure to the NSW TCorp growth asset funds.

In addition, along with Council's internal finance team, Council uses an independent investment adviser to assist with ensuring policy limits are adhered to and investment selections are appropriate for the risk appetite of Council.

4.2 Investment Framework

Investments are to comply with three key criteria relating to:

- **Portfolio Credit Framework:** limits the overall credit exposure of the portfolio;
- **Counterparty/Institution Credit Framework:** limits exposure to individual institutions based on their credit ratings, and;
- **Term to Maturity Framework:** limits based upon maturity of securities.

Credit ratings are based upon the Standard & Poor's Investment Rating, or equivalent from Moody's or Fitch ratings agencies, where a Standard & Poor's Investment Rating does not exist.

Rating agencies' comparison table:

Obligor's capacity to repay – Investment Grade Ratings	Standard & Poor's (long-term ratings)	Moody's (long-term ratings)	Fitch (long-term ratings)
Extremely strong	AAA	Aaa	AAA
Very strong	AA+, AA, AA-	Aa1, Aa2, Aa3	AA+, AA, AA-
Strong	A+, A, A-	A1, A2, A3	A+, A, A-
Adequate, but more subject to adverse economic conditions	BBB+, BBB, BBB-	Baa1, Baa2, Baa3	BBB+, BBB, BBB-

(a) Portfolio Credit Framework

The maximum available limits in each rating category are as follows:

Long Term Credit Ratings	Portfolio Max %
AAA	100%

Long Term Credit Ratings	Portfolio Max %
AA+, AA, AA-	100%
A+, A, A-	70%
BBB+ and BBB	35%
BBB- and lower & Unrated (excluding NSW TCorpIM Funds)	0%
Specific Ministerial Approved Forms of Investment	Portfolio Max %
NSW TCorpIM Funds	30%

(b) Counterparty/Institution Credit Framework

Exposure to individual counterparties/financial institutions will be restricted by their credit rating so that single entity exposure is limited, as detailed in the table below:

Long Term Credit Ratings	Institution Max %
AAA	50%
AA+, AA, AA-	50%
A+, A, A-	30%
BBB+ and BBB	15%
BBB- and lower & Unrated (excluding NSW TCorpIM Funds)	0%
NSW TCorpIM Funds	Product Max %
Any individual NSW TCorpIM Fund	15%

Notes:

- Investments are to be restricted to senior ranked obligations from Australian Authorised Deposit Taking Institutions (ADI's) such as banks, building societies and credit unions that are regulated by, and subject to the prudential standards of, the Australian Prudential Regulation Authority (APRA).
- Managed funds are restricted to the NSW TCorpIM Funds and have been given specific approval under the prevailing Ministerial Investment Order.
- Credit ratings are based upon the Standard & Poor's Investment Rating, or Moody's or Fitch equivalents, where a Standard & Poor's Investment Rating does not exist.
- If any of the Council's investments are downgraded such that they no longer fall within the investment policy limits, they will be divested as soon as practicable having regard to potential losses resulting from early redemption and subject to minimising any loss of capital that may arise from compliance with this provision.

(c) Term to Maturity Framework

The investment portfolio is to be invested within the following maturity constraints:

Term to Maturity Limits		
Portfolio % ≤1 year	Min 30%	Max 100%
Portfolio % >1 year ≤10 years	Min 0%	Max 70%
<i>Portfolio % > 3 years</i>	<i>Min 0%</i>	<i>Max 50%</i>
<i>Portfolio % > 5 years ≤ 10 years</i>	<i>Min 0%</i>	<i>Max 25%</i>

(d) Performance Benchmarks

The benchmark performance index for the portfolio is the **Ausbond Australian Bank Bill Index**.

(e) Investments in ethically, socially and environmentally beneficial alternatives

Council invests in alternatives by observing quadruple bottom line accounting principles over both short-term and long-term outlooks—society, environment, economic/financial, civic leadership/governance—and where financial institutions are offering an equal or better return on investment, and within the prevailing legislation and current Investment Policy risk management guidelines.

More specifically, our response to the Modern Slavery Amendment Act 2021 and a commitment to (including but not limited to): investments that provide for the ethical treatment of both shareholders and stakeholders, support development of co-operative ownership and control of the work place, high quality products and services, local ventures, appropriate technology, ecologically sustainable practices, social and economic justice, peace and non-violence and the use of renewable resources.

And avoiding investments that create pollution (such as fossil fuel industries), that are speculative, that exploit workers, customers and/or the environment, that are engaged in alcohol, tobacco and arms manufacture, that inhibit human rights and that damage non-renewable resources.

While this section describes Council's long term aim, there are still limited investment options in the market that comply with NSW legislation and Council's investment policy guidelines. When making investment decisions, Council may consider institutions that adhere to ESG principles, where:

- The investment complies with Council's Investment Policy, and
- The rate of interest is within-at least 0.05% favourable to Council relative to alternative options available at the time, and
- The credit rating of the investment is comparable to alternative options available at the time.

Any ESG investment considerations will be subject to Council's overall investment strategy objectives of optimising its return on investment of surplus funds in a prudent and measurable manner.'

4.3 Delegation Authority

Authority for implementation of the Investment Policy is delegated by Council to the General Manager in accordance with the Local Government Act 1993.

The General Manager has in turn delegated the day-to-day management of Council's Investments as per the following:

Depending upon the size of the investment and its maturity profile the following Council officers are approved to authorise transactions. Each authorisation requires approval from **two** Council officers and where the investment is for greater than \$3 million, or for more than 3 years, the General Manager or Director Finance and Governance **must** be one of these officers.

	Short Term (0-1yr)	Medium Term (Over 1yr – 3yrs)	Long Term (Over 3yr– 10yrs max.)
\$0 - \$1m	<ul style="list-style-type: none"> Executive Manager Finance Revenue Coordinator Management & Systems Coordinator Expenditure Coordinator The General Manager or any Director 	<ul style="list-style-type: none"> The General Manager or any Director Executive Manager Finance Revenue Coordinator Management & Systems Coordinator Expenditure Coordinator 	<ul style="list-style-type: none"> General Manager and/or Director Corporate Services (mandatory) Any Director Executive Manager Finance
>\$1m - \$3m	<ul style="list-style-type: none"> Executive Manager Finance Revenue Coordinator Management & Systems Coordinator Expenditure Coordinator The General Manager or any Director 	<ul style="list-style-type: none"> The General Manager or any Director Executive Manager Finance Revenue Coordinator Management & Systems Coordinator Expenditure Coordinator 	<ul style="list-style-type: none"> General Manager and/or Director Corporate Services (mandatory) Any Director Executive Manager Finance

	Short Term (0-1yr)	Medium Term (Over 1yr – 3yrs)	Long Term (Over 3yr– 10yrs max.)
> \$3M	<ul style="list-style-type: none"> • General Manager and/or • Director Corporate Services (mandatory) • Any Director • Executive Manager, Finance 	<ul style="list-style-type: none"> • General Manager and/or • Director Corporate Services (mandatory) • Any Director • Executive Manager, Finance 	<ul style="list-style-type: none"> • General Manager and/or • Director Corporate Services (mandatory) • Any Director • Executive Manager Finance

4.4 Prudent Person Standard/Ethics and Conflicts of Interest

Council's investments are to be managed with the care, diligence and skill that a prudent person would exercise. As trustees of public monies, officers are to manage Council's investment portfolio to safeguard the portfolio in accordance with the spirit of this Investment Policy, and not for speculative purposes.

Officers shall refrain from personal activities that would conflict with the proper execution and management of Council's investment portfolio. This policy requires officers to disclose any conflict of interest to the General Manager.

Independent advisors utilised by Council are required to declare any actual or perceived conflicts of interest. Any commissions paid to the advisor by banks/product providers will be rebated, or otherwise onforwarded, to Council as per ASIC requirements for an independent investment advisor. No part of the Investment Advisory business even if not directly relating to Council's investments is to operate on a brokerage/commission basis unless all brokerage/commission is fully rebated to any and all of its clients, as these can still create a conflict of interest in recommendations to Council.

4.5 Reporting and Reviewing of Investments

All investments must be in the name of Waverley Council and documentary evidence held for each investment and details thereof maintained in an investment Register.

A monthly report will be submitted to Council, providing details of the investment portfolio in terms of performance and counterparty percentage exposure of total portfolio.

4.6 General

Due to the dynamic nature of the portfolio, it is possible that from time to time there may be breaches of the investment policy's limits for short periods. Should this occur it will be reported to Council at its next ordinary meeting.

4.7 Applicable Legislation

All investments are to be made in accordance with:

- Local Government Act 1993 - Section 412 & 625;
- Trustee Act 1925 – Section 14A(2) and 14C(1) & (2);
- Local Government (General) Regulation 2021 – Clause 212;
- Prevailing Ministerial Investment Order

Refer to Schedule 1 for extracts relating to the above.

Furthermore, Council's investment management is to comply with:

Prevailing Local Government Code of Accounting Practice and Financial Reporting;

- Australian Accounting Standards; and
- Division of Local Government Circulars.

Following are relevant sections and clauses relating to the above.

Schedule 1: Extracts of Legislative Requirements

LOCAL GOVERNMENT ACT 1993 - SECT 412 & 625 Section 412 Accounting records

- 1) A council must keep such accounting records as are necessary to correctly record and explain its financial transactions and its financial position.
- 2) In particular, a council must keep its accounting records in a manner and form that facilitate:
 - a) the preparation of financial reports that present fairly its financial position and the results of its operations, and
 - b) the convenient and proper auditing of those reports.

Section 625 How may councils invest?

- 1) A council may invest money that is not, for the time being, required by the council for any other purpose.
- 2) Money may be invested only in a form of investment notified by order of the Minister published in the Gazette.

Note: See Gazette No 152 of 24.11.2000, p 12041

- 3) An order of the Minister notifying a form of investment for the purposes of this section must not be made without the approval of the Treasurer.
- 4) The acquisition, in accordance with section 358, of a controlling interest in a corporation is not an investment for the purposes of this section.

TRUSTEE ACT 1925 – SECTIONS 14A(2), 14C (1) & (2)

14A (2) Duties of trustee in respect of power of investment

A trustee must, in exercising a power of investment:

- (a) if the trustee's profession, business or employment is or includes acting as a trustee or investing money on behalf of other persons, exercise the care, diligence and skill that a prudent person engaged in that profession, business or employment would exercise in managing the affairs of other persons, or
- (b) if the trustee is not engaged in such a profession, business or employment, exercise the care, diligence and skill that a prudent person would exercise in managing the affairs of other persons.

14C Matters to which trustee is to have regard when exercising power of investment

- (1) Without limiting the matters that a trustee may take into account when exercising a power of investment, a trustee must, so far as they are appropriate to the circumstances of the trust, if any, have regard to the following matters:
 - (a) the purposes of the trust and the needs and circumstances of the beneficiaries,
 - (b) the desirability of diversifying trust investments,
 - (c) the nature of, and the risk associated with, existing trust investments and other trust property,
 - (d) the need to maintain the real value of the capital or income of the trust,
 - (e) the risk of capital or income loss or depreciation,
 - (f) the potential for capital appreciation,
 - (g) the likely income return and the timing of income return,

- (h) the length of the term of the proposed investment,
- (i) the probable duration of the trust,
- (2) the liquidity and marketability of the proposed investment during, and on the determination of, the term of the proposed investment,
 - (a) the aggregate value of the trust estate,
 - (b) the effect of the proposed investment in relation to the tax liability of the trust,
 - (c) the likelihood of inflation affecting the value of the proposed investment or other trust property,
 - (d) the costs (including commissions, fees, charges and duties payable) of making the proposed investment,
 - (e) the results of a review of existing trust investments in accordance with section 14A (4).
- (3) A trustee may, having regard to the size and nature of the trust, do either or both of the following:
 - (a) obtain and consider independent and impartial advice reasonably required for the investment of trust funds or the management of the investment from a person whom the trustee reasonably believes to be competent to give the advice,
 - (b) pay out of trust funds the reasonable costs of obtaining the advice.

LOCAL GOVERNMENT (GENERAL) REGULATION 2021 - CLAUSE 212

212 Reports on council investments

- (1) The responsible accounting officer of a council:
 - (a) must provide the council with a written report (setting out details of all money that the council has invested under section 625 of the Act) to be presented:
 - i if only one ordinary meeting of the council is held in a month, at that meeting, or

- ii if more than one such meeting is held in a month, at whichever of those meetings the council by resolution determines, and
- (b) must include in the report a certificate as to whether or not the investment has been made in accordance with the Act, the regulations and the council's investment policies.
- (4) The report must be made up to the last day of the month immediately preceding the meeting.

Note. Section 625 of the Act says how a council may invest its surplus funds.

5. Review

This Policy will be reviewed every year or as required in the event of legislative changes or requirements. The Policy may also be changed as a result of other amendments. Any amendments to the Policy must be way of a Council resolution or with the approval of the General Manager.

6. Definitions

11am Call Deposits: Cash invested on an overnight basis with an Australian Authorised Deposit-taking Institution (ADI). Funds can be recalled or re-invested prior to the bank's Real Time Gross Settlement cut-off each day.

Ausbond Bank Bill Index

This Index is the NSW Local Government industry standard benchmark formerly known as the UBS Australia Bank Bill Index. This is the generally accepted benchmark for short term, conservative cash and fixed income investors and allows benchmarking against a notional rolling parcel of thirteen 90 day bank bills with an averaging maturity of 45 days .

Australian Prudential Regulation Authority - APRA

APRA (Australian Prudential Regulation Authority) is the prudential regulator of the Australian financial services industry. APRA enforces prudential standards and practices (e.g. capital adequacy and other risk management issues) of banks, credit unions, building societies, insurance companies and friendly societies.

ADI issued Senior Debt Bonds: Interest bearing securities which are high ranking debt obligations of the issuing ADI. Senior bonds are tradeable in the market. They can be either fixed

rate or floating rate interest bearing and are typically issued with 3+ year maturities. Interest is paid at scheduled intervals based on the face value of the bond with repayment of capital paid upon maturity. In the case of a bank failure, senior bond holders rank above subordinated debt holders and shareholders but below covered bond holders and depositors.

Covered Bonds: Interest bearing senior ranking debt obligations of an Authorised Deposit-taking Institution (ADI) which have specific bank assets, ie loans, backing the bond. Covered bonds are market traded securities. They can be either fixed rate or floating rate interest bearing and typically are issued with 5+ year maturities. In the case of a bank failure, holders of covered bonds rank ahead of depositors and unsecured senior bond holders having first recourse to the underlying pool of assets backing the bond. If the pool's assets are not sufficient to meet the covered bond's obligations, holders then have recourse to the bank's total assets equal to other senior unsecured bondholders.

Term Deposits: interest bearing deposit held at an ADI for a specific contracted period. Term deposits are not tradeable in the market. They typically have a fixed rate for their life, but floating rate term deposits are also available. Prior to the introduction of Covered Bonds into the Australian market, in early 2012, term deposits ranked at the top of an ADI's capital structure.

Bank Bills and Negotiable Certificates of Deposits (NCDs): are similar types of interest bearing securities issued/accepted by ADIs, typically short dated. Unlike term deposits, these are tradeable in the market prior to maturity.

Authorised Deposit-Taking Institutions - ADI

Authorised Deposit-Taking Institutions (ADIs) are corporations that are authorised under the Banking Act 1959 to take deposits from customers.

T-Corp

New South Wales Treasury Corporation.

Commonwealth/State/Territory Government Securities (e.g. bonds):-

These are interest paying securities which are issued by one of the above Australian government bodies and are guaranteed by that issuer. As such, these securities carry the same credit rating as the issuing government body.

Deposits with NSW Treasury &/or Investments in NSW TCorpIM Funds

The NSW Treasury Corporation Investment Management Funds (TCorplM Funds) comprises a number of pooled managed funds options each set up as a unit trust.

The current cash and fixed income option available through TCorplM is **the Short Term Income Fund**. This fund is designed for investments ranging from 1.5 years out to 3 years and pays back redemptions generally within 24 to 72 hours.

The **Medium Term Growth Fund and Long Term Growth Fund** are diversified funds that invest in a blend of growth assets (e.g. shares & property) and defensive assets (e.g. cash and fixed interest). These funds are designed for investors with longer term time horizons and are able to take additional investment risk in order to generate higher potential returns.

- The Medium Term Growth Fund has growth asset exposure of between 20%-40%. This fund aims to provide a return of CPI + 2%pa over rolling 5 year periods, on an after fees and expenses basis.
- The Long Term Growth Fund has growth asset exposure of between 60%-80%. This fund aims to provide a return of CPI + 3.5%pa over rolling 10 year periods on an after fees and expenses basis.

These funds exhibit a higher degree of volatility in in monthly returns relative to cash and fixed floating rate investments and may have periods of negative returns depending upon market conditions.

Standard & Poor's Credit Ratings Description

Credit Ratings

Standard & Poor's (S&P) is a professional organisation that provides analytical services. An S&P rating is an opinion of the general creditworthiness of an obligor with respect to particular debt security or other financial obligation – based on relevant risk factors.

Credit ratings are based, in varying degrees, on the following considerations:

- Likelihood of payment.
- Nature and provisions for the obligation.
- Protection afforded by, and relative position of, the obligation in the event of bankruptcy, reorganisation or other laws affecting creditors' rights.

The issue rating definitions are expressed in terms of default risk.

Long-Term Credit Ratings:

AAA

An obligation/obligor rated AAA has the highest rating assigned by S&P. The obligor's capacity to meet its financial commitment on the obligation is extremely strong.

AA

An obligation/obligor rated AA differs from the highest rated obligations only in a small degree. The obligor's capacity to meet its financial commitment on the obligations is very strong.

A

An obligation/obligor rated A is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligations/obligor in higher rated categories. However, the obligor's capacity to meet its financial commitment on the obligation is still strong.

BBB

An obligation/obligor rated BBB exhibits adequate protection parameters. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity to the obligor to meet its financial commitment on the obligation.

Plus (+) or Minus (-)

The ratings from "AA" to "CCC" may be modified by the addition of a plus or minus sign to show relative standing within the major rating categories.

CreditWatch

Highlights an emerging situation, which may materially affect the profile of a rated corporation and can be designed as positive, developing or negative. Following a full review the rating may either be affirmed or changed in the direction indication.

Rating Outlook

Assesses the potential direction of an issuer's long-term debt rating over the intermediate-to-long term. In determining a Rating Outlook, consideration is given to possible changes in the economic and /or fundamental business conditions. An outlook is not necessarily precursor of a ratings change or future CreditWatch action. A "Rating Outlook – Positive" indicates that rating may be raised. "Negative" means a rating may be lowered. "Stable" indicates that ratings are not likely to change. "Developing" means ratings may be raised or lowered.





Circular No. 11-01
Date 17 February 2011
Doc ID: A232163

Contact Finance Policy Section
02 4428 4100
dlg@dlg.nsw.gov.au

REVISED MINISTERIAL INVESTMENT ORDER

A revised Investment Order pursuant to section 625 of the *Local Government Act 1993* has been issued. The Minister for Local Government signed the revised Order on 12 January 2011 and it was published in the NSW Government Gazette on 11 February 2011. It replaces the Order dated 31 July 2008. The revised Order is attached to this circular.

Changes to the Investment Order include:

- the removal of the ability to invest in the mortgage of land (part (c) of the Investment Order dated 31 July 2008)
- the removal of the ability to make a deposit with the Local Government Financial Services Pty Ltd (part (f) of the order dated 31 July 2008)
- the addition of "Key Considerations" in the revised Investment Order, which includes a comment that a council's General Manager, or any other staff, with delegated authority by a council to invest in funds on behalf of the council must do so in accordance with the council's adopted investment policy.

Councils are reminded that on 25 May 2010 the Division of Local Government issued Investment Policy Guidelines (Circular to Councils 10-11 refers). It is expected that all councils will by now have adopted an Investment Policy in accordance with the Guidelines.

