



WAVERLEY
COUNCIL

Waverley's PEOPLE, MOVEMENT AND PLACES

Where we go and how we get there

Draft Summary Document for Public Consultation - May 2017



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before 5pm
Friday 16 June 2017



EXECUTIVE SUMMARY

Waverley's People, Movement and Places: where we go and how we get there

Background

Our streets are vital to the success of our community. Streets provide links for transport movement, and are also places for people to meet, shop and linger.

Waverley's People, Movement and Places aims to make our streets easier for people to move around and get to where they want to go.

Our plan prioritises pedestrians first, followed by people riding bicycles, using public transport, service vehicles, shared mobility and private motor vehicles.

The Strategy Report provides recommendations for Council to improve the full range of transport options for the community. It includes twelve Signature Projects as well as 126 short, medium and long term actions that Council can undertake between now and 2030, in partnership with the community and state government agencies.

These actions include major improvements such as overhauling the Bondi Junction Interchange; priority bus routes along Bondi Road, Bronte Road and Old South Head Road; shared e-bikes; cycling superhighways between key destinations; and improvements to car parking at Bondi Beach.

Small actions will also make a difference, such as safe routes that enable walking and cycling to schools, and improved pedestrian crossings.

Combined, all of these actions will make it easier, safer and more accessible for everyone.

Why we need a transport plan

The *Waverley Together Community Plan* and *Environmental Action Plan* have set out the community's aspirations, strategies and targets for achieving a better environment, community and economy. These include a commitment to making our streetscapes more liveable, sustainable and equitable for everybody in the community.

To progress this further, Waverley Council has commissioned this series of reports titled *Waverley's People, Movement and Places: a study of where we go and how we get there*.

The Key Issues Paper collects and analyses data about the transport problems currently facing our local government area (LGA). Issues include traffic congestion; lack of reliable and efficient public transport; problems with parking especially in village centres; safety; and difficulty walking and cycling due to difficult terrain, poor quality footpaths and lack of separated cycleways.

The future of transport

We anticipate that changes to transport over the next 20-30 years will be as dramatic as the transformation from horses to cars. Driverless vehicles (for goods delivery, drones, buses and cars), electric vehicles (including e-bikes) and shared mobility (share cars, share bikes) will all be part of the transport mix.

Our travel preferences and habits are also changing: young adults are choosing not to get driver's licences, and an increasing number of seniors don't tend to drive as often. As a result, car travel per person has decreased year-on-year since 2004, and this trend is set to continue. In most parts of the Waverley LGA the number of vehicles per household has remained steady at around 0.8 - 1.3 cars per household for the last two decades.

At the same time, Australia's population has become more sedentary which is having a huge impact on the health of our communities and budgets. Australia wide the cost of obesity and associated illness, and loss of wellbeing, totals \$130 billion per annum. We need to facilitate people to do more incidental exercise (walking and cycling) as part of their everyday lives – to the local shops, to the bus stop, to school and work.

The good news is that Waverley has some of the highest rates of walking, cycling and public transport usage in Australia and as a result our population is healthier than most. But we can do much more to make our streetscapes and places inviting whilst retaining the unique character that makes Waverley a great place to live in and visit.

This transport plan will help us to tackle our current transport problems, and best meet the changing demands of the future.



KEY TRANSPORT ISSUES FOR OUR LOCAL AREA

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Changing demographics

Waverley has the highest population density in Australia. This is, and should continue to be, supported by high frequency public transport, and quality walking and cycling infrastructure.

Although the population growth of Waverley is lower than the rest of Greater Sydney, the proportion of children (age 5-19) and seniors (age 45+) is projected to grow significantly. These age cohorts require good access to schools, services and healthcare.

Waverley's economy is underpinned by tourism, retail and health services. These activities will continue to grow in the future, with transport being a major factor in supporting these industries.