Ross Woodward
Chief Executive, Local Government
A Division of the Department of Premier and Cabinet

Department of Local Government
5 O'Keefe Avenue NOWRA NSW 2541
Locked Bag 3015 NOWRA NSW 2541
T 02 4428 4100 F 02 4428 4199 TTY 02 4428 4209
E dlg@dlg.nsw.gov.au W www.dlg.nsw.gov.au ABN 99 567 863 195



REPORT
PD/5.2/25.07

Subject: Trade Debtors Policy - Adoption

TRIM No: A24/0597

Manager: Teena Su, Executive Manager, Finance

Director: Tara Czinner, Director, Corporate Services

RECOMMENDATION:

That Council adopts the Trade Debtors Policy attached to the report.

1. Executive Summary

Council officers have undertaken a periodical review of the Trade Debtors Policy with the aim of ensuring the currency and relevance of the internal controls that manage Council's trade customers' debts.

This review recommends adding a new section on the late payment fee.

2. Introduction/Background

The Trade Debtors Policy, most recently reviewed in July 2021, relates to the recovery of trade debtors' outstanding debt. The policy is reviewed every four years to ensure it is up to date with the latest regulations and consistent with industry best practice to improve the collection of outstanding debt.

3. Relevant Council Resolutions

Nil.

4. Discussion

The 2025 review has been undertaken to improve the management of trade customer accounts. It is also to ensure Council's policy is supporting the current need to achieve effectiveness and efficiencies in relation to the collection of outstanding debts.

This review proposes the addition of the following clause:

4.2.2 Late Payment Fee

A late payment fee will be applied to all accounts that fall overdue aligned with Council's Pricing Policy – Fees and Charges.

The change was discussed with the Executive Leadership Team (ELT) in May 2025.

5. Financial Impact

There is no direct financial impact on Council through the adoption of this policy. The policy

will take effect immediately upon adoption.

6. Risks/Issues

If Council fails to adhere to the policy, monies owed to Council may not be accounted for and collected in a timely manner. This could reduce Council's cash flow and affect project funding.

7. Attachments

1. Trade Debtors Policy [↓](#) .



Trade Debtors Policy



Department	Finance
Approved by	Council
Date approved	TBA
File reference	A24/0597
Next revision date	June 2029
Relevant legislation	Local Government Act (1993) Local Government (General) Regulation (2021)
Related policies/ procedures/guidelines	Trade Debtors Procedures OLG Debt Management and Hardship Guidelines (2008)
Related forms	N/A



Table of Contents

1. Background	4
2. Purpose	4
3. Scope	4
4. Content	4
4.1 Credit Terms	4
4.2 Debt Recovery	4
4.2.1 Payment Terms	4
4.2.2 Late Payment Fee	4
4.2.3 30 Days Overdue	4
4.2.4 60 Days Overdue	4
4.2.5 Legal Proceedings	5
4.2.6 Writing off Debt	5
4.2.7 Bonds	5
4.3 Payment Arrangements	5
4.4 Doubtful Debts	5
4.4.1 Reporting Requirements	5
4.4.2 Timing	5
4.4.3 Methodology – Trade Debtors Doubtful Debt Provision	6
4.5 Bad Debts	6
4.5.1 Timing	6
4.5.2 Recommendations and Approvals	6
5. Review	6
6. Definitions	6



1. Background

This policy relates to the recovery of trade debtors outstanding debt.

2. Purpose

The purpose of this policy is to ensure the efficient collection of monies owed to the Council. The policy engages responsible departments to work together towards effective recovery of outstanding debt.

3. Scope

This policy applies to all Council staff responsible for collection of revenue.

4. Content

4.1 Credit Terms

Unless otherwise agreed in writing by the Executive Manager Finance invoices must be paid in full by the date specified on the invoice or per the lease or license arrangement.

This is normally in advance of receiving the goods or services that have been agreed to be supplied by Waverley Council.

4.2 Debt Recovery

4.2.1 Payment Terms

Payment terms are strictly 14 days from date of invoice so all invoices should be paid before commencement of the next invoice period.

4.2.2 Late Payment Fee

A late payment fee will be applied to all accounts that fall overdue aligned with Council's Pricing Policy – Fees and Charges

4.2.3 30 Days Overdue

If after the debtor has been pursued for late payment by the responsible department, the payment remains overdue by 30 days, the responsible department is to contact the debtor by phone, letter or email with a reminder that payment is past due and unless payment is made within 7 working days, service may be withdrawn.

4.2.4 60 Days Overdue

If payment is overdue by 60 days, the finance department will refer the debt for external debt



recovery after obtaining approval from the responsible department.
Refer to Trade Debtors Procedures for details.

4.2.5 Legal Proceedings

Legal proceedings will commence with the issue of a Letter of Demand, notice of proposed legal action and continue with the issue and service of a Statement of Liquidated Claim (Summons), followed by Judgement, then Writ and finally an Examination Summons to recover the outstanding debt. Any costs incurred by the Council in connection with legal recovery will be added to the outstanding account.

4.2.6 Writing off Debt

If the above process is followed and the debt remains outstanding, a decision will be made by Finance department in conjunction with the Executive Manager of the responsible department for the debt to be referred to either:

- 1) The General Manager and ELT; or
- 2) Council if the write off value is above the General Manager's delegation

4.2.7 Bonds

Bond holding by the Council can be applied to any outstanding debt owed by the Trade Debtor.

All correspondence to be recorded in relevant Trim for audit purposes.

4.3 Payment Arrangements

Any person, organisation or company who is having genuine difficulty in paying the debt, is encouraged to contact Council's relevant department and make a payment plan to pay off the debt in a reasonable and manageable timeframe.

The Manager of the relevant department may consider and agree upon a plan (i.e. a payment plan to make weekly payments of an agreed amount until the debt is paid in full). Details of the payment plan must be recorded and payments monitored. Failure to adhere to the payment plan may result in Council commencing debt recovery procedures.

4.4 Doubtful Debts

4.4.1 Reporting Requirements

The Council is required to provide for doubtful debts in its annual accounts in accordance with Accounting Standard AASB 139.

4.4.2 Timing

The methodology used to calculate the provision for doubtful debts will be reviewed on an annual



basis to ensure it represents a reasonable estimate of risk to the Council based on historical data obtained.

4.4.3 Methodology – Trade Debtors Doubtful Debt Provision

The provision for doubtful trade debts will be based on specific debts overdue greater than 90 days based on the following schedule:

DAYS	%
0 - 90	0%
91 - 180	50%
181 - 365	75%
365 +	100%

4.5 Bad Debts

4.5.1 Timing

The write-off of bad debts will occur on a quarterly basis after the recovery actions in this policy have taken place.

4.5.2 Recommendations and Approvals

All requests for bad debt write-offs must be made by the Executive Manager of the respective department via the Executive Manager Finance. The Executive Manager Finance will then prepare a report to the General Manager or Council for the debts to be written off.

5. Review

This Policy will be reviewed every four years or as required in the event of legislative changes or requirements. The Policy may also be changed as a result of other amendments. Any amendments to the Policy must be way of a Council resolution or with the approval of the General Manager.

6. Definitions

Term	Definition
Trade Debtor	An individual or organisation who owes money to the Council for the provision of goods and services.
Doubtful Debt	A debt that has a risk of non-recovery
Bad Debt	A debt that is deemed to be being non recoverable

REPORT
PD/5.3/25.07

Subject: Simpson Street, Bondi Beach - Renumbering

TRIM No: A23/0818

Manager: George Bramis, Executive Manager, Urban Planning

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

RECOMMENDATION:

That Council:

1. Does not change the address of 299 Old South Head Road, Bondi Beach, to 299 Simpson Street, Bondi Beach, as it would not comply with the NSW Address Policy and User Manual and Council's Street Numbering Guidelines.
2. Does not change the numbering in Simpson Street at this time.
3. Informs the resident of 299 Old South Head Road of Council's decision.

1. Executive Summary

Council has received a request to change the street address of 299 Old South Head Road, Bondi Beach, to 299 Simpson Street. Officers have reviewed the application in accordance with the NSW Address Policy and User Manual (2024) and Council's Street Numbering Guidelines. The proposal is not supported as it would not result in a logical or sequential numbering pattern. This report confirms that the previous advice remains current and outlines the process and rationale behind that determination.

2. Introduction/Background

Currently there is a street block of detached dwellings located between Old South Head Road and Simpson Street with frontages to both streets. Some of these homes (shown in purple in Attachment 1) have Simpson Street addresses, and some have Old South Head Road addresses (shown in yellow in Attachment 1). In practice, most residents use the Simpson Street frontage as the main access point. 1 Simpson Street is located next to 289 Old South Head Road and both homes have their primary entrance from Simpson Street.

Council has received multiple requests in recent years to change addresses of properties located on Old South Head Road to Simpson Street. The most recent application relates to 299 Old South Head Road.

Council refused a similar request for 289 Old South Head Road in 2020, following advice from NSW Spatial Services that the proposed numbering would be illogical, non-sequential, and would contravene the NSW Addressing Guidelines (since replaced by the NSW Address Policy and User Manual (2024)). Council reaffirmed this position in 2021 when it refused a change of address request for 299 Old South Head Road to 299 Simpson Street.

The applicant has requested a review of the decision on the grounds of safety, visibility, and practical access. They have also sought an exemption on health and safety grounds. A new request has been received in relation to 299 Old South Head Road; however, no new information has been provided that would justify a change to the original advice.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 18 February 2025	CM/8.9/25.02	<p>That Council:</p> <ol style="list-style-type: none"> Notes that members of the community have made representations regarding the need for logical and consistent guidelines around street numbering in Simpson Street, Bondi. Officers prepare a report to Council by July 2025 investigating a change to numbering in Simpson Street and the implications for the street. Informs the North Bondi Precinct of this motion.

4. Discussion

Simpson Street generally follows a clear and logical street numbering pattern:

- Odd numbers are located on the western side of the street (where the subject properties back onto), running from 1 to 59.
- Even numbers are on the eastern side, ranging from 2 to 90.

There is currently no 289 or 299 Simpson Street and assigning either number would be non-sequential and inconsistent with this established pattern. This would create ambiguity and contradict section 6.2.1 of the NSW Addressing Policy, which requires address numbers to be unique, sequential, logical, and unambiguous.

Council previously received an application to change the street numbering for 289 Old South Head Road to 289 Simpson Street. The application was assessed in line with the NSW Addressing Guidelines and Council's Street Numbering Guidelines and was refused on the basis the requested numbering would not be sequential in Simpson Street. The applicant requested a review of the initial assessment. The review supported the initial assessment, and the applicant's request was subsequently refused.

The property the subject of the most recent request, 299 Old South Head Road, is a Torrens title property and so sub-premises numbering would not be possible in this circumstance. 7A Simpson Street, by contrast, appears to have resulted from a Torrens title subdivision of 7 Simpson Street. The suffix was applied because there were no whole numbers available in Simpson Street.

In summary, there are typically three options for renumbering a property:

- Assigning a suffix address (e.g. 1A, 1B) to an existing number. However, as noted previously, this is not suitable for Torrens title properties like 299 Old South Head Road, and Council considers that applying suffixes to properties north of 1 Simpson Street would set an unmanageable precedent.

- Inserting a new number into an existing gap in the sequence. However, the Simpson Street sequence already descends continuously to 1, leaving no available gap to insert a new number without disrupting the numbering logic.
- Undertaking a full renumbering of the street to accommodate changes.

A consistent and logical approach must be retained. Option 3 would create the most logical outcome, but would require all odd numbered properties south of Hall Street (9-61) to be renumbered. It is unlikely that these properties would support a renumbering. Therefore, at this time, no viable solution exists to assign a Simpson Street number to the subject properties without compromising the broader numbering system.

Next steps and recommendation

The owner(s) of the affected property or properties would need to gain the support of the majority of owners in Simpson Street via a petition, which can then be submitted to Council for consideration of a full street renumbering. Should such a petition be submitted, Council may initiate further investigation and community consultation.

Section 7.1.1 of the NSW Addressing User Manual states:

Proposals to amend neighbouring properties must have overwhelming support from the majority of people affected. The proposal shall include sufficient information to demonstrate that it is in the long-term interests of the community, and (where relevant) should include information that indicates that an overwhelming majority of the community which will be affected by the proposal are in support of the change.

5. Financial Impact

There is no direct financial impact from this report. A full street renumbering project would require separate funding for consultation, communications, and GIS system updates.

6. Risks/Issues

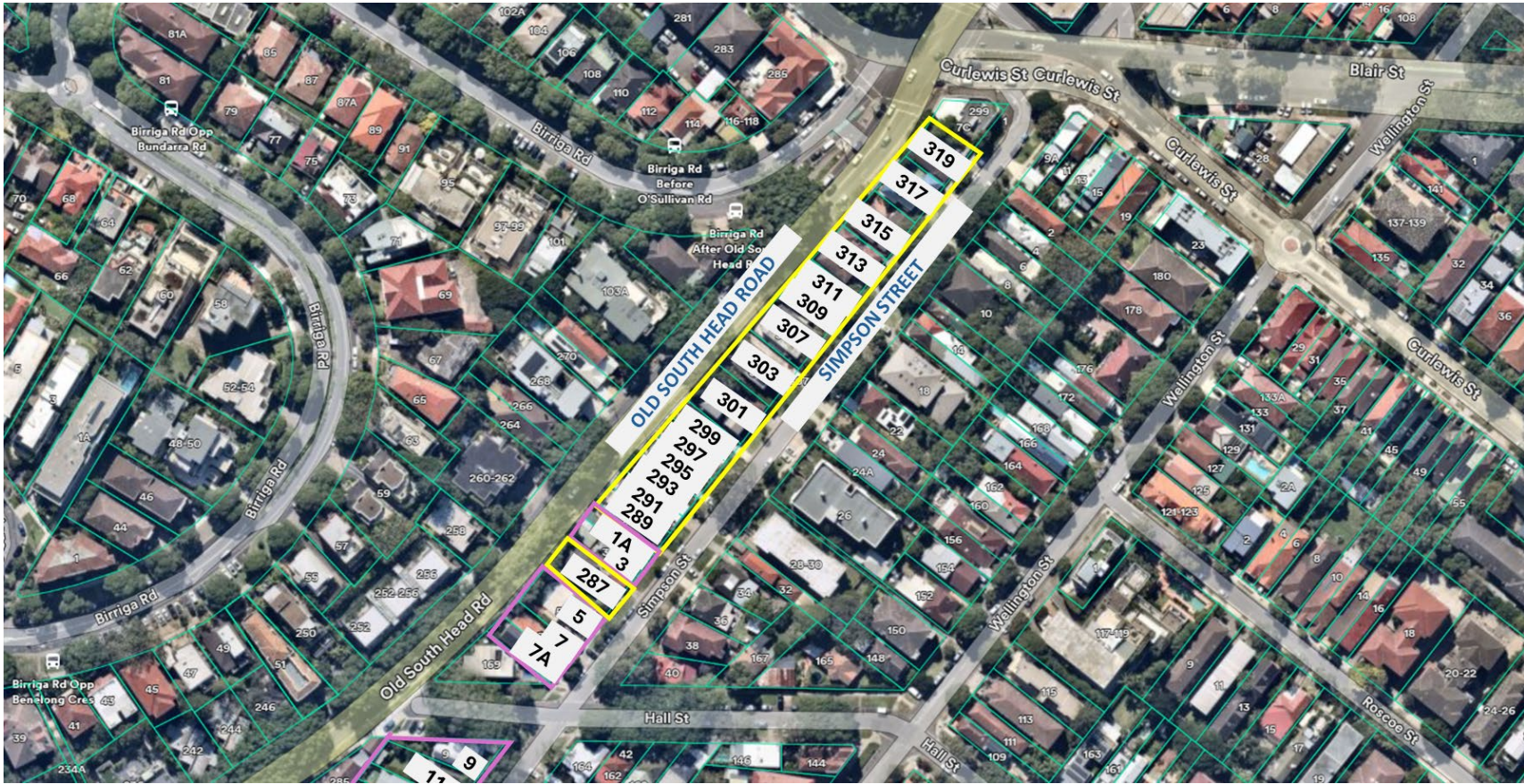
Risks associated with isolated property renumbering include:

- Service delivery errors due to ambiguous numbering.
- Emergency response delays from inconsistent address recognition.
- Legal liability if a numbering change leads to confusion or safety issues.
- Setting a precedent that may lead to further requests and complications of the street numbering on Simpson Street.

7. Attachments

1. Current Simpson Street numbering map [↓](#) .

Attachment 1 – Annotated Map



Yellow: Old South Head Road addresses
Purple: Simpson Street addresses

REPORT

PD/5.4/25.07



Subject: Rose Bay Shops (North) - Streetscape Upgrade

TRIM No: A25/0272

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Publicly exhibits the following concept designs for the Rose Bay Shops (North) Streetscape Upgrade, as set out in the report, for 28 days:
 - (a) Upgrade with limited kerb extensions on Old South Head Road.
 - (b) Upgrade with extensive kerb extensions on Old South Head Road.
 - (c) Upgrade within the existing kerb line of Old South Head Road.
2. Publicly exhibits the provisional multi-function pole package, as set out in the report and which can be added to any of the options, to underground overhead wiring and deliver smart LED lighting.
3. Officers prepare a report to Council on the outcome, the preferred option, an updated cost plan and the proposed funding and delivery plan.

1. Executive Summary

In response to Council resolution CM/8.4/25.02 (18 February 2025), officers have prepared three concept designs (Options 1, 2 and 3) to revitalise the northern Rose Bay shopping strip. All three options apply a consistent public domain palette, including new terracotta pavers (matching Rose Bay South), continuous pedestrian crossing across Oceanview Avenue, and the conversion of Oceanview Avenue parking from parallel to perpendicular bays.

- Option 1 introduces limited kerb extensions on Old South Head Road.
- Option 2 introduces extensive kerb extensions.
- Option 3 retains the existing kerb line.
- Provisional multi-function pole (MFP) package that can be added to any base option to underground overhead wiring and deliver smart LED lighting.

2. Introduction/Background

The Rose Bay Shops (North) precinct is a vibrant local centre between Oceanview Avenue and Dudley Road on Old South Head Road. Council resolved at the February 2025 Council meeting for officers to deliver concept options that replicate the high-quality finishes of the South Rose Bay works, improve pedestrian amenity and investigate undergrounding overhead utilities. Old South Head Road is

classified as a State Road, and therefore consultation and approval of Transport for NSW (TfNSW) is required.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 18 February 2025	CM/8.4/25.02	<p>That Council:</p> <ol style="list-style-type: none"> 1. Acknowledges the importance of the Rose Bay shops (north) as a vibrant local village and recognises the need to enhance its streetscape to improve amenity, accessibility and economic vitality. 2. Notes that Old South Head Road is a State Road, and any proposed upgrades must be consistent with relevant Transport for NSW policies and standards. 3. Officers prepare a report to Council no later than June 2025 outlining high-level concept options and indicative costs for a streetscape upgrade of the Rose Bay shops (north), including but not limited to: <ol style="list-style-type: none"> (a) Matching materiality to the previously upgraded Rose Bay shops (south). (b) Assessment and design of improved pedestrian crossings, pathways and other treatments to prioritise pedestrian safety and accessibility, including consideration of universal access principles. (c) Incorporating appropriate planting to enhance the streetscape's aesthetic appeal and provide shade. (d) Review of existing traffic flow and parking arrangements to identify opportunities for improvement. (e) Feasibility study and cost analysis of undergrounding existing overhead power lines and street lighting/banners to improve visual amenity and safety. (f) Outlining a strategy for community consultation to ensure local residents, businesses, and other stakeholders have the opportunity to provide input on the proposed upgrades. (g) Options for staging the works to minimise disruption to businesses and the community. 4. Informs the following stakeholders of this motion:

		<p>(a) Hunter Ward Precincts.</p> <p>(b) The Mayor of Woollahra Council, Cr Sarah Swan.</p> <p>(c) The Member for Vacluse, Kellie Sloane MP.</p>
--	--	--

4. Discussion

Old South Head Road is a State Road managed by TfNSW and functions as a key arterial corridor, with existing parking restrictions in place to support traffic flow and public transport operations. Along the Rose Bay North frontage, kerbside space is predominantly designated as No Stopping, Bus Zone, and a small number of 30-minute timed parallel parking spaces. Oceanview Avenue, which intersects Old South Head Road within the proposed upgrade area, is a narrower, two-way local street with limited parallel parking available on both sides.

These current traffic and parking conditions present important design considerations, particularly for any options involving kerb extensions or changes to parking configurations. Ongoing engagement with TfNSW will be critical to ensure that proposed works are compatible with broader road network management objectives.

Option 1

Option 1 introduces modest kerb extensions. It delivers a strong visual uplift and outdoor-dining pockets while retaining acceptable traffic flow, but still requires TfNSW lane-change approval and incurs the second-highest cost.

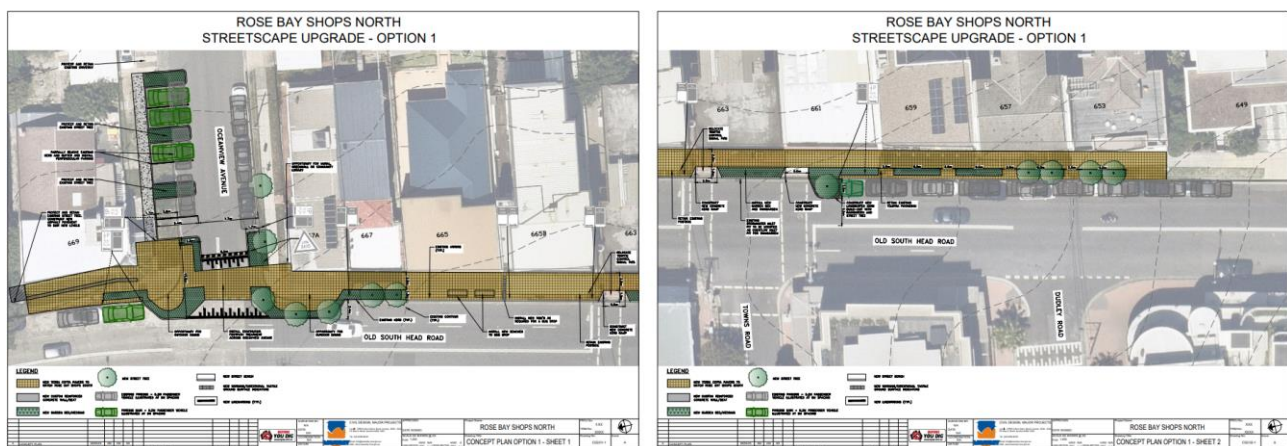
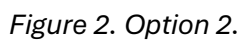


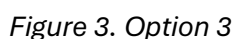
Figure 1. Option 1.

Option 2

Option 2 features larger kerb build-outs with seating and planting, giving the greatest streetscape transformation and pedestrian benefit. However, it has the highest capital cost and triggers additional TfNSW approvals.



Option 3 confines works to the existing footpath zone, adding a rain garden, tree pits and new paving without moving the kerb. It is the quickest and least costly option, keeps all parking and lanes and requires standard TfNSW modelling approvals.



Option	Key elements	Opportunities/benefits	Challenges/risks
1	Converts Oceanview Ave bays to perpendicular; continuous footpath across Oceanview Ave; terracotta pavers, upgraded benches, 12-13 new trees; limited kerb extensions on Old South Head Rd.	Upgraded visual impact and partially wider footpath; raised threshold slows traffic; 4 new parking spaces; outdoor-dining pockets activate frontage; additional shade and urban-heat benefits.	Requires TfNSW lane-change approval and full SIDRA + simultaneous swept path analyses; second-highest capital cost, second-highest business impact during construction.
2	Converts Oceanview Ave bays to perpendicular; continuous footpath Oceanview Ave; terracotta pavers.	Strong visual impact and widest footpath; crossings shortened, speeds lowered; 4 new parking spaces; outdoor-dining	Requires TfNSW lane-change approval and full SIDRA + simultaneous swept path analyses; highest capital cost;

	upgraded benches, 12-13 new trees; kerb extensions with planting/seating; footpath widening and shorter crossing on Old South Head Rd.	pockets; shade and urban-heat benefits.	highest construction impact on businesses.
3	Converts Oceanview Ave bays to perpendicular; continuous footpath Oceanview Ave; terracotta pavers, upgraded benches, 10 new trees; planting areas.	Upgraded visual impact; simpler approach; lowest-cost upgrade; keeps all parking and lanes; meets sustainability targets; straightforward approvals and less impact; shade and urban-heat benefits.	Still needs SIDRA model and simultaneous swept-path analyses for Oceanview Ave movements; visual/safety uplift less noticeable than other options.

Multi-function pole package:

The provisional multi-function pole package would consolidate the shopping village's lighting, traffic signals and banner mounts into five streamlined smart poles—three standard units and two signal-ready poles. By replacing multiple ageing assets with integrated, energy-efficient units, the package would:

- Cuts power consumption and maintenance costs.
- Removes visual clutter by undergrounding electrical assets, creating a cleaner streetscape.
- Delivers brighter, safer night-time conditions.
- Equips the precinct for future smart city applications including decorative lighting like fairy lights and CCTV.

This outcomes directly advance Council's Environmental Action Plan targets, Smart Waverley aspirations and Liveable Places strategy and supports community sentiment of improved streetscapes without electrical wires.

This package is to be considered as an add on to the base three options and can be delivered regardless of which of the three options are selected.



Figure 4. Photomontage of the proposed upgrade with multi-function poles.

Strategic alignment – Council strategies

- People, Movement and Places Strategy 2017 – Calls for calmer traffic, safer crossings and more attractive streetscapes across the local government area; the proposed raised crossing and consistent high-quality pavers meet these objectives.
- Community Strategic Plan 2025–2035 – Seeks connected and accessible places and vibrant public spaces; new DDA-compliant crossings, upgraded footpath surfaces and additional seating support this community outcome.
- Our Liveable Places Centres Strategy 2020–2036 – Aims to create people-focused village centres with cohesive materials, shade planting and room for outdoor trading; the matching Rose Bay South terracotta pavers, ten new street trees and new MFPs (Provisional) directly align with this aim.
- Environmental Action Plan 2025–2035 – Targets urban-heat reduction, canopy cover and energy efficiency; shade trees, raingardens and energy-efficient LED lighting on the MFPs (provisional) contribute to these targets.

5. Financial Impact

Funding for the preferred option will be drawn from the Long Term Financial Plan for streetscape upgrades. A comprehensive cost estimate and detailed funding model will be submitted in a subsequent report to Council once community consultation is completed.

Table 2. Cost estimates including 20% contingency.

Item	Estimate
Option 1	\$655,678
Option 2	\$678,479
Option 3	\$598,392
MFP package – Added to one of the above options	\$516,342

6. Risks/Issues

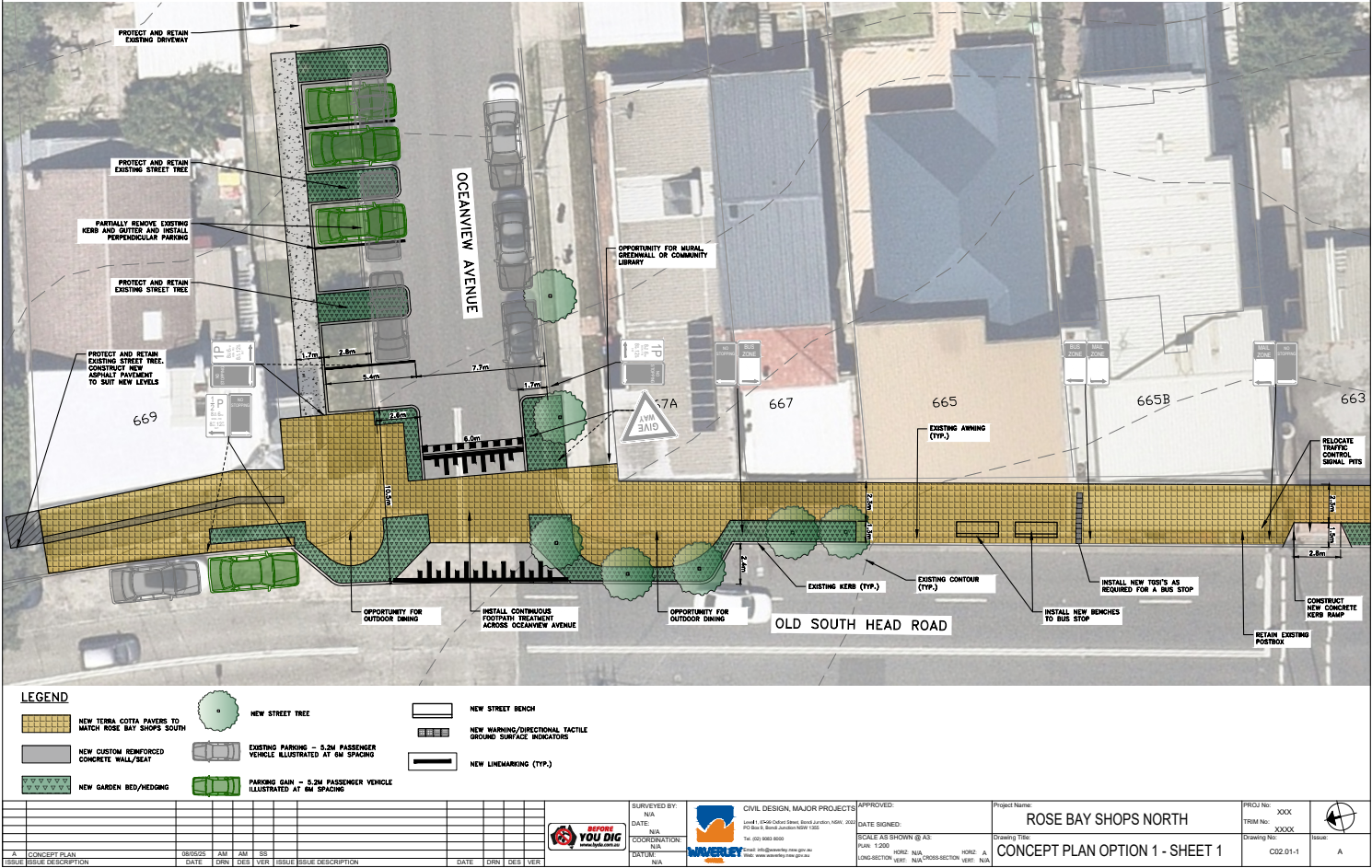
The report outlines associated risks with the delivery of each option as outlined in Table 1. These risks refer to the technical approvals required from TfNSW to progress these works on a State Road. Although these risks do not affect the consultation process and the process of reporting on community feedback, it is important to note the implications of any TfNSW restrictions imposed.

It is recommended that Council progresses with community consultation on the above three options, including the MFP package. Exhibition outcomes together with a refined cost estimate, funding model and final TfNSW requirements will be reported to Council for decision prior to construction.

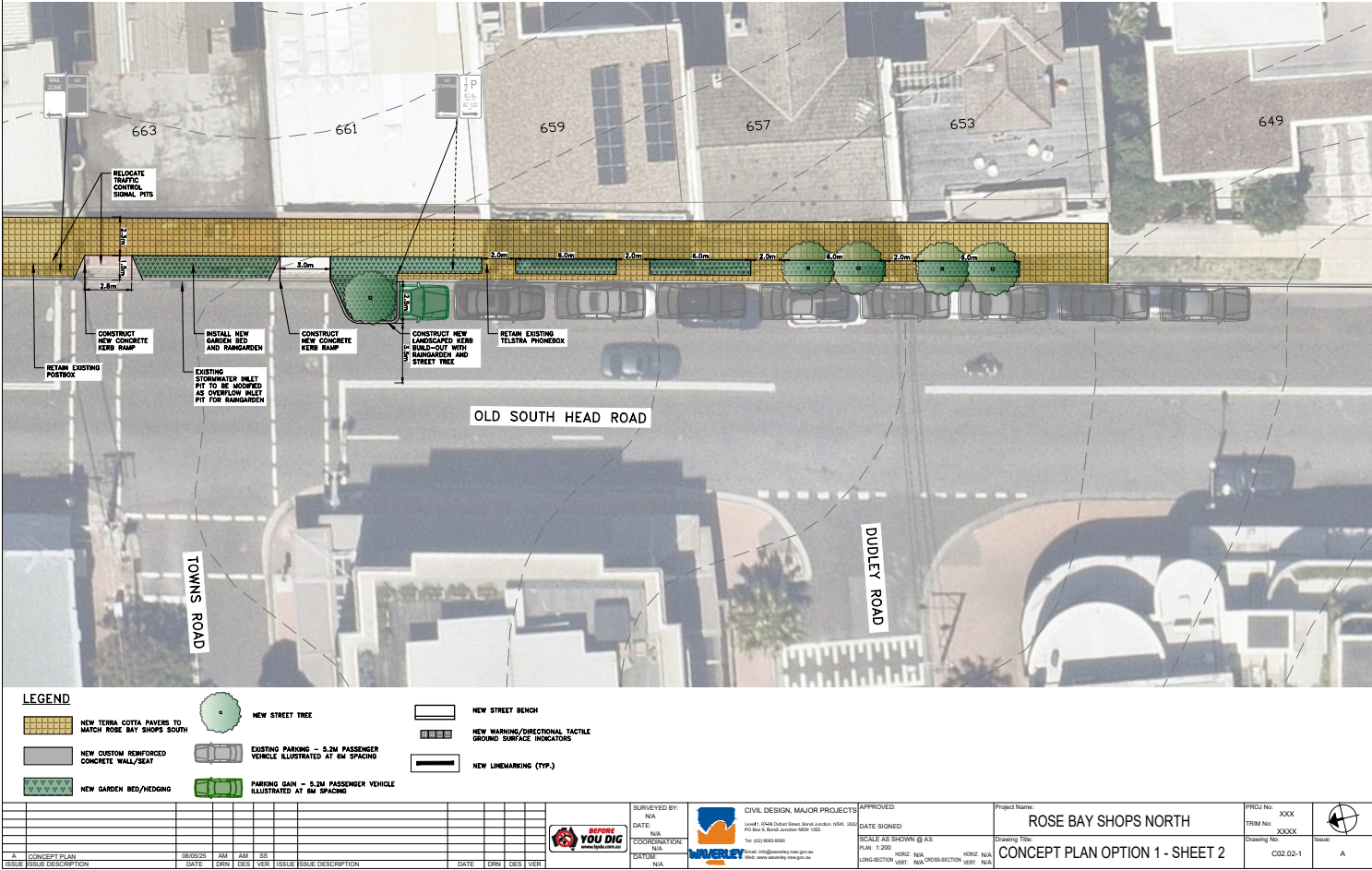
7. Attachments

1. Concept design options [↓](#) .

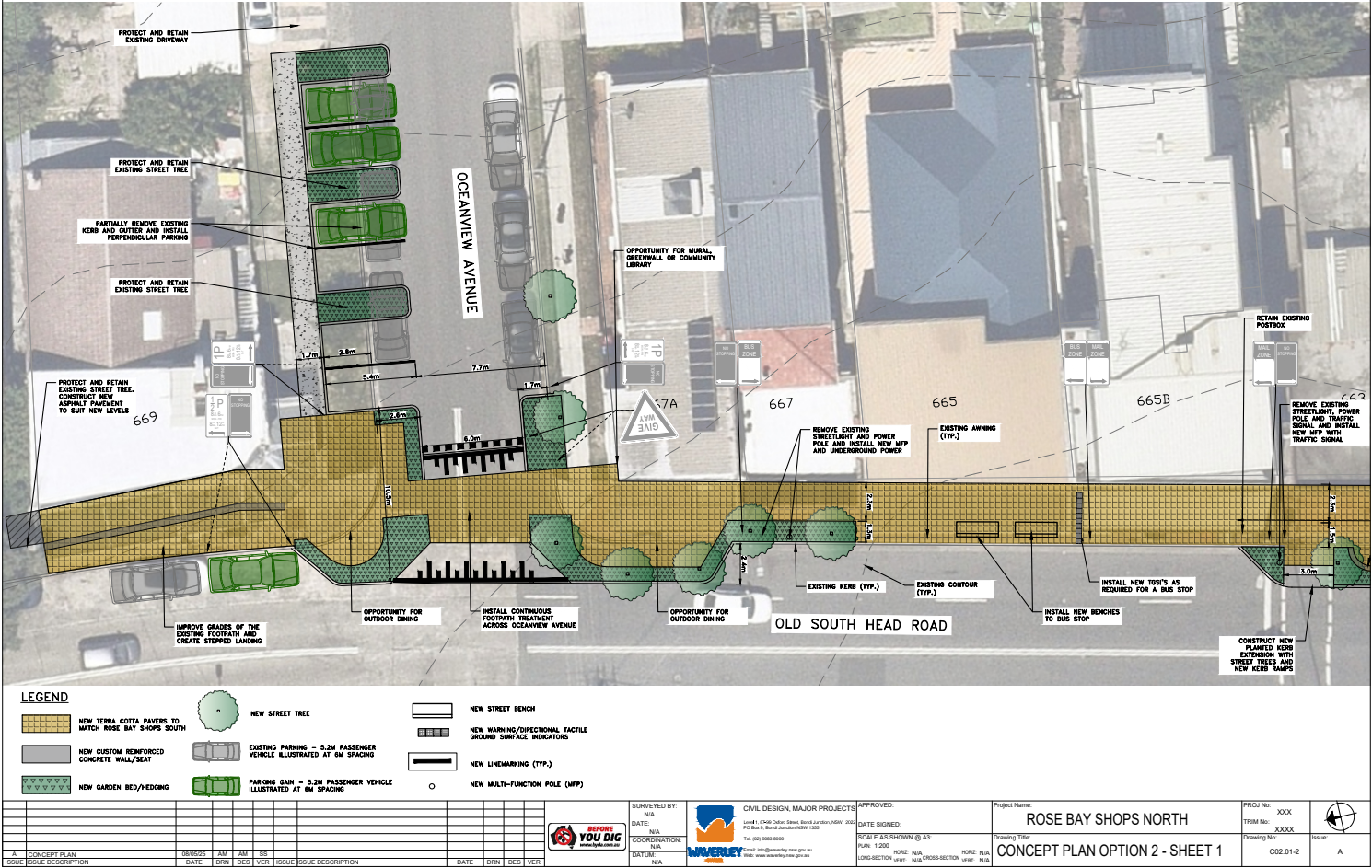
ROSE BAY SHOPS NORTH
STREETSCAPE UPGRADE - OPTION 1