Walking, cycling + public transport

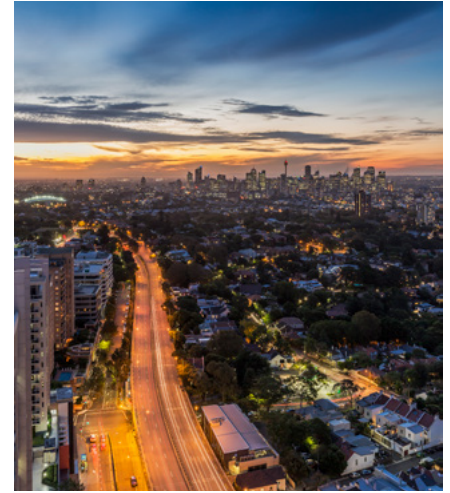
Waverley has a much higher mode share of walking, cycling and public transport than in Greater Sydney.

Only half of all trips in Waverley are made by car, compared to two-thirds in the rest of Sydney.

A third of all our trips are on foot. Waverley's streetscapes are fine-grained with a variety of local villages and neighbourhoods, making it appealing and convenient to walk.

Public transport is also well utilised with bus routes crossing throughout the Waverley area and beyond.

The Bondi Junction bus and rail interchange accommodates 86,500 passengers a day, totalling 3 million passengers a year.



Traffic congestion + parking

Twice as many people use the Bondi Junction interchange as Syd Einfeld Drive. If they switched to driving instead, our streets would be gridlocked.

The Waverley community have good access to a range of transport options which combined with the local mixed use land use pattern and local attractions means the average trip distance is less than the Sydney average. Car ownership levels have remained stable but the significant increase in four wheel drive vehicles and scooters has resulted in an overall increase in vehicles on the roads over the last 16 years.

The average trip distance is only 2.2 kilometres, compared to 4.9 kilometres for Greater Sydney. Many local trips are even shorter. These short trips are easily done on foot or by bicycle, which reduces traffic congestion and demand for on-street car parking.

How does transport in Waverley compare to Greater Sydney?

2.2km

Average trip distance
in Waverley

3.2km

Average trip distance in
Inner Sydney*

4.9km

Average trip distance in
Greater Sydney

1.1

cars per household in Waverley



1.5

cars per household in Greater Sydney



0.9

cars per household in Bondi Junction



1.2

cars per household in Inner Sydney*



Overall distance
travelled in Waverley

10.8km/day



Overall distance
travelled in Inner Sydney

12.8km/day



Overall distance
travelled in Greater Sydney

17.5km/day



Half of all our trips
are walking, cycling or
public transport



A third of all trips in Greater
Sydney are by walking, cycling
or public transport

**Inner Sydney LGAs used for comparison: Inner West, Canada Bay, Randwick and North Sydney*

The future of transport

The twentieth century witnessed huge changes to our transport systems - from travelling by horse and cart to a dominance of cars. The next few decades will herald further changes to transport that will be just as dramatic.

We don't know exactly what that future will be, but we can anticipate that the transport mix will include driverless vehicles (for goods delivery, drones, buses and cars), electric vehicles (including e-bikes) and shared mobility (share cars, share bikes). Travelling on foot will still be a vital part of our lives, for the health of our community, environment and economy.

Local government can shape the direction of our future streetscapes and transport systems. We can better manage our street spaces for wider footpaths, outdoor seating, separated bicycle paths, trees and plants, and improved pedestrian safety. We can also facilitate more shared mobility such as share cars and share bikes, electric vehicle charging stations, and adaptable parking that can be changed to other uses in the future.



Walking

A third of all trips in Waverley are made on foot, which is much higher than the Greater Sydney average of 20 per cent.

Ten per cent of people who work in Bondi Junction walk to work, nearly twice the national average.

In addition, most journeys by public transport require a walk to the bus stop or train station.

Walking for transport is an easy way to build 'incidental exercise' into our daily routines.

Walking is the most popular form of exercise in Australia.

Our local area is blessed with beautiful beaches and parks, coastal walks, and great destinations.

But we can do much more to make

our streets accessible for everyone in our community including people with wheelchairs, prams and mobility aids.

By creating more direct routes to popular destinations, improving footpath quality, installing kerb ramps and traffic calming, we can make our streets safer and more pleasant for pedestrians.

Car parking user survey

More than 1000 people were interviewed about their use and motivations for driving and parking in Bondi Junction and Bondi Beach.

The main reason people gave for driving was due to perceived travel time to get from door-to-door (60% of respondents). The need to carry goods such as shopping, or small children, was also a key reason (23% of respondents). Four per cent said they needed mobility assistance (such as prams, walking frames or wheel chairs). Cost was the least influential factor.