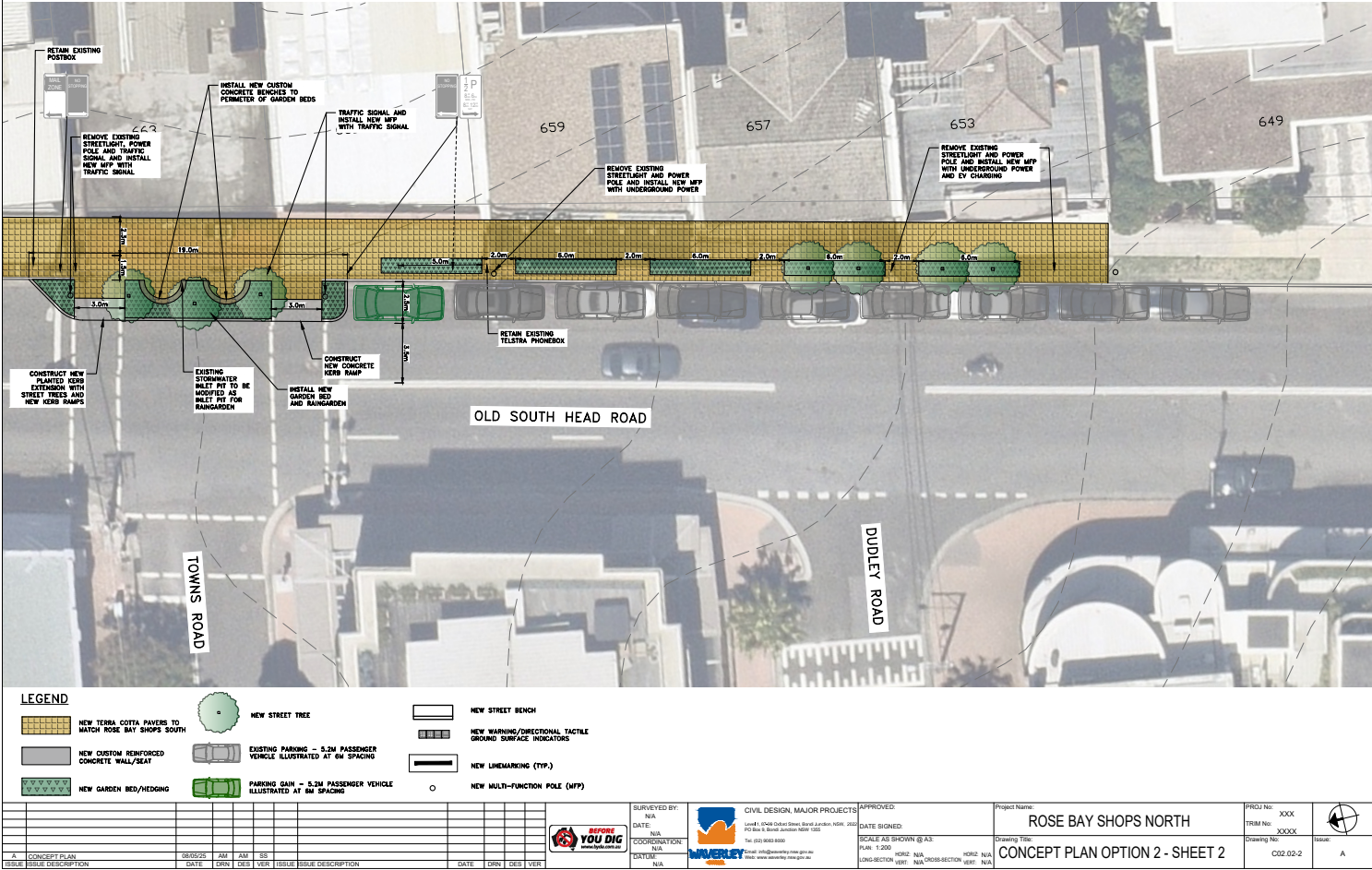
ROSE BAY SHOPS NORTH
STREETSCAPE UPGRADE - OPTION 1



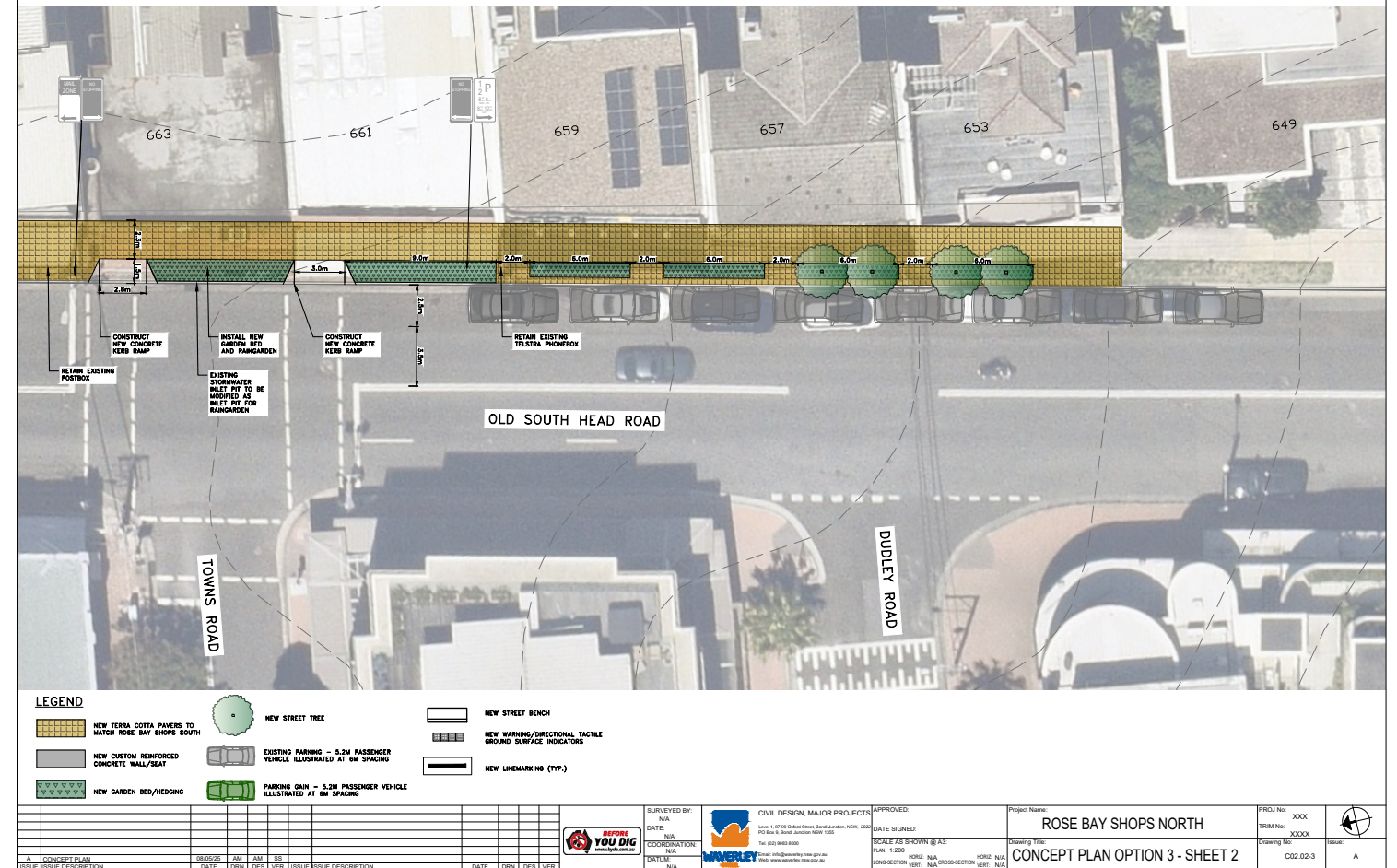
ROSE BAY SHOPS NORTH
STREETSCAPE UPGRADE - OPTION 2



ROSE BAY SHOPS NORTH
STREETSCAPE UPGRADE - OPTION 2



ROSE BAY SHOPS NORTH
STREETSCAPE UPGRADE - OPTION 3



REPORT
PD/5.5/25.07

Subject: Diamond Bay, Vaucluse - Local Street Network Review

TRIM No: A20/0069

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Retains two-way traffic in Diamond Bay Road, Craig Avenue, and Isabel Avenue, Vaucluse, as the introduction of a one-way traffic route:
 - (a) Does not have clear support from local residents.
 - (b) Would lead to higher vehicle speeds and safety concerns.
 - (c) May affect driver expectations and cause compliance issues with the one-way direction.
 - (d) Would lead to increased travel distance for residents.
2. Does not pursue the following alternative options at this time:
 - (a) Widening the travelway by removing parking spaces.
 - (b) Shifting the kerb line.
3. Continues to monitor transport conditions in the area.

1. Executive Summary

This report presents the results from a resident survey regarding a one-way traffic route along Diamond Bay Road, Craig Avenue and Isabel Avenue, and outlines next steps based on these results and technical analysis.

Residents have requested the introduction of a one-way traffic route for Diamond Bay Road, Craig Avenue and Isabel Avenue. A community survey in 2024 showed residents to be divided over the introduction of a one-way route, with residents along Diamond Bay Road generally in support, and residents along Isabel Avenue against a one-way route. This result mirrors a previous 2014 survey. Both surveys show a lack of clear support for the introduction of a one-way traffic route.

Technical assessment has also determined that issues associated with introducing a one-way route outweigh the benefits. This is attributed to the anticipated increase in vehicle speeds and safety concerns, compliance with the one-way traffic regulations, and longer driving routes that largely obviates travel time savings from a one-way conversion.

Further alternatives to address resident concerns have been identified. This includes widening of traffic lanes in sections of Diamond Bay Road and Isabel Avenue. This can be achieved either by way of parking removal (travelway widening) or by shifting the kerb line (roadway widening). Widening the travelway by way of removing some on-street parking will reduce interaction between traffic in opposing directions. However, it is noted that although 76% of survey respondents expressed that passing other vehicles in the opposite direction is difficult, 68% of respondents would like to retain parking in front of their own property. This suggests low support for widening the travelway by way of parking removal. Road widening by shifting the kerb line retains existing on-street parking; however, is anticipated to incur significantly higher costs—estimated at around \$500,000-\$1,000,000 will reduce greenspace and create further risks. As such, these widening alternatives are not recommended to proceed at this time.

This report recommends retaining the existing two-way network configuration. A one-way traffic option lacks technical merit, has limited contribution to Council strategic goals and has limited community support.

2. Introduction/Background

The loop formed by Diamond Bay Road, Craig Avenue and Isabel Avenue provides no passage for through traffic, and mostly serves local residents and visitors to the Diamond Bay Reserve.

In response to requests from local residents, Council investigated the feasibility of introducing a one-way traffic loop in Diamond Bay, and surveyed residents in July 2024. A similar process was undertaken in August 2014. The 2024 survey and investigation was intended to be an update following residential development and density increase in the area. The 2024 survey showed a clear lack of support for introducing one-way traffic. These results were similar to the survey outcomes in 2014.



Figure 1. Indicative map of the proposed one-way traffic route (shown in red).

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 15 November 2022	CM/8.10/22.11	That Council investigates introducing a one-way traffic route for Diamond Bay Road, Craig Avenue and Isabel Avenue, Vaucluse, by: <ol style="list-style-type: none"> 1. Surveying residents. 2. Officers preparing a report for Council.

4. Discussion

Resident survey

The 2024 resident survey was letterbox dropped to 540 addresses. 149 submissions were received and analysed. Generally, residents living along Diamond Bay Road were in support of a one-way conversion, and residents living along Isabel Avenue were against. This result is very similar to the previous 2014 survey.

Among all submissions received, 98 (66%) were submitted by residents of Diamond Bay Road. Overall, more survey respondents voted in favour of a one-way route than those voted against it (58% for, 38% against, 4% neutral). This is due in part to the higher representation of Diamond Bay Road residents in the survey. Difficulties passing vehicles from the opposing direction were noted by survey respondents. Issues such as safety, inconvenience and longer driving routes, and being blocked-in by service trucks were common reasons among those not in favour of a one-way traffic configuration.

Considering the split between Diamond Bay Road and Isabel Avenue residents, and the overall number of residents voted 'strongly against' a one-way route, the survey outcomes do not clearly indicate there to be enough support for a one-way route. Past experience has found that residents who may have missed providing feedback originally will start to express stronger concerns once they learn of impending changes. As such, it is preferable to have strong and clear levels of support that is more geographically distributed for street network changes of this scale.

See Attachment 1 for the full community consultation report.

Implications of the conversion to one-way traffic

The current Diamond Bay street network functions as a series of 'yield streets', using Transport for NSW (TfNSW) Place and Movement framework definitions. This type of urban street requires drivers to slow down and yield to one another to bypass, providing natural traffic calming and mutual awareness. Although it may feel uncomfortable for some vehicle drivers, this functionality typically results in improved safety outcomes for everyone. No serious crashes have been recorded in the area in the last 10 years. Current vehicle speeds in Diamond Bay are relatively low, suggesting this natural traffic calming is working as intended (see Figure 2 below).



Figure 2. Vehicle speeds in Diamond Bay (km/h, 2024 data).

A potential benefit from a one-way traffic route is removing the need to bypass on-coming vehicles. This may provide a more comfortable experience for some drivers; however, such a conversion also requires trade-offs and is anticipated to result in unintended consequences. This is discussed in the following sections.

Higher vehicle speeds

The introduction of a one-way route is anticipated to result in increased speeds in the absence of further traffic calming measures (Austroads Guide to Traffic Management, part 5). Change in driver expectations that there is no longer the need to yield to on-coming vehicles, and a wider effective lane width will be key factors in this speed increase.

Safety implications

The consensus of existing literature is that the probability of fatalities and serious injuries increases significantly for speeds over 40 km/h. A conversion to one-way traffic is anticipated to increase vehicle speeds, with negative safety implications. Higher speeds are associated with higher likelihood and greater severity of crashes.

Compliance and driver expectations

A one-way route may also impact compliance with travel directionality, particularly for residents whose travel times are most impacted (for example, those at the beginning of the one-way loop). On the other hand, most drivers will no longer be expecting to yield to oncoming vehicles, and drivers'

preparedness to stop will decrease. The disparity between compliance, and driver expectations can potentially lead to more serious crashes, particularly at night, or near turns.

A lack of compliance with the proposed one-way route may lead to additional safety issues, if pedestrians crossing the street or vehicles exiting from driveways are no longer expecting traffic from the other direction.

Increased travel distance for residents

Most residents will have to drive additional distances either entering or leaving their property. Some residents are more negatively affected than others in this respect. Table 1 below provides an estimate of additional travel time and distance incurred, based on where a resident lives. Zones 1-8 in the table cross-references the map below.

The table below summarises change in overall travel time for affected residents. On average, a one-way conversion would add 328 metres to the distance travelled, and close to one minute of extra travel time for affected residents on each trip. To offset this additional travel time, travel speeds would need to increase significantly. Under any safe speed assumptions, there will not be significant travel time savings for affected residents as a whole.

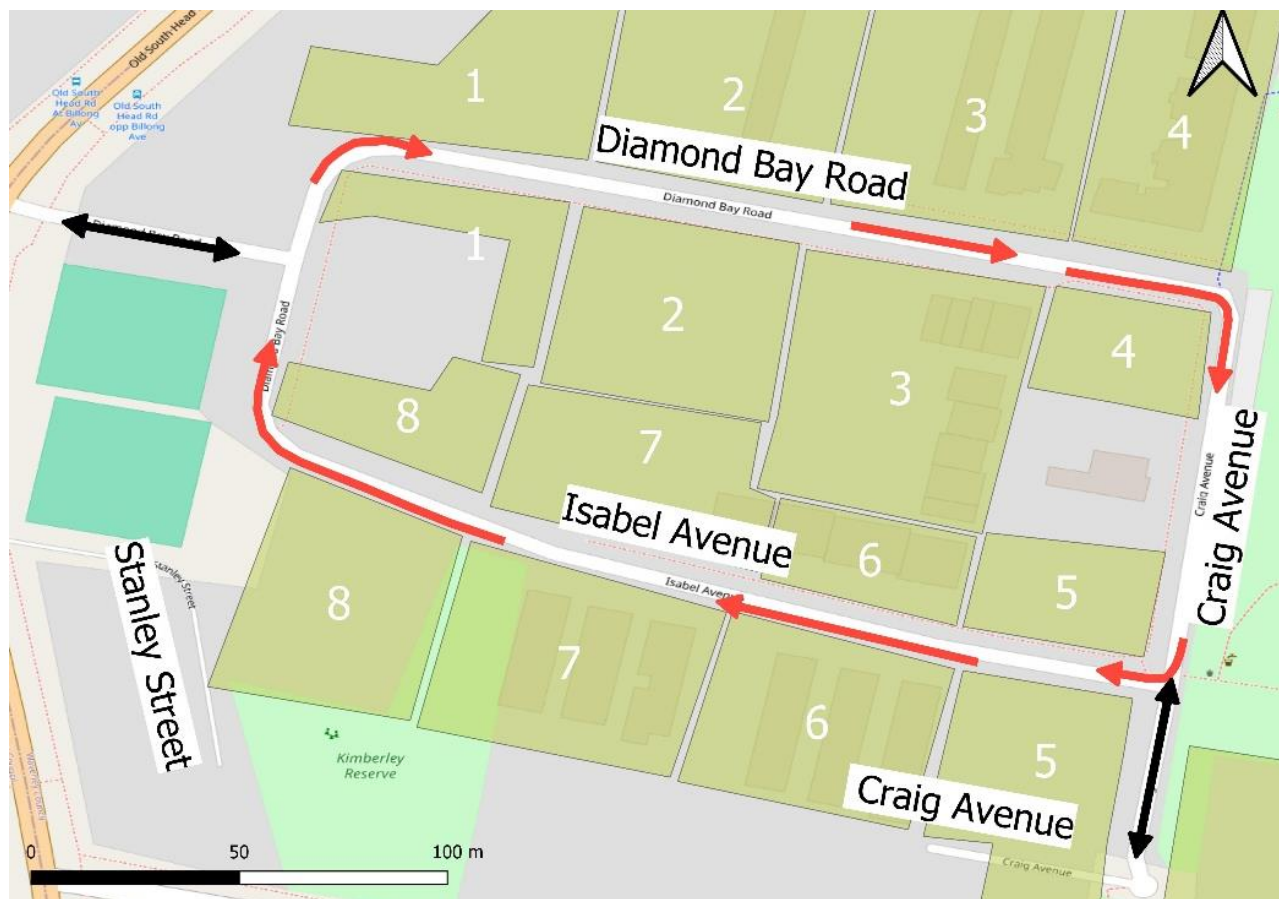


Figure 3. Potential one-way treatment (one-way traffic shown in red).

Table 1. Approximate increase in travel time and distance travelled for affected residents (each trip).

Zone	Num. Households	Increase in travel distance (metres)	Additional travel time under different speed assumptions (minutes)			
			35 km/h	30 km/h	25 km/h	20 km/h
1	40	510	0.87	1.02	1.22	1.53
2	95	403	0.69	0.80	0.96	1.21
3	143	285	0.49	0.57	0.68	0.86
4	28	190	0.33	0.38	0.46	0.57
5	38	142	0.24	0.28	0.34	0.43
6	43	240	0.41	0.48	0.58	0.72
7	88	357	0.61	0.71	0.86	1.07
8	26	479	0.82	0.96	1.15	1.44
Weighted average (by num. households)		328	0.56 mins	0.65 mins	0.79 mins	0.98 mins

Road or travelway widening

An alternative for reducing interactions between vehicular traffic in opposite directions has been suggested by some residents. Widening, which could be accomplished by either removing some on-street parking, or by shifting the kerb line are potential options. Widening would include sections of Diamond Bay Road, and Isabel Avenue where the current road width is narrow.

Alternative Option 1 – Travelway widening via parking removal

The option of providing two regular sized travel lanes by way of removing on-street parking reduces tension involved in negotiating the right-of-way when passing vehicles in the opposite direction, and obviates the difficult and contentious process of determining the location of bypassing bays (see below). However, this option significantly increases the number of on-street parking spaces that need to be removed. Between 40 and 50 on-street parking spaces on Diamond Bay Road and Isabel Avenue would need to be removed in order to provide two regular sized travel lanes.

The removal of on-street parking would not be supported by all residents. Although 76% of survey respondents expressed that passing other vehicles in the opposite direction is difficult, 68% of respondents would like to retain parking in front of their own property. Opposition to the removal of on-street parking may further intensify, once residents that are more directly impacted are made aware of impending changes.

A smaller scale version of this alternative was also considered. This would include providing more bypassing bays at appropriate locations (a bypass bay sub-option).

Bypassing bays already exist in the area—near existing driveways and at times when vacant on-street parking spaces create opportunities for vehicles in one direction to stop and give way, thus allowing vehicles in the opposite direction to pass. This is how vehicles currently pass other vehicles in narrow sections of the area.

This sub-option would likely reduce the number of on-street parking to be removed compared to providing two full travel lanes (as above), but would retain much of the issues originally raised by some residents, and restated in the resident survey: the 2024 resident survey revealed drivers not being able to negotiate the right-of-way when passing vehicles in the opposite direction, and an elevated level of stress. This is further complicated by the need to determine the location of passing bays, which may disadvantage certain residents and induce additional tensions among residents.

As such, travelway widening that removes on-street parking at any scale is not recommended at this time.

Alternative Option 2 – Shifting the kerb line

This option involves shifting the kerb line to widen the overall road space to create two regular sized travel lanes while retaining on-street parking. This option does not involve the difficult process of locating passing bays or removing large sections of on-street parking. However, this option will incur significantly higher cost than other treatment options. Approximately 350 metres of existing kerb lines would need to be treated, with an order of magnitude cost estimate of around \$500,000-\$1,000,000.

In addition, shifting the kerb line will reduce green and permeable space and may impact some trees, and footpath space. It also poses further constructability and schedule risks, particularly on Isabel Avenue. Construction impacts will also be greater.

As such, road widening that shifts the kerb line is not recommended at this time.

In both widening alternative options discussed above, a speed increase is expected follow. Sections of the Diamond Bay Road that are wider already have higher vehicle speeds than sections that are narrower. The widened sections are anticipated to further raise vehicle speeds at treatment locations, and potentially along the entire length of the road.

Additional considerations

Treatment options that affect the directional operation of traffic, such as a one-way traffic route would require approval from TfNSW.

The current road configuration provides more network resilience in the event of a temporary road closure (e.g. road work, underground utility repair) or traffic disruption (e.g. weekly garbage truck). Going against the traffic in such events creates confusion, and increases safety risks. The conversion to one-way traffic will also increase travel time for emergency service vehicles.

A bi-directional cycle route through Craig Avenue connecting Military Road with Young Street is part of the Waverley bicycle network in the 2013 Bike Plan, which is reiterated in the updated 2025 draft Bike Strategy. A one-way conversion of the road network in the Diamond Bay area would need to accommodate two-way cycling traffic through additional infrastructure measures to retain safe operation and network legibility.

Summary

In summary, the resident survey shows no clear support for a one-way traffic route, and technical analysis does not find sufficient technical merit that warrants one-way traffic in Diamond Bay area road network. As an alternative, removal of travelway widening by removing on-street parking does not have strong support and creates new challenges. A shifting of kerb line to widen road space will retain existing on-street parking, but will incur significantly higher costs, contain additional risks, and cause more disruptions during the construction phase. These alternative options are currently not recommended.

5. Financial Impact

There is no financial cost associated with the recommendations in this report.

The alternative options would include some costs, particularly that of road widening by way of shifting the kerb line. It is estimated that around 350 metres of kerb line would need to be shifted, with an

order of magnitude costs estimated at around \$500,000-\$1,000,000. Additionally, if the practice of shifting the kerb for on-street parking were to proliferate, there is potential for increased future spending on projects that are not aligned with Council's strategic goals.

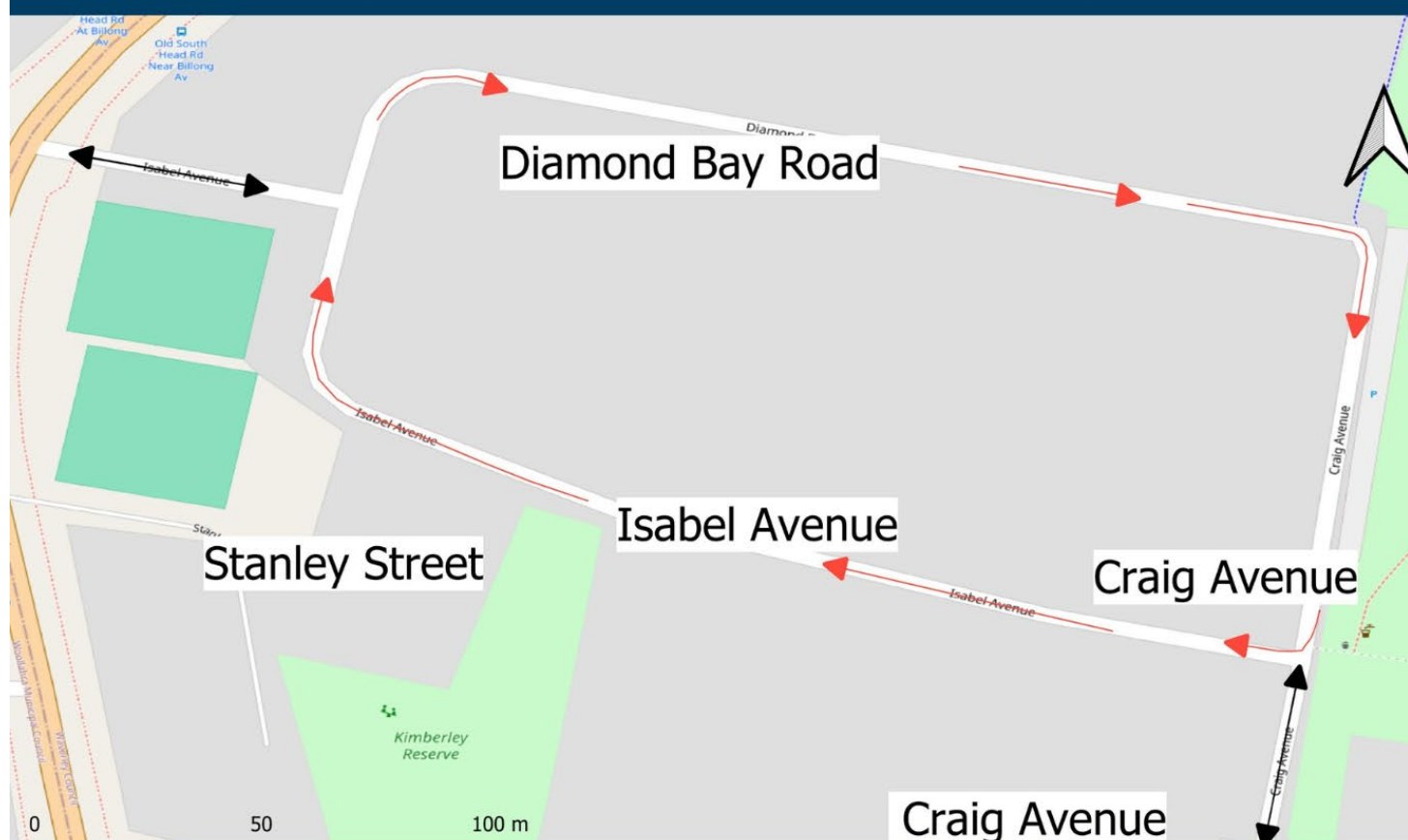
6. Risks/Issues

Some residents may interpret the outcomes of the community survey as showing a majority support for the proposed one-way conversion. As noted in the report, for such a large-scale and impactful change it is highly desirable to have a clearer level of majority support, and one that is less geographically concentrated (as this suggests highly localised benefits). Given that the survey results mirror previous work that demonstrated minimal support, the risk of retaining the existing condition is substantially lower than conversion to a one-way.

7. Attachments

1. Consultation Report - January 2025 [↓](#) .

DIAMOND BAY SURVEY



Community Consultation Report

January 2025



WAVERLEY
COUNCIL

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

Title page1

Executive Summary2

Project Background2

Community Engagement and Communications.....2

Engagement – *Have Your Say* Survey Questions3

Engagement – *Have Your Say* Survey Results4

Key findings breakdown5

Conclusions and Recommendations.....5

Resident Letter7

This report was prepared by Leigh Pitkethly, Engagement Officer, January 2025.

Executive Summary

In July 2024, a Have Your Say community consultation was held to investigate introducing a one-way traffic route for Diamond Bay Road, Craig Avenue and Isabel Avenue, Vaucluse. This survey built upon a previous one carried out in 2014. Since then, there has been significant urban development in the area, resulting in more traffic movements and congestion. Residents in the area - via the Precinct Committee - have approached Council to relook at traffic options to improve traffic flow and safety.

In July, 540 letters were distributed to residents seeking their feedback about the traffic route. A unique QR Code directed people to complete the Have Your Say survey online. 149 submissions were received during the four-week consultation period.

98 surveys were submitted by residents living on Diamond Bay Road, with Isabel Avenue as the street with the next highest response rate with 28 feedback forms submitted.

58 percent of all respondents agreed with the one-way traffic route option and 38 percent disagreed. Those that disagreed were the most vocal in the comments section and believed this option would not be the most effective solution. A variety of alternative options were given by residents. Some of these views are included in this report on p. 6 and refer to the Excel spreadsheet for the full transcript of comments.

Based on the consultation feedback, further technical work - and approval from Transport for NSW – should be done to continue with the project.

Project Background

Council previously investigated the introduction of traffic calming measures and surveyed residents about introducing a one-way traffic route in Diamond Bay in 2014. The survey results showed that generally the residents in Diamond Bay voted for the one-way traffic route and residents in Isabel Avenue were against it. It was therefore not introduced as there was not a majority of residents that supported it.

Since then, many high-rise developments have been built and there has been a large amount of growth in traffic volume. It is extremely difficult for two cars to pass each other as there is a critical need for parking on both sides of the roads.

Residents have been asked for a one-way loop to be reconsidered for the past two years at minimum. The Vaucluse Precinct has asked that Council re-investigate options to improve the traffic flow for residents.

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	567	NA	<p>The engagement method was primarily aimed at directing people to the survey on Have You Say.</p> <p>There were 149 completed surveys and 481 unique visitors to the HYS page.</p> <p>Upon the launch of the page 450 emails were sent to traffic and transport subscribers. An update in August 2024 was also circulated to an additional 125 subscribers who follow the Diamond Bay Survey HYS page.</p>
Emails From Community	NA	NA	<p>51 emails from the community were received at YourTrafficSurvey@waverley.nsw.gov.au</p>
COMMUNICATIONS	AUDIENCE	OPENS	OVERVIEW
Resident Letters	540	NA	<p>540 resident letters were sent to properties on or near the proposed Diamond Bay Road, Craig Avenue, and Isabel Avenue traffic route. The letters contained a QR code for the Have Your Say page of which there were 198 scans. This is an excellent follow-up rate.</p>

Engagement – Have Your Say Survey Questions

Question 1: To what extent do you agree with the following statements regarding your driving experience of the loop?

Strongly Agree Agree Neutral Disagree Strongly Agree Does not apply

- The narrow lane width makes driving difficult (even without traffic)
- Passing vehicles coming from the opposing direction is difficult
- I frequently need to pass vehicles in the opposing direction
- There is good visibility of other vehicles in the loop
- I have had near misses/collisions on the loop when I was driving
- Collisions while bypassing other vehicles are likely
- Collisions with parked vehicles are likely (even without traffic)

Question 2: To what extent do you agree with the following statements regarding your neighbourhood?

Strongly Agree Agree Neutral Disagree Strongly Agree Does not apply

- I want others to drive slowly in front of my property
- I feel people sometimes drive too fast along the loop
- I value a peaceful and pedestrian friendly neighbourhood
- I want to retain parking space(s) in front of my property
- I think large vehicles such as trucks and boats should not park on the street

Question 3: I support the option of a one-way traffic route

Strongly Agree Agree Neutral Disagree Strongly Agree Does not apply

Question 4: Please provide your address.

Question 5: Do you have any further comments or feedback on this survey?

Engagement – *Have Your Say* Survey Results

Question 1: To what extent do you agree with the following statements regarding your driving experience of the loop?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Does not apply	Count	Score
The narrow lane width makes driving difficult (even without traffic)	51.01% 76	17.45% 26	10.07% 15	8.05% 12	13.42% 20	0% 0	149	2.15
Passing vehicles coming from the opposing direction is difficult	62.16% 92	13.51% 20	8.78% 13	6.76% 10	8.78% 13	0% 0	148	1.86
I frequently need to pass vehicles in the opposing direction	52.35% 78	23.49% 35	6.71% 10	11.41% 17	6.04% 9	0% 0	149	1.95
There is good visibility of other vehicles in the loop	8.72% 13	20.81% 31	13.42% 20	24.83% 37	30.87% 46	1.34% 2	149	3.52
I have had near misses/collisions on the loop when I was driving	35.14% 52	20.27% 30	10.81% 16	12.16% 18	20.95% 31	0.68% 1	148	2.66
Collisions while bypassing other vehicles are likely	42.28% 63	17.45% 26	10.74% 16	17.45% 26	12.08% 18	0% 0	149	2.40
Collisions with parked vehicles are likely (even without traffic)	42.28% 63	21.48% 32	8.05% 12	14.09% 21	14.09% 21	0% 0	149	2.36

Question 2: To what extent do you agree with the following statements regarding your neighbourhood?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Does not apply	Count	Score
I want others to drive slowly in front of my property	49.66% 74	30.87% 46	14.77% 22	1.34% 2	2.01% 3	1.34% 2	149	1.79
I feel people sometimes drive too fast along the loop	40.94% 61	28.86% 43	13.42% 20	11.41% 17	4.70% 7	0.67% 1	149	2.12
I value a peaceful and pedestrian friendly neighbourhood	68.46% 102	25.50% 38	5.37% 8	0% 0	0.67% 1	0% 0	149	1.39
I want to retain parking space(s) in front of my property	49.32% 73	18.24% 27	19.59% 29	6.08% 9	4.73% 7	2.03% 3	148	2.05
I think large vehicles such as trucks and boats should not park on the street	76.51% 114	12.75% 19	6.71% 10	2.01% 3	2.01% 3	0% 0	149	1.40

Question 3: I support the option of a one-way traffic route

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Count	Score
I support the option of a one-way traffic route	50.34% 75	7.38% 11	4.03% 6	6.71% 10	31.54% 47	149	2.62

Question 4: Please provide your address.

Addresses were provided by respondents to the survey.

Question 5: Do you have any further comments or feedback on this survey?

There were 103 comments from the feedback submissions.

Key findings breakdown

Most respondents agreed that their driving experience of the three-street loop had challenges.

51% strongly agreed that the narrow road width makes driving difficult, even without traffic

31% strongly disagreed that there was good visibility of other vehicles

35% strongly agreed that they had near misses when driving

42% strongly agreed that collisions were likely while bypassing other vehicles

76% strongly agreed that large vehicles and boats should not park on the street. This was the highest rated response for the survey overall, followed by **68%** that **strongly agreed** with the statement ‘I value a peaceful and pedestrian friendly neighbourhood’.

When asked if respondents support the option of a one-way traffic route **58% agreed or strongly agreed** and **38% disagreed or strongly disagreed**. Four percent were neutral on this option.

Of the 103 additional comments supplied:

46 stated opposition the one-way loop option, **25 stated support** the one-way loop option and **32 other issue**, suggestion or concern.

Those that opposed the loop cited that it was not the best solution and may result in other traffic problems.

RESIDENT IDEAS	ONE-WAY LOOP PERCEIVED TRAFFIC PROBLEMS
Road widening	Long wait times behind garbage trucks
Parking on one side of the street only or angle parking	Bottle necks
Road mirrors to help with visibility	For those lived at the potential start of the loop that it was impractical to drive the whole way around to get to their property
Less construction of apartment blocks	Driver frustration
Better road signage	Congestion outside specific parts of the street and certain homes
Designated pass zones	Less safe
Speed humps	

Conclusions and Recommendations

58 per cent of respondents surveyed, agreed with the option of a one-way traffic loop, 38 percent disagreed, and four percent had a neutral opinion. Of addresses supplied, 98 surveys were from Diamond Bay Road, 28 from Isabel Avenue, 7 from Craig Avenue and the rest a combination of Military Road, Old South Head Road and Oceanview Avenue.

As detailed in the above table, residents opposed to the loop cited wait times behind garbage trucks, congestion and anticipated overall driver frustration with the one-way traffic change. Those in opposition stated that drivers currently wait to allow others to pass if needed and saw no reason why this was a commonsense approach that couldn’t continue.

Many respondents supplied additional or alternative traffic measures, including permit parking with a limit supplied per property, speed humps to prevent 'hoon' behaviour and there was a strong response to preventing large vehicles and boats parking on the street. Some respondents said there had been a proliferation of apartment construction in recent years which had added to the traffic issues.

Those in agreement with one-way traffic wrote that it would solve a lot of current issues and was long overdue. Some in agreement believed that additional traffic calming measures would also be needed.

As stated in the resident letter, technical work needs to be completed prior to any change being made and Transport for NSW also needs to be consulted.

Resident Letter



Waverley Council
PO Box 9, Bondi Junction NSW
1355 DX 12006, Bondi Junction
Customer Service Centre
55 Spring Street, Bondi Junction 2022
ABN: 12 502 583 608

26 June 2024

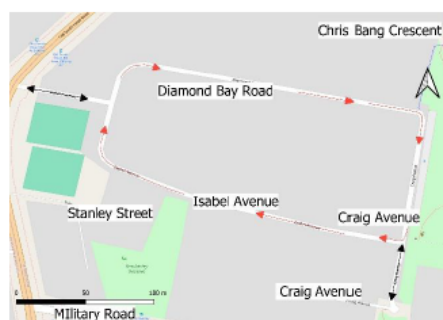
Re: Survey on Diamond Bay Road, Craig Avenue and Isabel Avenue Traffic Route

Dear resident

Waverley Council is writing to you seeking feedback regarding the Diamond Bay Road, Craig Avenue, and Isabel Avenue traffic route.

The information you provide will also help Council understand the preferences of residents and form part of a preliminary analysis of how we can better manage traffic by the introduction of a one-way road system. (See below diagram.)

Resident feedback will be considered alongside further technical work. Approval would also be required from the Council and Transport for NSW for any change to be implemented.



Example of one-way traffic route; direction of traffic shown with arrows. One-way traffic shown in red.



Please scan the QR code to complete the survey.

Ways to Have Your Say and submit feedback:

1. Scan the QR code on this page to complete the online survey.
2. Use the website address to complete the survey on your computer.

<https://haveyoursay.waverley.nsw.gov.au/diamond-bay-survey>

To complete a hard copy survey, please contact Hao Wu, Waverley Council
PO Box 9, Bondi Junction NSW 1355, or email yourtrafficsurvey@waverley.nsw.gov.au

For comments or questions, please contact yourtrafficsurvey@waverley.nsw.gov.au

Yours faithfully

Hao Wu

Dr. Hao Wu
Senior Transport Planner

Contact us
Phone: 9083 8000 Fax: 9387 1820
Email: info@waverley.nsw.gov.au
Web: www.waverley.nsw.gov.au

Connect with us
facebook.com/whatsonwaverley
twitter.com/waverleycouncil
www.youtube.com/user/WavCouncil

REPORT
PD/5.6/25.07

Subject: Bourke Street Upgrade, Queens Park - Design Enhancements

TRIM No: A23/0400

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Approves the design enhancements to the intersection of Bourke Street and Cuthbert Street, Queens Park, as set out in the report and as part of the approved and funded Bourke Street Upgrade project, including:
 - (a) Pedestrian crossings and continuous footpath treatments to improve pedestrian safety.
 - (b) Green paint and line marking for cyclists through the roundabout to improve cyclist safety.
2. Authorises the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.

1. Executive Summary

This report outlines proposed enhancements to the design of the Bourke Street and Cuthbert Street intersection, approved by Council in 2023. These enhancements include pedestrian crossings, raised treatments and further delineation for cyclists through the intersection. These enhancements respond to previous public feedback and are being proposed to further improve pedestrian and cyclist safety at this intersection in line with new Transport for NSW guidelines.