In Bondi Junction the trip purpose was mostly shopping (40% of respondents), journey to work (20%), recreation/ social (15%) and medical appointments (9%). In Bondi Beach the trip purpose varied according to season for example recreation/social (37% in spring and 61% in summer) and journey to work (26% in spring and 9% in summer).

When locals were asked what other transport modes they would consider instead of driving in summer, 43% said they would walk or cycle and 31% would use public transport. In spring 22% of locals said they would consider walking or cycling, and 58% would use public transport.

These responses show there is scope to shift some car journeys to other transport modes by providing a variety of options as well as information and promotion.

Visitors responses were quite different. Nearly half of all visitors who drove from outside the Waverley area said they would consider using public transport, but 37% said they would not make the trip if they couldn't have driven by car.

Cycling

The average daily distance travelled in Waverley is 10.8 km/day, which is much less than the Greater Sydney average of 17.5 km/day. We also do more frequent trips, averaging 4.8 trips per weekday compared to 3.6 in Greater Sydney.

As a result, the average trip distance in Waverley is just 2.2 km per trip, which is less than half the Sydney average of 4.9 km per trip.

Such short distances are relatively easy and convenient by bicycle.

About half of all trips in Waverley LGA could be ridden by bicycle within 10 minutes.

The growing popularity of e-bikes and cargo bikes, and the convenience of bike parking, makes it ideal as a form of transport.

Cycling in Waverley accounts for nearly 5 per cent of all trips, double the Sydney average.

2.2 per cent of journeys to work in the Waverley LGA are by bicycle

(compared to 0.8 per cent for Greater Sydney).

There is scope to further increase bicycle mode share by providing safe, separated cycling infrastructure, bike parking and wayfinding signage, as well as encouraging participation.

For example, our estimates show that there is current demand for 700 secure bicycle parking bays at Bondi Junction interchange based on 2.2% mode share.



Public transport

Nearly half of journeys to work in Bondi Junction are made by bus or train. This is one of the highest uses of public transport anywhere in Australia.

Bondi Junction is serviced by high frequency trains to the Sydney CBD and beyond. Three million bus and trains passengers a year use the Bondi Junction interchange.

The Waverley LGA has a wide variety of bus routes that connect

to local destinations such as Bondi Beach, Bondi Road, Charing Cross and Bronte. Buses also connect to key destinations across the region including Randwick hospital and university campuses, Coogee, Sydney Airport, and Burwood.

However, as a mode share of all trips (as opposed to just journeys to work) public transport is much less utilised. Only 15 per cent of all journeys within Waverley are by bus or train, which is similar to the

Greater Sydney average.

Some disadvantages of the existing bus system include buses being caught in general traffic congestion, and few direct north-south connections that bypass Bondi Junction.

Improvements to public transport services require working in partnership with state government including TfNSW, Sydney Buses, and RMS.



Above, left: artist impressions of improved access to Bondi Junction bus/rail Interchange. Impressions are indicative only to show the potential.

OUR TRANSPORT VISION

Community aspirations

Our community aspirations are to live in a great place with options to move around easily, to grow and prosper, and lead active and healthy lifestyles.

We are constrained by historic land use patterns and hilly terrain, traffic congestion, high land values making roads and parking expensive, competition for funding, and community expectations.

Our transport vision is to increase transport choices for residents and visitors, improve accessibility to centres and across the whole LGA, and reduce car travel overall.

We will do this by prioritising pedestrians first, then bicycles, public transport, service vehicles and shared mobility. We will advocate for public transport to be more reliable. We will aim to utilise road, kerb and footpath space for the highest and best uses for the whole community; and move people and goods efficiently while maintaining streetscapes that are welcoming and comfortable to people.

Implementation

Waverley's People, Movement and Places recommends twelve signature projects and 126 actions that we believe will help achieve our transport vision. We can't do this alone: we need to work in partnership with state government agencies, businesses, our local

communities and neighbouring councils to achieve the best outcomes.

People first

Half of all trips in Waverley are made by foot, bicycle, bus and train. So it is essential that our transport systems are geared towards all these modes.