2. Introduction/Background

Further to the People, Movement and Places Strategy, streetscape upgrades were proposed for the entire length of Bourke Street, Queens Park. Concept designs were approved by Council, and subsequently further developed, designed and consulted upon in 2023. Refer to Attachment 1 for the Community Consultation Report presented at that time. Council approved the final design in November 2023.

Council has since successfully obtained grant funding through the Safer Local Roads and Infrastructure Program and the Towards Zero Safer Roads Program. During this time Transport for NSW also published the updated Design of Roads and Streets manual. The manual provides contemporary street design guidance, including updated treatments of urban roundabouts. These two developments spurred a review of community input received through the design process. Together, the opportunity for further enhancements was identified. This report details these enhancements.

The enhancements to the design are focused on the intersection of Bourke Street and Cuthbert Street, Queens Park. This is an existing intersection, which is currently a roundabout. It is located in a residential area, approximately 1km from Bondi Junction. The speed limit is 40 km/h.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 21 November 2023	CM/5.3.1/23.11	<p>That Council adopts the Traffic Committee's recommendation subject to an amendment to clause 3 such that that the recommendation now reads as follows:</p> <p>That Council:</p> <ol style="list-style-type: none"> Upgrades Bourke Street, Queens Park, as per Option 1 of the report, including the installation of a separated uphill bike path, in accordance with the design attached to the report (Attachment 1). Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes. Undertakes a community education program regarding bike lanes and bike use generally in Waverley, with Council receiving a report on the matter prior to the program commencing.
Finance, Operations, and Community Services Committee 1 August 2023	FC/5.4/23.08	<p>That Council:</p> <ol style="list-style-type: none"> Publicly exhibits the concept designs attached to the report for the upgrade of Bourke Street, Queens Park, for 28 days. Notes that: <ol style="list-style-type: none"> A community consultation report will be circulated to Councillors following the exhibition period, along with an update on the revised concept design where relevant. The Waverley Traffic Committee will review the traffic-related design elements, with its recommendations to be approved by Council. Officers will apply to Transport for NSW under its 'Get NSW Active' program for grant funding for the construction of the upgrade.

4. Discussion

Outcome of 2023 community consultation

The consultation undertaken from 8 August to 5 September 2023 provided two options for the community to consider. The attached consultation report indicates the results of this consultation (previously attached to the 2023 report). It also provides recommendations. The key recommendations relating to the intersection of Bourke Street and Cuthbert Street were:

- Installing signage for motorists, pedestrians and bicycle riders where possible so each road user knows who has right-of-way at the intersections and roundabout.
- Improving sightlines at the roundabout, including removal of the existing overgrown shrubbery in the middle that obscures vision.

The recommendations, and the results from the community consultation highlighted a concern with the proposed separated bike path at the intersection of Cuthbert Street and Bourke Street and overall safety of the intersection in its current format, particularly for pedestrians. These concerns are revisited with the proposed further design enhancements below.

Design enhancements

The November 2023 approved design was reviewed to address further concerns with visibility, priorities and separation between all users of the intersection. The proposed enhancements to the previously approved design are summarised below:

- Removal of pedestrian refuge islands on the northern and southern arms of the intersection on Bourke Street, and installation of kerb build outs and new pedestrian crossing line marking. This reduces the length of time pedestrians will be exposed to traffic and larger bus vehicles as well as giving them priority over vehicles. The removal of the pedestrian islands improves the effectiveness of the roundabout as a traffic calming device as the change in direction to navigate the intersection is greater.
- Installation of a Continuous Footpath Treatment on the western arm of the intersection across Cuthbert Street. This improves the direct path of travel and manoeuvrability for pedestrians crossing the western arm of Cuthbert Street in addition to slowing vehicles on approach to the roundabout intersection.
- Installation of bike lane green paint and line marking northbound to indicate a separate path of travel for bike users to vehicles navigating the roundabout. This provides clearer indication to users of the roundabout intersection of a separated path of travel and priorities of users.

The roundabout apron, which was initially proposed to be retained through the post-consultation design is still to be retained, with minor adjustments. This apron provides traffic calming, as the horizontal deflection slows vehicles through the intersection. This apron needs to be traversable to allow for bus movements. The proposed changes allow busses to navigate the intersection whilst slowing typical passenger vehicles. Further, the existing shrubbery on the roundabout will be trimmed/reduced to ensure sightlines are maintained.

The proposed design enhancements for this intersection are shown in Figure 1. This does not impact any of the already approved works on the other sections of Bourke Street. The drawings are shown as Attachment 2.

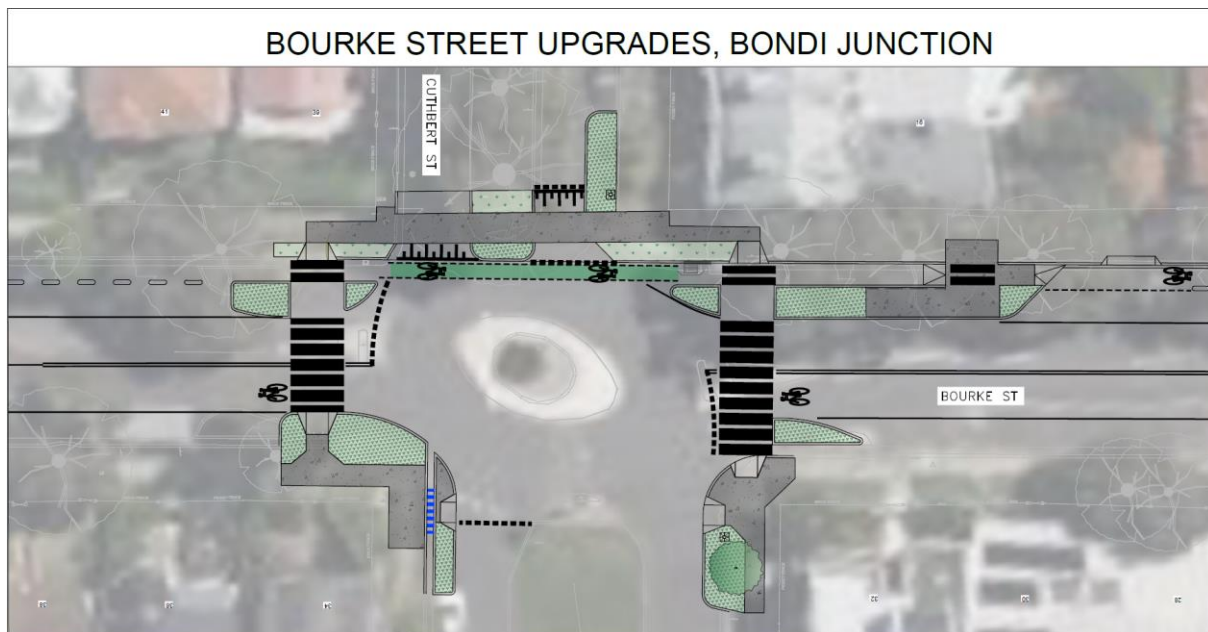


Figure 1. Proposed intersection design.

5. Financial Impact

Budget has been allocated in financial year (FY) 2025-26 for the construction of the Bourke Street Upgrades project. The cost of the proposed amended treatments at the Bourke Street and Cuthbert Street intersection is expected to be approximately \$55,000 more than the current approved design. The project, including the proposed enhancements, will be predominantly funded through grant funding from the Safer Local Roads and Infrastructure Program and the Towards Zero Safer Roads Program. The additional costs are expected to be covered by the existing project funding, subject to contractor procurement in early FY 2025-26.

6. Risks/Issues

The Bourke Street Upgrade project as a whole has already been approved by Council, and undergone community consultation. The proposed enhancements further respond to community input and improve safety outcomes, and respond to updated state-level guidance. As such, the proposed enhancements do not present additional risk or issues from a transport perspective.

The proposed enhancements will increase the project budget; however, it is anticipated that this will be minor and fall within the existing project funding.

7. Attachments

1. Community Consultation Report - September 2023 [↓](#)
2. Concept plan [↓](#) .

Bourke Street Upgrades



WAVERLEY
COUNCIL



Community Consultation Report

September 2023

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 3

Background 3

Engagement methodology 5

Detailed results – Online survey 7

Detailed results – Onsite information session 10

Detailed results – Emails 11

Detailed Results – Social Media 12

Conclusion 12

Appendix A – Notification flyer 13

Appendix B – Survey questions 14

Appendix C – Social media posts 15

Appendix D – e-newsletters 16

Appendix E – BIKEast email submission 17

Executive summary

Between 8 August and 5 September 2023, Council sought community feedback on proposed safety upgrades to Bourke Street, Queens Park.

A number of communication methods were used to encourage residents and other members of the Waverley community to visit the dedicated Have Your Say (HYS) webpage that showcased two design options and complete the online survey or provide feedback via email or the onsite HYS pop-up event. The survey gave respondents three options to choose from: Design Option 1, Design Option 2 or Neither Option.

These efforts resulted in 67 surveys completed as well as six emails submitted to the Major Projects inbox, including a detailed submission from BIKEast.

The following report details the engagement methods and outcomes.

Design Option 1 received a higher number of votes than the other options, but there were a number of caveats even among those that preferred this option and respondents who chose the other options made a strong case for their concerns and suggestions, which have been considered in the analysis and conclusion below.

Background

Bourke Street, Queens Park is an important road in Waverley. It runs north - south between Birrell Street and Queens Park Road and forms part of one of six priority bike path routes identified in the Waverley Bike Plan 2013. The 356 bus from Eastgardens to Bondi Junction runs through the street as well as a number of school routes.

At present, Bourke Street operates with bicycle lanes situated within the shoulder lanes between parked cars and travel lanes. This arrangement presents safety concerns, particularly for bike users travelling uphill where they are travelling at considerably lower speeds than cars, trucks, and buses. Separation of bike users from the travel lane is preferred under these circumstances. Further to recent bicycle and pedestrian infrastructure upgrades along Birrell Street and Queens Park Road, it is timely to consider upgrades to Bourke Street which forms a connection between these two streets.

The proposed upgrades will improve the safety of pedestrian and cycling facilities in line with Council's People, Movement and Places Strategy 2017 and the Waverley Bike Plan 2013, resulting in an improved experience for pedestrians, bicycle riders, motorists and public transport users along the street. Two options are being considered for the proposed upgrades with improved intersection treatments to promote pedestrian safety incorporated in both designs.

Expected outcomes

- Additional parking spaces
- Safer pedestrian islands and crossings
- Northbound separated bike path (Option 1) or bike lane (Option 2)
- Greater connectivity with existing bike routes
- Relocation of bus stops to facilitate additional parking spaces
- New trees attracting greater biodiversity and enhancing street appeal
- Improvements to stormwater drainage

Design Option 1

Bike Paths: Inclusion of a new separated bike path along the western (uphill) side of Bourke Street between the kerb and parked cars. Concrete separators will be installed adjacent to the parking lanes to provide a buffer from parked vehicles.

Parking: A net gain of 11 parking spaces.

Bus Stops: Kerb extensions are proposed to be constructed for all three northbound stops and the furthest south and southbound stop. This essentially converts these bus stops to in-lane stops, with the kerb extension alignment matching that of the parking lane. A raised median/platform is provided for bus stop patrons with raised pedestrian crossings allowing safe and non-step access across the bike path from the median to the adjoining footpath.

Design Option 2

Bike Lane: Inclusion of a new bike lane along the western (uphill) side of Bourke Street between the travel lane and parked cars. Line marking will separate the bike lane between the parking lane and travel lane.

Parking: A net gain of 9 parking spaces.

Bus Stops: Three bus stop locations will be relocated. The two northern end bus stops on both western and eastern side of Bourke Street will be relocated approximately 10m and the furthest south southbound bus stop by 12.6m.

Engagement methodology

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

1. Online survey through the Have Your Say (HYS) platform
2. Onsite consultation pop-up with Council officers
3. Emails to Waverley Council Acting Senior Project Manager, Major Projects

A number of Council communication channels were used to reach residents and encourage them to visit the HYS page and complete the survey.

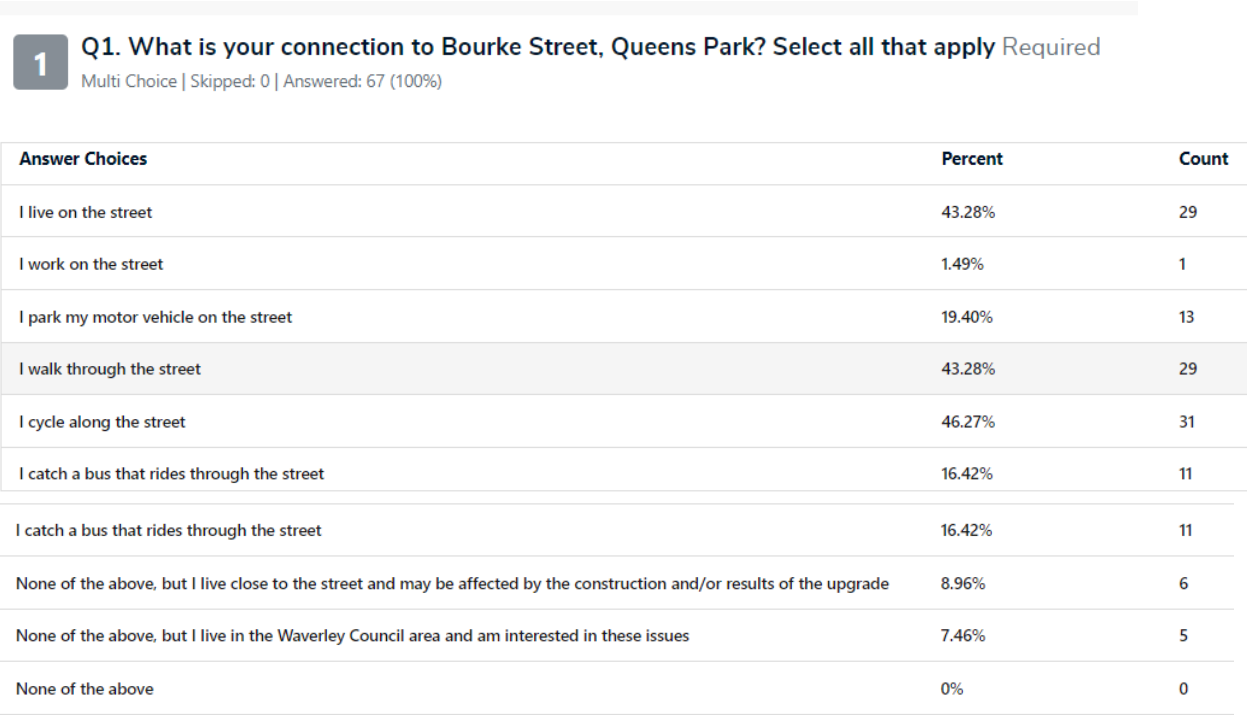
Communication method	Overview	Date	Response
HYS monthly e-newsletter	Lead story in the 'open projects' section of the August edition, encouraging recipients to visit the project HYS page and complete the survey.	11 August	4587 people opened the newsletter and subsequently 11 online surveys were completed for the Bourke Street project.
Stakeholder outreach	Emails were sent to Councillors and Precinct Committees	8 August	None
	Emails were sent to BikeEAST, Bicycle NSW and the Bondi & District Chamber of Commerce	15 August	BIKEast submitted detailed feedback via email on 5 September
Notification flyer	250 flyers were delivered to residents of Bourke Street and the surrounding area. The purpose of the flyer was to encourage residents to visit the HYS page, complete the online survey and attend the onsite pop-up event to meet Council officers.	Flyers were delivered on Wednesday 16 August	The flyer drop didn't result in many online surveys being completed and no immediate emails being sent to the Major Project inbox. However, the individuals who attended the onsite pop-up all found out about it via the flyer.
Stories in Waverley Weekly	Stories encouraging readers to visit the project HYS page and complete the survey.	Thursday 10 August	70 link clicks to the HYS page
		Friday 25 August	105 link clicks to the HYS page
Social media posts	Facebook	Sunday August 13	Reach = 1526 7 Likes, 3 Comments, 2 Shares
		Tuesday August 29	Reach = 1069 5 Likes
	Instagram	Wednesday August 23	Reach = 1347 20 Likes
		Tuesday August 29	Reach = 1872 29 Likes

Engagement method	Overview	Date	Response
Have Your Say (HYS) webpage	A dedicated HYS page was built for this consultation. It provided background information on the project, plans for the two proposed designs, a survey, relevant documents and contact details for the Project Manager.	Page went live on 8 August	The page received 425 unique visitors during the consultation period
Online survey	The online survey asked respondents which of the two design options they preferred. If respondents subsequently chose 'Neither Option', there was an opportunity to write comments for the following: Option 1 with changes, Option 2 with changes, general comments on making Bourke Street safer.	8 August – 5 September	67 surveys completed 33 = Option 1 18 = Option 2 16 = Neither Option
Bourke Street onsite drop-in	As of 3.30pm on Wednesday 30 August, Council's Senior Project Manager and Engagement Officer, were onsite near the corner of Bourke Street and Queens Park Road to record feedback and answer questions from residents. They were supposed to be available until 5.30pm but unfortunately it began raining heavily and they had to leave at 4.30pm. The original onsite date of Wednesday 23 August was also affected by poor weather.	Wednesday 30 August	Five individuals and one couple attended the onsite pop-up. Hard copy surveys were completed onsite by council officers and the data manually entered into the online survey the following day
Emails to Project Manager	Five emails (in addition to the BIKEast submission) were sent to the Project Manager during the consultation period via the majorprojects@waverley.nsw.gov.au email.	8 August – 5 September	1 Positive 2 Negative 2 Neutral

Detailed results – Online survey

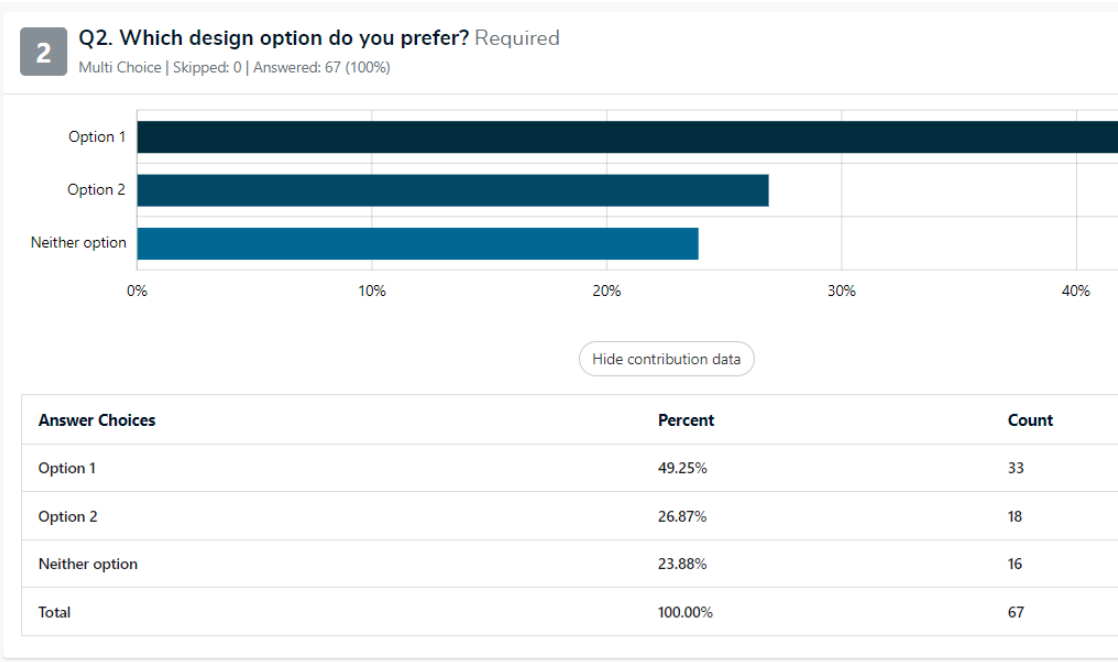
The communication and engagement efforts resulted in 67 surveys being completed. Everyone who completed the survey is a Waverley LGA resident.

Respondents were initially asked their connection to Bourke Street. They could select all that apply to them. The results are below:



Screenshot of survey Question 1 from the Have Your Say platform

Next, respondents were asked which of the proposed design options they prefer.



Screenshot of survey Question 2 from the Have Your Say platform

The results are:

Option 1 = 33

Option 2 = 18

Neither Option = 16

Respondents who selected 'Neither Option' were able to provide comments on whether they would like Option 1 or 2, but with changes. This resulted in some patterns and also very specific advice in regards to improving the safety on Bourke Street.

Almost half the respondents (33 people or 49.25%) selected Option 1, with an additional six people saying they would support it with changes. These changes were primarily to improve bicycle rider and pedestrian safety even further eg. have a separated bicycle path on both sides of Bourke Street, make the separators even wider, stronger intersection treatments at Cuthbert Street for pedestrians.

18 respondents (26.87%) selected Option 2, with an additional person saying they would support this option with changes. The major concern for this group was the narrowing of Bourke Street for buses and other motorists that would result from Option 1 and a strong dislike for the concrete bicycle lane separators that were used in the recent Birrell Street Renewal project.

16 respondents (23.88%) selected Neither Option. As noted above, some of these respondents would support Option 1 or 2, but with changes. Of those who stringently didn't support any change to Bourke Street, they cited a number of reasons, for example that reducing speed on Bourke Street would have a greater safety benefit than adding a separated bicycle lane, whilst others prefer Council to focus on fixing pot holes, adding public garbage bins at the bus stops on Bourke Street and removing the overgrown shrubbery in the centre of the roundabout at Cuthbert Street. Some residents didn't see the benefit in making changes to the current streetscape if barely any bicycle riders used the street anyway.

In addition to this, at the end of the survey, respondents were given an opportunity to make general suggestions for improving the safety on Bourke Street regardless of what option they selected in Question 2. A few people took the opportunity to urge Council to consider improving traffic conditions at the intersection with Queens Park Road, specifically, adding a Give Way sign to stop motorists speeding westward down Queens Park Road from Victoria Street and giving right-of-way to motorists turning right from Bourke Street. They also reinforced requests about garbage bins and keeping the existing greenery in better shape with more regular Council mowing of verges and median strips. Another respondent requested an additional pedestrian island on the northern side of Bourke Street in between the roundabout and Birrell Street.

Option 1 but with changes? Example responses
Option 1 is superior as it is a parking protected bicycle lane and best practice. Option 1 could be improved by: Re-designing the T-intersection (Bourke St and Queens park rd.) into a raised threshold, similar to that Ruthven St and Oxford St in Bondi Junction. Adding fewer parking spaces and planting more street trees. What is the rationale for more street parking?
Option 1, but a pedestrian island is needed on Bourke st to allow kids to safety cross. It's too wide a street still, to not have a pedestrian island. I would also argue that the speed hump is still too far from the intersection too, as cars speed up to get over this, and race to the t-junction, which impacts pedestrian safety. I have kids at St Charles Waverley and Waverley public school, who walk down Birrell st, and it's crossing Bourke st that is the biggest safety risk. All the other changes made so far are working well. Thank you :)
The separated bike path should switch sides at the Cuthbert St roundabout, so it is on the uphill side in both halves of the street.

In the current plans, the bike path is actually on the downhill side of the street between Birrell St and Cuthbert St, while bike rides going uphill have no space at all - not even the tiny shoulder space they currently have.

The roundabout provides the perfect place for this switch, as it is at the top of the hill and both bike paths can simply terminate at the roundabout.

This exact situation is present on Greens Rd in Paddington. It works very well.

I endorse BIKEast's submission on Option 1, which should be improved by making the following changes:

Separation from vehicle traffic should be provided for people riding bikes in both directions

Priority intersection treatments should be provided at Cuthbert St

There needs to be a safe cycling link between Bourke St and Brisbane St

Council should install a pedestrian + cycleway priority crossing linking to the shared path on the southern side of Queens Park Rd.

Option 2 but with changes? 1 response

Option 2 would be preferable by only introducing a painted cycle path (between Parked Vehicles and the roadway) northbound between Queens Park Rd and Cuthbert St roundabout and no other changes.

General comments/suggestions for making Bourke Street safer for all road users – example responses

Reasons for not wanting concrete separators;

- (a) it is awkward to get out of a parked car without falling or tripping
- (b) street cleaner will not be able to get in between separators
- (c) a waste of money when a painted line would suffice
- (d) they just look ugly and do nothing to enhance the look of the street

Option 1 is not my preferred option as it will make Bourke Street too narrow just like Birrell street is currently ridiculously narrow following the new upgrades. I am pro-bikes and am a bike rider myself but I feel that the first option pushing cars, busses and trucks too close to the centre of the road is also unsafe and makes roads feel cluttered and congested. I am overwhelmingly in support of option 2. There is also a childcare centre 'Gingerbread' halfway along Bourke Street and I feel like a separated bike path on the curb will have little children stepping out onto it when they get out of their cars which will pose a hazard to bikes. Sticking with Option 2 with the bikes closer to cars ensures that the passengers mostly children can get out of their cars without causing an injury.

Put additional trees and greenery in where you can

I've lived on Bourke Street for 31 years. I support the idea of making the street safer. The unsafe behaviour on our street comes from individual motorists who travel aggressively at great speed between speed bumps and the roundabout and the stop at Queenspark road or vice versa. Your plans are going to make the street narrower and do nothing about such behaviour. A speed camera on the street would substantially change behaviour. Note how respectfully motorists travel down Cleveland street at Sydney Boys / Girls High. Speed bumps have made no impact on the 'hoon' acceleration between the north and south ends of our street. Install a speed camera and Bourke Street will benefit. Thanks for listenig.

The safety of passengers and vehicles leaving their driveways needs to be considered particularly with the increase of parking.

I live around the corner on Birrell Street and the new bike paths and increases to parking have made it extremely dangerous for me and my 5 neighbours when exiting our driveway. Visibility is blocked by parked cars and there's no room to turn meaning we have to cross to the other side of the road to make our turns.

This is made worse by the reduction of Birrell Street's road width as cars are driving much closer to the double white lines.

There should be more bins placed on Bourke street so that members of the public do not use residents' bins for rubbish and for their dogs' poos. It is not pleasant to have bins filled with dog poo stinking out the bin forever.

We pay to have our bin cleaned from time to time, so why should it be used by other people?? Also, something needs to be done on the intersection of Bourke street and Queens park road to make it safer. Approaching Queens Park Road on Bourke street, cars travel far too fast from Queens park road (from left as you approach the intersection).
<ul style="list-style-type: none"> - Drop the goal of increasing parking (on a well located street where most houses have off-street parking) and provide enough space to actually provide an adequate cycling facility. The consultation on the Bicycle Strategy has numerous mentions where people want parking re-allocated to provide proper cycling infrastructure. - Read the Cycleway Design Toolbox and use it (https://www.movementandplace.nsw.gov.au/design-principles/supporting-guides-and-tools/cycleway-design-toolbox-designing-cycling-and-micromobility). It has minimum widths for one- and two-way cycleways as well as intersection designs and a guide for how to choose the right cycling infrastructure for any given street environment. - If you need mixed traffic, you also need traffic calming or traffic diversion to reduce car speeds and volumes. - Remove Option 2, you shouldn't be proposing painted cycling lanes with no protection, that's just dangerous, even that's the current arrangement
<p>Include continuous footpaths at Arnold St and Bourke Ln.</p> <p>Regardless of the level of pedestrian activity, this would at the very least slow down cars entering or exiting Bourke St, which would increase the likelihood that they see bike riders.</p>
I don't like either option. There is no need to change the street, except, can Council add more bicycle graphic stencils on the existing bicycle lane so it is more clearly identified. The concrete bicycle lane separators on Birrell Street are ugly and dangerous. Please don't use them on Bourke Street.
Please remove the shrubbery from the roundabout at Cuthbert Street. It impacts visibility for motorists and pedestrians. I HATE the concrete 'bollards' used as bike lane separators on Birrell Street. They are dangerous and have caused so many problems. Buses don't have enough space to turn into and out of Bourke Street from Birrell. No one uses bikes on Birrell Street or Bourke Street. All the residents on Birrell Street hate the new bike lane. Please do not make Bourke Street narrower.
At a time when climate change threatens everyone's safety, private cars should be discouraged
You can reduce the speed limit near the child care centre and your rangers can enforce parking infringement more rigorously
<p>Extend parking area to include area 22 between Birrell & Cuthbert st.</p> <p>Align parking area with Fitzgerald & Stanley streets on Queens Park side of Birrell street.</p> <p>There is not enough parking for area 22 residents</p>
The bus stops are very close together so I support the removal of one of the bus stops on the street in the section from Cuthbert St to Birrell St. There are significant drainage issues on the Western side of Bourke St even with light rain which renders the car parks and any proposed bike paths inaccessible. Option 2 is the preference as there are many families on the street as well as a childcare. Being able to safely unload prams and children directly from the car to the footpath is the safest option, otherwise you would be unloading prams and children into a bike lane or having to cross a busy bike lane and risk injury to little people.

Detailed results – Onsite information session

The initial onsite pop-up scheduled for Wednesday 23 August was unable to proceed due to wet weather. The alternative onsite date of Wednesday 30 August did take place, but only from 3.30 – 4.30pm (instead of 5.30pm) due to heavy rains. However, five individuals and one couple attended the onsite feedback session. They asked questions, raised concerns and shared their suggestions. This feedback was recorded in writing by the Engagement Officer and entered into the online survey the following morning.

Detailed results – Emails

BIKEast submitted their detailed feedback via the Major Projects email on 5 September. They tentatively support design Option 1, but made four recommendations for improving the experience of bicycle riders on Bourke Street, especially less-experienced riders and those travelling between Queens Park and Bondi Junction.

Screenshots of the full BIKEast submission are included in Appendix E below, however, their main recommendations to Council were:

1. Provide separation for bicycle riders in both directions on Bourke Street.
2. Make safety improvements for bicycle riders a priority at the Cuthbert Street intersection.
3. Create a safe cycling link between Bourke St and Brisbane St.
4. Install a pedestrian and cycleway crossing at the end of Bourke Street linking to the Queens Park Rd shared path.

Of the five other residents who wrote emails to Major Projects, three completed the online survey too. To avoid duplication of feedback (the emails and survey answers were similar), their survey submissions were included in the analysis above and the emails will not be detailed here.

Of the remaining two email respondents, one was incredibly supportive of design Option 1, but requested more physical separation of bicycle riders and motor vehicles at the corner of Bourke Street and Queens Park Road to protect riders from vehicles cutting corners when turning left into Bourke Street from Queens Park Road. They also requested that Council consider making Bourke Street a 30km per hour zone to further protect riders and pedestrians.

The last email respondent was not supportive of any change to Bourke Street related to bicycle lanes, as they believe electric bicycle use is becoming more common and these bikes are a danger to people emerging from parked cars.

Detailed Results – Social Media

The social media posts did not elicit much response. As per the table above, they didn't result in many interactions. Of the three Facebook comments from the post of 13 August, none were specifically about the proposed Bourke Street Upgrades. One commenter requested green/red traffic lights at the new pedestrian crossing outside the café at number 59 Birrell Street to make it safer for people crossing at night time.

Conclusion

Many respondents, including a number of Bourke Street residents, articulated an understanding of the need to make streets in Waverley safer for bicycle riders – not only for environmental purposes, but also for reducing traffic congestion in the area. Improving the safety of bicycle riders and making bicycle routes more connected is a necessary part of achieving this goal.

It is recommended that Council proceed with Design Option 1, but where possible, add design elements that take into account respondent suggestions/requests.

Recommendations

Make this report publicly available and progress to a detailed design which considers:

- Avoiding using the concrete bicycle lane separators that were used in the Birrell Street Renewal project.
- Ensuring buses can easily turn into Bourke Street, even if that means not as many new car spaces will result from the project.
- Installing signage for motorists, pedestrians and bicycle riders as possible so each road user knows who has right-of-way at the intersections and roundabout.
- Improving sightlines at the roundabout, including removal of the existing overgrown shrubbery in the middle that obscures vision.
- Adding a pedestrian island on the northern end of Bourke Street between Birrell Street and the Cuthbert Street roundabout, allowing an additional safe crossing point for pedestrians.
- Investigating making Bourke Street a 40km zone.
- Investigating safety improvements at the intersection of Queens Park Road and Bourke Street.
- Adding garbage bins near the bus stops if they cannot be located exactly at the bus stop.
- Adding a bench at the bus stops where none currently exist.

Appendix A – Notification flyer



We're seeking community input to create a safer and more appealing streetscape for residents, bicycle riders, motorists and pedestrians along Bourke Street, Queens Park.

**Meet Council Officers, ask questions and provide feedback at our HAVE YOUR SAY pop-up event:
Wednesday 23 August, 3.30 - 5.30pm
Corner of Bourke Street and Queens Park Road**

In case of wet weather, we'll be at the same place the following week, Wednesday 30 August, 3.30 - 5.30pm.

If you can't make the pop-up, please complete our online survey, open until 5 September at:
haveyoursay.waverley.nsw.gov.au/bourke-street-upgrades

For further information scan the
QR Code or email
majorprojects@waverley.nsw.gov.au



WAVERLEY COUNCIL

Appendix B – Survey questions

You must be logged in to complete the survey.
To LOGIN or JOIN, please go to the top of the [Homepage](#).

Open

BEGIN SURVEY

Q1. What is your connection to Bourke Street, Queens Park? Select all that apply Required

- ☐ I live on the street
- ☐ I work on the street
- ☐ I park my motor vehicle on the street
- ☐ I walk through the street
- ☐ I cycle along the street
- ☐ I catch a bus that rides through the street
- ☐ None of the above, but I live close to the street and may be affected by the construction and/or results of the upgrade
- ☐ None of the above, but I live in the Waverley Council area and am interested in these issues
- ☐ None of the above

Q2. Which design option do you prefer? Required

- ☐ Option 1
- ☐ Option 2
- ☐ Neither option

(OPTIONAL) If you selected Neither, would you prefer Option 1 but with changes? Please let us know what changes you'd like to see

You have 1,000 characters left

(OPTIONAL) If you selected Neither, would you prefer Option 2 but with changes? Please let us know what changes you'd like to see

You have 1,000 characters left


Q3. (OPTIONAL) Do you have any further comments or suggestions on how we can make Bourke Street safer for all road users?

You have 1,000 characters left

Submit

Appendix C – Social media posts


Facebook 13 August




Waverley Council


13 Aug · 🌐

Community consultation is now open for the Bourke Street Upgrades project. We're seeking feedback on how to make Bourke Street, Queens Park, safer and more appealing for residents, motorists, cyclists and pedestrians. Go to our dedicated 'Have Your Say' page to find out more and complete the online survey - open until 5 September bit.ly/3qrXIW8





 Boost this post to reach up to 1252 more people daily if you spend AU\$25.


Boost post

 7


3 comments 2 shares

 Like

 Comment

 Share


Facebook 29 August




Waverley Council


6 d · 🌐

Just one week left to complete the online survey for our proposed upgrades to Bourke Street, Queens Park. Two design options are being considered, both incorporating additional parking spaces and improved intersection treatments to promote pedestrian safety. Click the link to Have Your Say by 5 September: bit.ly/3qrXIW8





 Boost this post to reach up to 1252 more people daily if you spend AU\$25.


Boost post

 5


1 comment 1 share

 Like

 Comment


 Share




Instagram 23 August



waverleycouncil

...






20 likes

waverleycouncil We're seeking community input on our proposed Bourke Street Upgrades to deliver an improved safety experience for all road users.

Two design options are being considered, both incorporating additional parking spaces and improved intersection treatments to promote pedestrian safety.

Click the link in bio to Have Your Say before the survey closes on 5 September.



Instagram 29 August



waverleycouncil

...





29 likes

waverleycouncil Just one week left to complete the online survey for our proposed upgrades to Bourke Street, Queens Park. Two design options are being considered, both incorporating additional parking spaces and improved intersection treatments to promote pedestrian safety. Click the link in bio to Have Your Say by 5 September.

Meet Council Officers between 3.30 - 5.30pm tomorrow Wednesday 30 August on the corner of Bourke Street and Queens Park Road to give feedback and ask questions about the project at our on-site Have Your Say pop-up.



Appendix D – e-newsletters

WAVERLEY
COUNCIL

Have Your Say August Update

Council livestreams all Council meetings and meetings of the Finance, Operations and Community Services Committee and the Strategic Planning and Development Committee. The next Council meeting is at 7pm on Tuesday 15 August 2023 and the agenda will be made available [on this page](#).

PROJECTS OPEN FOR COMMUNITY INPUT

- We're seeking community input on our proposed [Bourke Street Upgrades](#) to deliver an improved experience for pedestrians, bike riders and other road users. Two options are being considered for the proposed upgrades with improved intersection treatments to promote pedestrian safety incorporated in both designs. Visit Have Your Say to view the design and complete our feedback survey, by Tuesday 5 September.
- Thank you to those who have already provided feedback on the proposed upgrade of [Miller Street](#), and the many interested residents who came along to our Have Your Say pop up on 26 July. We will also be running an online community information session on Monday 14 August at 7pm. Please visit [Have Your Say](#) for [registration details](#).
- We are keen to hear your feedback about our [Media Policy](#) and [Social Media Policy](#), both in draft form. Please share your thoughts by Sunday 27 August.

10 August Edition of Waverley Weekly e-news



Bourke Street Upgrades Community Consultation

We're seeking community input on our proposed Bourke Street Upgrades to deliver an improved safety experience for all road users.

Two options are being considered for the proposed upgrades and both designs incorporate additional parking spaces and improved intersection treatments to promote pedestrian safety.

Click below to Have Your Say.

MORE

25 August Edition of Waverley Weekly e-news



Have your say on the Bourke Street Upgrades

We want to hear your thoughts on our proposed Bourke Street Upgrades near Queens Park, aimed at improving safety for all road users.

Two design options are being considered, both incorporating additional parking spaces and improved intersection treatments to promote pedestrian safety.

Share your thoughts below.

MORE

Appendix E – BIKEast email submission



Representing the community's interests in getting around safely
on bikes in Sydney's eastern suburbs
www.bikeast.org.au



Comments on Proposed Bourke Street Upgrade

5 September 2023

BIKEast Incorporated
www.bikeast.org.au

Herbert Lam,
Project Manager, Waverley Council
Submitted via majorprojects@waverley.nsw.gov.au

BIKEast is pleased to make a submission on Waverley Council's proposal for upgrades to Bourke Street in Bondi Junction. BIKEast believes providing a safe and connected bike route network will encourage people to take up this form of active travel with its overwhelming individual and community benefits.