Providing more room for cars is like loosening your belt when you've put on weight - it might make it more comfortable for a short while but it doesn't solve the problem. Numerous examples in Australia and internationally have shown that creating more space for cars does not solve traffic congestion. In fact it 'induces demand' which has a worsening effect.

The proven ways to deal with traffic congestion are to change the way we travel, through a combination of:

- Providing a wide range of transport options: public transport, walking, cycling, car share and bike share
- Providing better infrastructure: to make it safe and easy to use various transport options
- Encouraging behavior change: for example switching short trips in the car to cycling or walking instead
- Reducing peak travel demand would solve a lot of the problem. For example, by encouraging people to start work earlier or later, to work from home, or shop at different times.

School travel is an obvious example. During school holidays there's a noticeable drop in traffic. This is because, on a typical weekday morning (8-9am) a quarter of all trips are for 'school/education'. Shifting some of these to walking or cycling would reduce traffic congestion and encourage kids to lead more active lifestyles.



Safety

Safety is also a major concern. Governments throughout Australia are committed to Vision Zero, which aims for zero deaths or major injuries on our roads. Vision Zero is based on the Safe System approach: safe roads, safe speeds, safe vehicles and safe people.

The most cost-effective way to achieve this is by reducing road speeds and providing better infrastructure, particularly for vulnerable road users (pedestrians, bicycle riders and motorcyclists).

Many local governments around Australia have introduced 40km/hr limits for their whole LGA and some have even set residential streets and pedestrian areas at 30 km/hr. This leads to major improvements in safety for all road users, at relatively low cost.

When Australia introduced a default urban speed limit of 50km/hr the

number of casualty crashes dropped by 20 per cent. When school zones were introduced there was a further 23 per cent reduction in crashes. Setting these speed limits did not increase overall travel time for drivers.

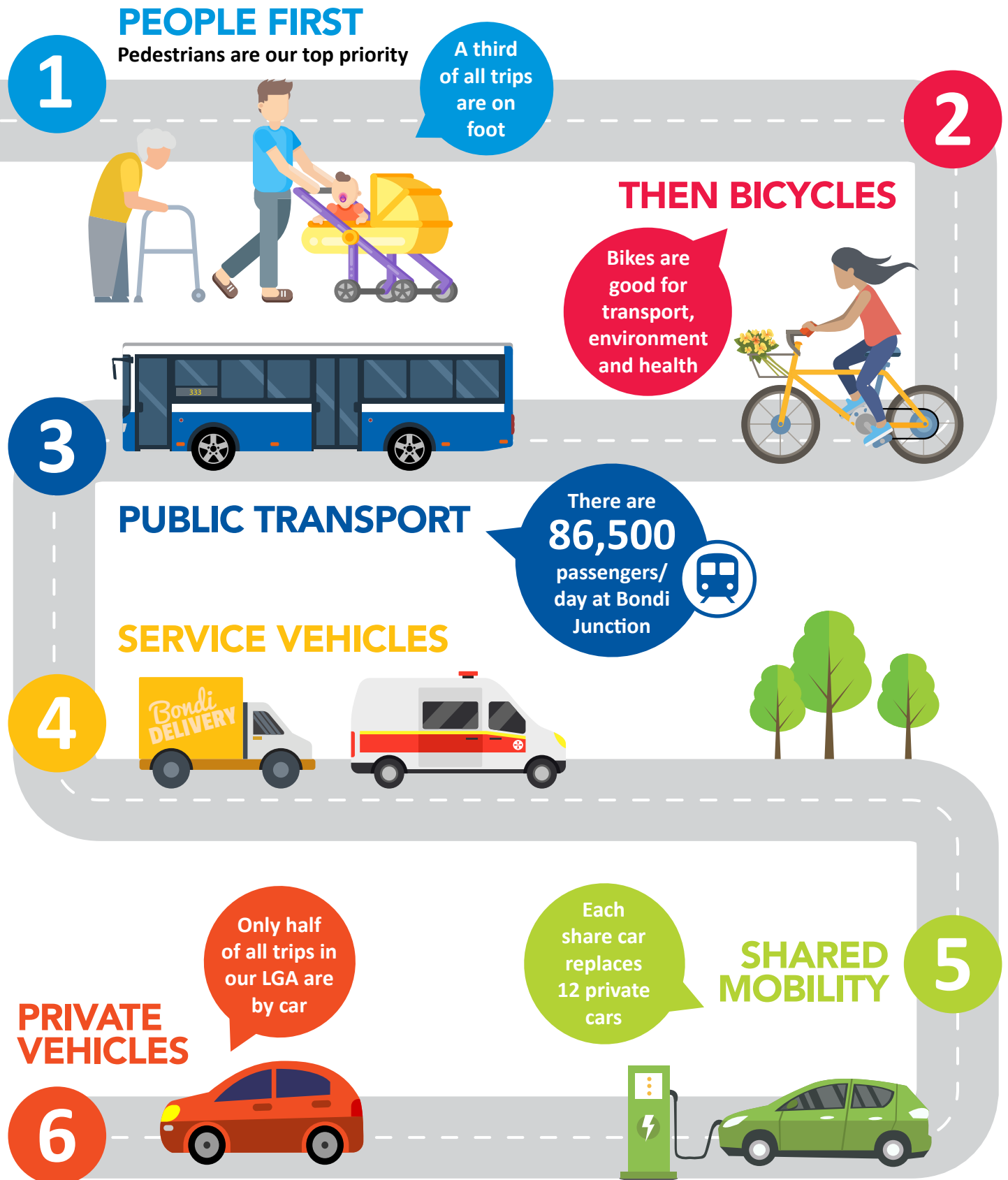
It is time for Waverley to make the next step to reduce road speeds to improve safety.