General Comments

There is a need for urgent action to facilitate and encourage cycling in Waverley

The proposal represents a necessary step towards facilitating and encouraging more people to use bicycles (instead of motor vehicles) for trips within the Waverley LGA. BIKEast offers its qualified support to the proposals which (subject to our specific comments below) are a modest improvement on current conditions - but do not go far enough to encourage more people in Waverley to ride bikes to get around. The need to do so is evident in the following statements:

- [Council declaring](#) a "Climate and Biodiversity Emergency" in December 2019, with the Mayor "call[ing] on our political leader to do more to urgently address climate change".
- [Transport emissions accounting](#) for 20% of Australia's greenhouse gas emissions, and having risen 14% between 2005 and 2020
- Council resolving on 15 March 2022 (CM/6.1.22.03) to adopt an "ambitious" community greenhouse gas emission target of net zero by 2035.
- Council noting (in September 2022) the "urgency of reducing greenhouse gas emissions" and the potential shortfall in reaching its net zero target, which could be assisted by an (unambitious) 15% reduction in private car trips by 2035.
- [Council's 2017 People, Movement and Places strategy](#) which identifies :
 - half of all trips in Waverley could be made by bike within 10 minutes
 - rates of cycling in Waverley are double that of the Sydney average, with rates in Tamarama and Bronte (served by Birrell Street) almost double that again (on page 10)
 - a transport hierarchy which places pedestrian and bicycle above private vehicles
 - strong community support for separated cycleway projects, which were nominated as the highest transport priority by a large margin (on page 20)
- Council's 2021 [Bike Plan Renewal engagement survey](#) showing that:
 - 69% of respondents feel unsafe riding around Waverley
 - Approximately 72% of the community are "interested but concerned riders" – a significant majority who would benefit most from improved infrastructure.

This information is provided to highlight the stark discrepancy between Council's strategic priorities – which recognise the urgent need to improve conditions for cycling – and its actions, which involve measures that are compromised to minimise any reduction to on-street parking - the least productive use of public land. This approach diminishes public trust and disregards the economic, environmental and health costs associated with perpetuating the status quo (car dependency).



Comments on Bourke Street Upgrade
5 September 2023



We appreciate Council's efforts in delivering the Bondi Junction cycleway and look forward to the construction of the Curlew St cycleway. However, it is crucial that other routes (such as the route linking Bondi Junction to Queens Park) are upgraded to a sufficient standard to encourage people to ride bikes from their homes to other destinations within the LGA and beyond its borders.

We believe this is a particularly important route because **it links Bondi Junction with the Queens Park sporting fields** that currently generate large volumes of local vehicular traffic and traffic congestion on weekends. Based on the outcome of upgrade projects completed thus far in Glenayr Avenue and Birrell Street, it is difficult to escape the conclusion that Waverley Council is not committed to fully implementing its strategic priorities with respect to transport and sustainability.

Comments on Option 1

BIKEast offers its qualified support for Option 1, subject to the following suggested improvements for consideration:

1. Provide separation in both directions

Option 1 is unlikely to encourage new or less confident people to ride their bikes on Bourke St because it only provides separation in one direction. Bike riders will have to mix with traffic (including buses) and avoid opening car doors when travelling towards Queens Park Rd. The proposed mixed-traffic treatment fails the 70% of community members who would like to ride, but are reluctant to ride in such conditions.

If Council is serious about achieving its strategic goals it must implement a separated cycleway in each direction along Bourke St, either through a bi-directional cycleway or a one way pair. Bourke St is of adequate width to incorporate a bi-directional cycleway, with limited bus movements.

In the interim, as part of implementing Option 1, Council should provide an off-road option for less experienced or confident riders, who cannot be expected to mix with traffic on downhill segments. This can be achieved by including a shared path treatment on the eastern side of Bourke Street. While shared paths represent a suboptimal solution to full separation, they provide an option for less experienced or confident riders who will simply choose not to ride unless offered a safe option separated from traffic, perpetuating the current reliance on motor vehicles for short local trips. Despite the hysteria that often accompanies shared-path proposals:

- Cycling on the footpath is lawful by default throughout Australia, except in Victoria and NSW – it is not a radical proposal.
- Cycling on the footpath in NSW is lawful for children and adults accompanying children – there is no rational basis why less experienced or confident riders (including older members of the community) should not be provided the same options. They pose no additional risk to pedestrians.
- There is no reason why it should not be facilitated as an interim level on a street such as Bourke Street, which does not have high volumes of foot traffic.
- Indeed, shared path treatments operate within Waverley on roads with much higher foot traffic volumes, such as Old South Head Road.

2. Priority intersection treatments at Cuthbert St

Council should consider reducing the footprint of the roundabout at Cuthbert St to enable separation between bicycle and vehicular traffic lane – with vehicles entering the roundabout from Cuthbert St required to give way to bicycles riding along Bourke St in either direction on marked priority intersection crossings.



Comments on Bourke Street Upgrade
5 September 2023



Alternatively, Council should consider the removal of the roundabout to increase the Bourke Street roadspacs and install bicycle priority crossings across all entrances/exits of Cuthbert Street.



Figure 1 Bicycle priority crossing, Bourke Street Redfern (CoS)

3. Ensuring a safe cycling link between Bourke St and Brisbane St

Council must consider additional treatments and the intersection of Bourke St and Birrell St and on the southern side of Birrell St to enable a safer cycling environment for people riding towards Bondi Junction. With a protected one-way cycleway being installed on the northern side of Birrell St, there is a need for providing a safe option on the southern side - between Bourke St and Brisbane St.

If Council is not willing to remove on-street parking it should upgrade the footpath to enable its use as a shared path. The existing pedestrian crossing of Birrell St at Brisbane St should also be upgraded to include a separated lane for bikes riding towards Bondi Junction on this key local route, see Figure 2.



Figure 2: Proposed bicycle route crossing on Birrell Street between Brisbane and Bourke Streets

Ref: 202305_CoS-1

Affiliated to: **bicycle**
NSW

Page 3 of 4



Comments on Bourke Street Upgrade
5 September 2023



4. Install a pedestrian + cycleway crossing linking to Queens Park Rd shared path

Council should consider installing a pedestrian crossing on the eastern leg of the intersection of Bourke St and Queens Park Rd with a bicycle priority crossing adjacent, shown in orange (pedestrian crossing) and blue (bicycle crossing) see Figure 3. Vehicle traffic turning right from Bourke St into Queens Park Rd (and the reverse movement) could be prioritised by installing a Give-way or Stop sign east of the pedestrian and cycle crossings. This would permit a safer connection for the cycleway southbound to access the existing shared path on the southern side of Queens Park Rd (and Queens Park access gate).

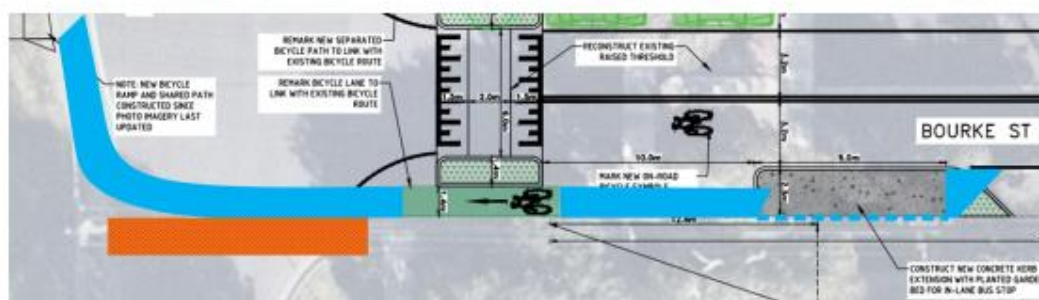


Figure 3: Suggested bicycle route crossing on Queens Park Road

This suggested improvement would also improve safety by reducing the likelihood of incidents occurring due to poor sightline of vehicles travelling west (at up to 50 km/h) over a crest in Queens Park Rd - because vehicles approaching this intersection from the east would be forced to decelerate as they approach the intersection. At present, they are more likely to be accelerating towards this intersection due to the geography of the road.

We are pleased to see Council has incorporated the concept of in-lane bus stops in the Bourke St upgrade. However, we believe the design of the bus stop near the intersection with Queens Park Rd should be modified to incorporate kerb ramps and shared space to enable a protected path for bikes riding towards the intersection. This treatment (as highlighted in blue in the diagram above) would also enable the creation of a garden bed extending from the in-lane bus stop to the garden bed adjacent to the new raised threshold - separating the short (downhill) cycleway from the traffic lane.

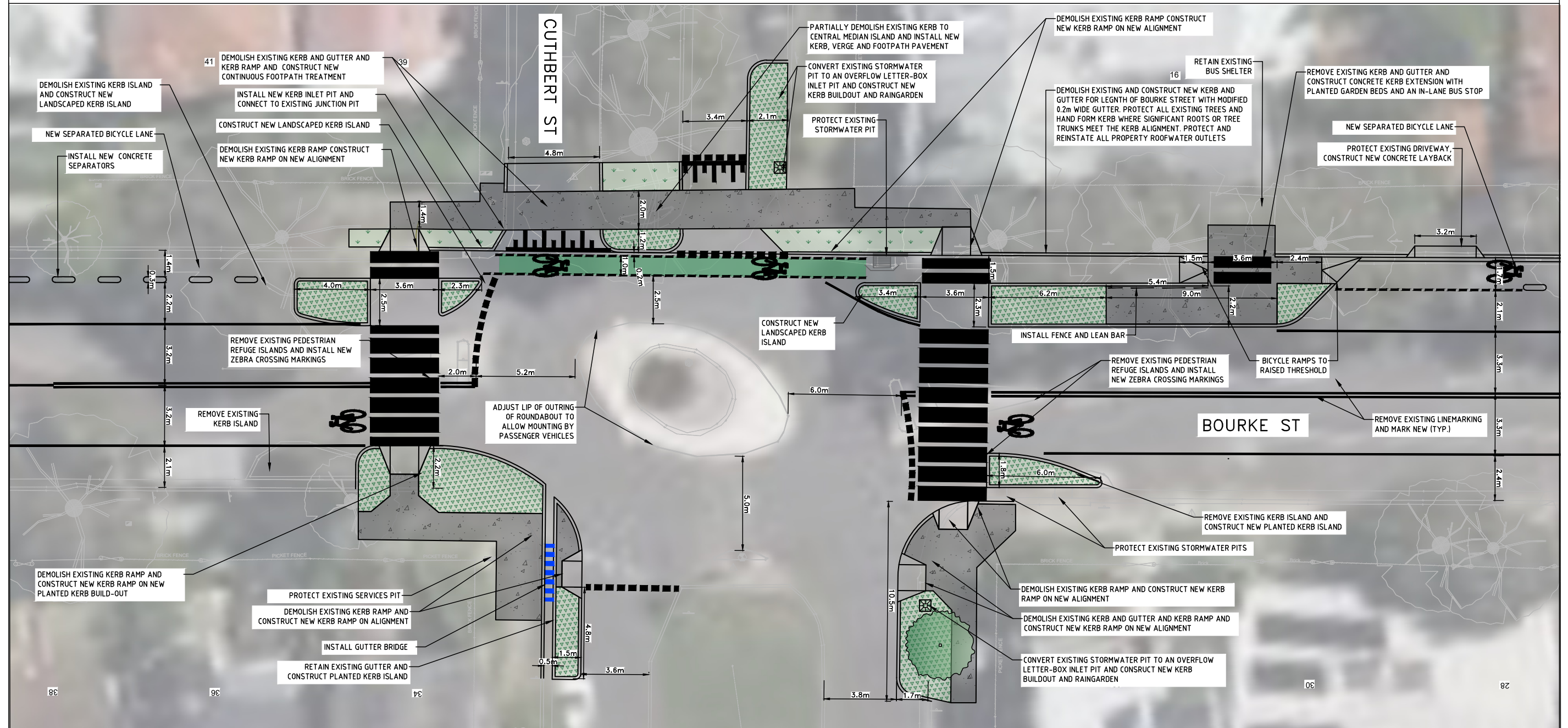
Concluding Remarks

Despite our recent experience with Glenayr Ave and Birrell St, BIKEast remains hopeful that the Council will adopt our suggested improvements for the proposed Bourke St upgrade. Our comments are intended to support Council's vision and ensure the Council's street upgrade projects achieve the best outcome for people riding bikes. Thank you for taking the time to review and consider our feedback.

Yours sincerely

Anish Bhasin
BIKEast Advocacy Coordinator - Waverley

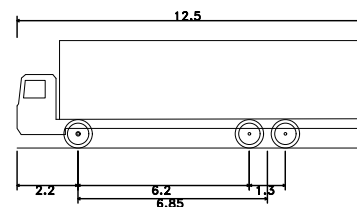
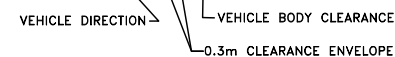
BOURKE STREET UPGRADES, BONDI JUNCTION



LEGEND

- | | | | |
|---|---|---|--|
|  | NEW BICYCLE LANE SEPARATOR |  | INSTALL NEW LOW LEVEL/ LOW FOILAGE STREET TREE |
|  | NEW LINEMARKING (TYP.) |  | EXISTING STORMWATER INLET PIT AND LINTEL |
|  | NEW STANDARD REINFORCED CONCRETE PAVEMENT |  | NEW STORMWATER INLET PIT |
|  | NEW 150mm HIGH STANDARD REINFORCED CONCRETE KERB & GUTTER | | |
|  | NEW PLANTING/GARDEN BED | | |
|  | NEW TURF | | |

[illegible]



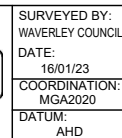
HRV—HEAVY RIGID VEHICLE (12.5 m)	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

[illegible]

[illegible]

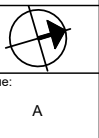
Diagram of a truck with dimensions: total length 12.5, front overhang 2.2, wheelbase 6.2, and rear overhang 1.3.

A	CONCEPT DESIGN	30/05/25	AM	AM	NZ									
ISSUE	ISSUE DESCRIPTION	DATE	DRN	DES	VER	ISSUE	ISSUE DESCRIPTION					DATE	DRN	DES VER

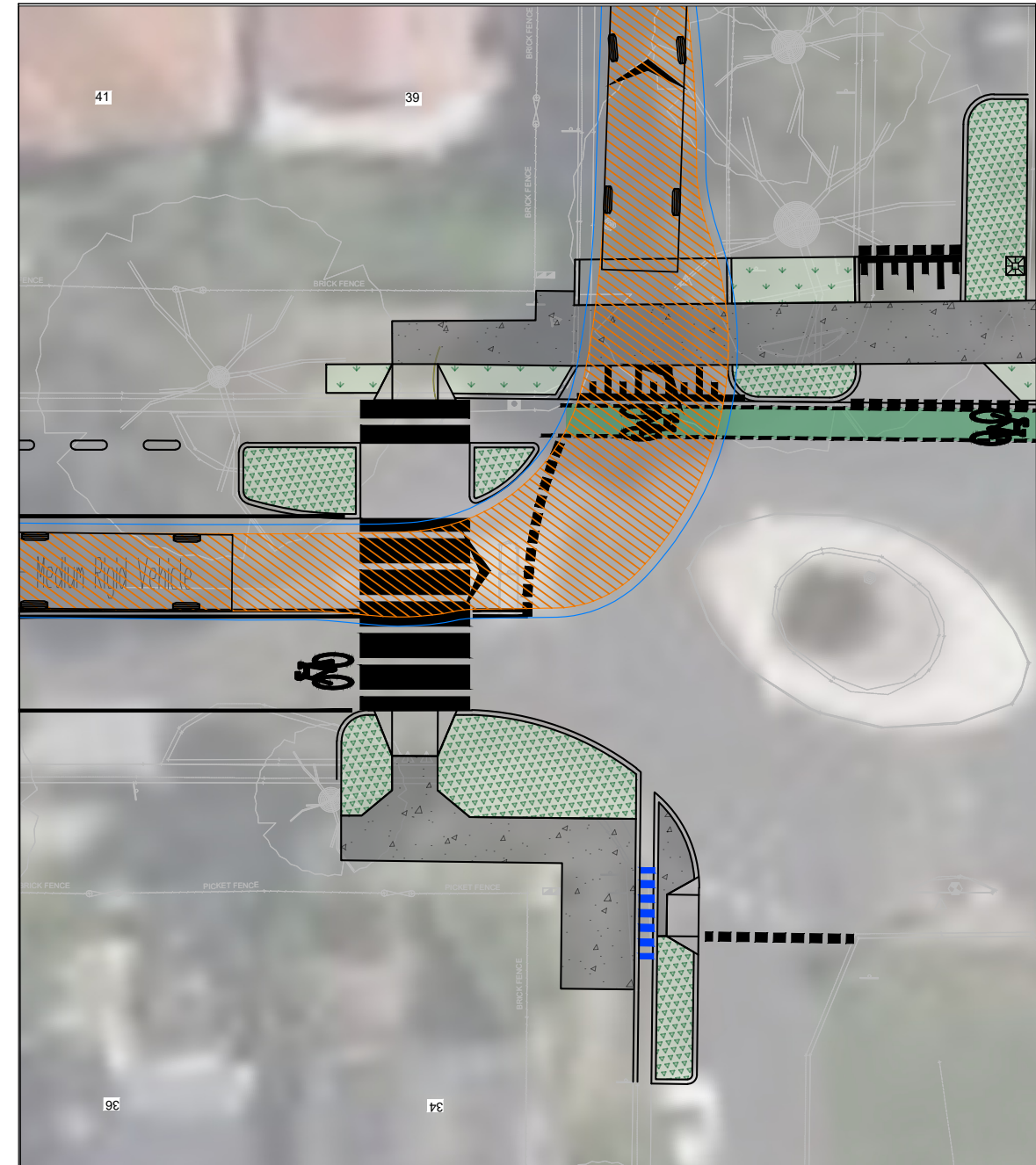


TS	APPROVED:			
	DATE SIGNED:			
	SCALE AS SHOWN @ A3:			
	PLAN: 1:200			
	LONG-SECTION	HORIZ: N/A VERT: N/A	CROSS-SECTION	HORIZ: N/A VERT: N/A

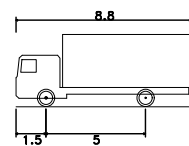
PROJ No:	C0993
TRIM No:	A24/0695
Drawing No:	TP02



This aerial map illustrates the proposed tram network at the intersection of Bourke St and Cuthbert St in Melbourne. The map shows the existing tram lines and the proposed new tram routes, which are highlighted in green. The proposed routes include a new tram stop at the intersection, marked with a green circle. The map also shows the location of the proposed tram stop at the intersection of Bourke St and Cuthbert St. The map includes labels for 'BOURKE ST', 'CUTHBERT ST', and 'MORRISON R'. It also shows existing tram lines, pedestrian crossings, and various land use zones indicated by different colors and patterns.



A diagram showing a cross-section of a vehicle's body and its clearance envelope. The vehicle body is represented by a hatched area. The clearance envelope is shown as a shaded area extending from the vehicle body. Labels include 'VEHICLE DIRECTION' with an arrow pointing right, 'VEHICLE BODY CLEARANCE' with an arrow pointing to the gap between the vehicle body and the envelope, and '0.3m CLEARANCE ENVELOPE' with an arrow pointing to the shaded area.

[illegible]

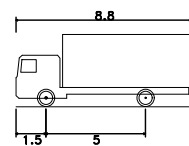
TS	APPROVED:			
	DATE SIGNED:			
	SCALE AS SHOWN @ A3:			
	PLAN: 1:200			
	HORIZ: N/A		HORIZ: N/A	
	LONG-SECTION VERT: N/A	CROSS-SECTION	VERT: N/A	

PROJ No:	C0993
TRIM No:	A24/0695
Drawing No:	TP03



The image displays two side-by-side site plan diagrams, labeled 16 and 32, illustrating a proposed road layout. The left diagram shows a road intersection with a green highlighted area and a blue line. The right diagram shows a similar layout but with a different green highlighted area and a blue line. Both diagrams include labels for 'CUTHBERT ST', 'BOURKE ST', and 'MRV - Medium Rigid Vehicle'. The diagrams are numbered 16 and 32.

A diagram showing a cross-section of a vehicle's body clearance. A hatched rectangular area represents the vehicle body. Above and below this area are two horizontal blue lines representing the clearance envelope. An arrow labeled 'VEHICLE DIRECTION' points to the left. An arrow labeled 'VEHICLE BODY CLEARANCE' points to the vertical distance between the top and bottom blue lines. An arrow labeled '0.3m CLEARANCE ENVELOPE' points to the bottom blue line.



MRV—MEDIUM RIGID VEHICLE (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.000m

[illegible]