Another pillar of the Safe System is safe roads. This means providing road designs that encourage drivers to travel at a safe speed - such as narrowing roadways at intersections so that cars slow down before turning. It also means providing greater priority and profile to pedestrians - such as shorter crossing distances and raised pedestrian crossings.

Strategic Transport Framework



TRANSPORT HIERARCHY



OUTCOMES FOR THE WHOLE COMMUNITY

Waverley Council has undertaken significant community engagement on a wide range of transport-related policies and projects in the recent past. These include the *Waverley Together* community plan, which sets out the community's broad aspirations and directions, and the *Waverley Environmental Action Plan*.

The *Waverley Transport Plan* (2011), *Bondi Junction Complete Streets*

(2013) and *Waverley Bike Plan* (2013) have also undergone major community consultation.

As part of the *Waverley's People, Movement and Places* research, more than 1000 people were interviewed at Bondi Beach and Bondi Junction to ask about their use and motivations for driving and parking (see information box).

The next stage of community input is to seek feedback on this paper.

Visit the website at:
haveyoursaywaverley.com.au/waverley

Community feedback will be used to help prioritise our next steps.



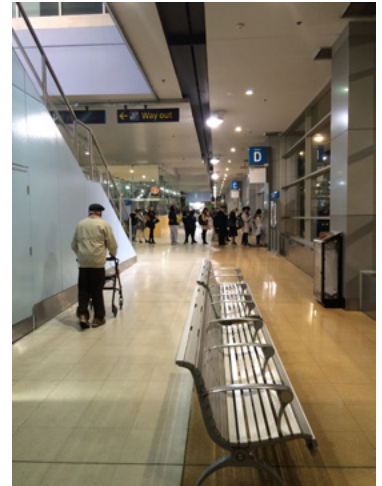
SIGNATURE PROJECTS

Twelve signature projects have been identified that will make the biggest improvements to transport in our area.



1 Bondi Junction transport interchange

86,500 bus and train passengers use the Bondi Junction transport interchange every weekday, totalling 3 million passengers a year. Around 70,000 of these passengers enter and exit the interchange doors on foot. They catch other buses nearby, ride a bicycle, drive or get a lift, catch a taxi, or walk to their destination. Council is keen to work with the State Government to improve bus operations and efficiency, and improve pedestrian accessibility, safety and amenity in and around the interchange. This could be done in conjunction with the Rowe Street redevelopment. There is also estimated current demand for 700 secure bicycle parking bays (based on existing 2.2% mode share for transport) which would increase the catchment area of the interchange.



2 Bondi Road corridor public transport priority

The corridor connecting Bondi Junction to Bondi Beach has a high level of demand for public transport. Buses are often delayed by traffic, resulting in slow and unreliable travel times. At peak times, buses are often too full to take all passengers. A *Bondi Road Corridor Transport Strategy* has been prepared by Parsons Brinckerhoff for Waverley Council (2017) which explores options for light rail, bus rapid transit and other transport options. In the short term, bus priority measures such as jump starts at signalised intersections, consolidated bus stops and priority bus lanes, should be implemented to improve services and efficiency.



3 Bondi Road - laneways, land use and parking

The limited on-street and off-street parking availability along Bondi Road is an issue for businesses and residents. Pedestrians have to contend with noisy traffic, and people riding bicycles find there are few options to safely ride. There are existing rear laneways that run parallel to Bondi Road. However, these are not continuous and many are in a state of disrepair. There are opportunities to link these laneways as urban redevelopment occurs, to provide rear lane parking access (including car stackers) and shared use streetscapes that improve permeability for pedestrians and bicycles accessing the local area. As a first step, a concept plan should be prepared to guide future development along this corridor.



4 Walking strategy

Pedestrians are at the top of the transport hierarchy for Waverley Council. The Green Links program has already had some success in improving key walking routes but there is much more we can do to make walking safe, convenient and practical for every body. This includes improvements for every type of pedestrian, whether they are on their own, accompanying children, using a pram, wheelchair or mobility aid. The Walking Strategy will audit existing conditions across the whole LGA and identify works that Council can undertake, as part of its maintenance and capital works programs, to improve every aspect of walking.



A large volume of different bus routes travel along Bronte Road through Charing Cross. These service local suburbs and beaches such as Bronte, Clovelly, and Coogee. There are also high volume services that connect to the Airport and other regions throughout Sydney, such as UNSW, Randwick hospital, Burwood and Sydney Airport. Likewise, buses along Old South Head Rd provide connections to North Bondi, Dover Heights, Rose Bay and Vaucluse. It is essential for the whole transport system that buses are able to run reliably. Options for bus priority should be explored in partnership with TfNSW, RMS and Sydney Buses.



Bondi Beach, Bondi Junction, Rose Bay ferry wharf, Charing Cross and other key locations would benefit from a bicycle share scheme similar to those offered in other major cities throughout the world. Due to the hilly topography, electric bicycles (e-bikes) are more likely to be an attractive option. A pre-feasibility and market sounding should be undertaken to develop a bicycle share hire scheme in partnership with neighbouring councils.



Parking is a limited resource that takes up valuable space both on-street and off-street. Cars that circulate while looking for parking also create a high volume of unnecessary traffic. As part of the background research for *Waverley's People, Movement and Places*, a user survey was conducted to find out more about the community's usage and perception of parking. A dynamic parking management system at Bondi Beach would provide better utilisation of parking and greater equity of access to car parking spaces with highest demand, while reducing prices in other areas and times when demand is lower.



Council has been undertaking its *Complete Streets* program for Bondi Junction since 2014. In addition to these street improvement works, there is also an overall need to reduce through-traffic in Bondi Junction (particularly north-south), as well as reducing circulating traffic that is trying to access car parking stations. Three sub-projects have been identified within Bondi Junction centre to help achieve this:

- installing ramps that exit directly off Syd Einfeld Drive (either for bus only or general traffic) and reconfiguring the intersections at each end of Syd Einfeld Drive
- altering entry and exit points to multi-storey car parks
- reconfiguring intersections on Bronte Rd, Birrell St and York Rd to direct traffic away from the centre.



9 Bondi Beachfront area

The *Campbell Parade Urban Design* program aims to improve the streetscape along the length of Campbell Parade to improve pedestrian access and amenity. Other projects for consideration include investigations to redress, and possibly replace, the major car parking areas which cut off Bondi Beach; replace the double-lane roundabout near the corner of Lamrock Avenue; and review north-south access through the rear laneways of Bondi Beach area to improve pedestrian permeability.



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10 Charing Cross village

Charing Cross village, located to the south of Bondi Junction, caters for a large volume of buses traversing through it. General traffic travelling north-south also goes through Charing Cross village. Much of this traffic could be redirected to Carrington Rd, which is the regional arterial road connecting directly to Syd Einfeld Drive. The intersection of Carrington Rd and Bronte Rd should be modified to improve pedestrian access, provide bus priority, and redirect through traffic away from Charing Cross village. Other measures include traffic calming and separated cycleways on Bronte Rd and reviewing car parking along Carrington Rd to improve traffic flows in both peak and off-peak times.



11 Cycling Superhighways

Cycling for transport is an ideal solution to our traffic congestion issues. Bicycles take up much less space than cars and create almost no pollutants. The average trip distance in Waverley is 2.2 km, which is an easy distance to ride. Nearly three times as many people cycle for transport in Waverley than in Greater Sydney. However, we can do much more to improve the safety and attractiveness of cycling. The *Inner Sydney Regional Active Transport Plan* on Infrastructure Australia's priority list would provide for a network of safe, separated cycleways along key routes, including through Waverley Council area. Sixteen inner Sydney Councils have signed up for this network, including Waverley Council.



12 Schools active transport

Travel for 'education/childcare' accounts for up to a quarter of peak travel journeys in NSW. Addressing school travel would make a significant difference to traffic in our local area. One opportunity is the cluster of four schools located around Church St in Waverley. It has signalised intersections at each end for pedestrians to cross Carrington Rd and Bronte Rd. A combined schools drop-off zone and traffic management strategy, should be considered. This concept could also be extended to other schools in the Waverley LGA.



ACTIONS

Council has identified 126 short, medium and long term actions that it can undertake, in partnership with the community and state government agencies.


These actions are across five different locations:

1. Whole of LGA
2. Bondi Junction
3. Bondi Beach
4. Bondi Road
5. Charing Cross

The actions are further categorised into walking, cycling, public transport, service vehicles, private vehicles, off-street parking and on-street parking.

WHOLE OF LGA

 Feasibility

 Implementation

2017	SHORT TERM	2018	MEDIUM TERM	2022	LONG TERM	2030	▶
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1A Walking

1A.1 Commit to Transport Hierarchy	
1A.2 Prepare Walking Strategy	----- SIGNATURE PROJECT 4
1A.3 Crowdfund community issues	
1A.4 Collate database of pedestrian counts	
1A.5 All road + footpath works improve accessibility for pedestrians, wheelchairs, prams, walking frames, bicycles etc.	▶
1A.6 Improve access to Coastal Walk + beaches including for wheelchairs + prams	
1A.7 Reduce road speeds throughout the LGA	
1A.8 Ensure pedestrian crossing points on all sides of intersections	
1A.9 Increase pedestrian crossing times at signalised intersections *	
1A.10 Identify more pedestrian links + opportunities to improve permeability including around + through parks	
1A.11 Provide information to community	

*Timeframes are indicative only – project scope, budget + delivery subject to further investigation. * In partnership with TfNSW, RMS*

● Feasibility ● Implementation

2017	SHORT TERM	2018	MEDIUM TERM	2022	LONG TERM	2030	▶
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1B Cycling

1B.1 Cycling Superhighways	SIGNATURE PROJECT 11
1B.2 Continue Waverley Bike Plan	
1B.3 Collate database of bicycle counts	
1B.4 Map priority routes	
1B.5 All road works improve cycle safety	see also 1A.5 ▶
1B.6 Provide separated cycleways on high demand routes	
1B.7 Install bicycle parking at shops, schools, strata buildings + bus stops	
1B.8 Bike share scheme, possibly with e-bikes	SIGNATURE PROJECT 6

1C Public Transport

1C.1 Improve Bondi Junction Interchange for pedestrian access + bus operations *	SIGNATURE PROJECT 1
1C.2 Review pedestrian access to bus stops *	
1C.3 Review bus stops for shading + info *	
1C.4 Real-time information at bus stops *	
1C.5 Investigate trip generators + identify more direct bus routes *	
1C.6 Priority bus lanes *	
1C.7 Bus connections between Rose Bay Wharf + Bondi Beach *	
1C.8 Bondi Road Corridor - bus priority or light rail * SIGNATURE PROJECT 2
1C.9 Old South Head Rd bus priority *	SIGNATURE PROJECT 5
1C.10 Bronte Rd bus priority * and access to major bus stops (e.g. St Catherine's)	SIGNATURE PROJECT 5
1C.11 Investigate urban renewal opportunities along major public transport routes	
1C.12 Investigate extension of heavy rail or Metro to eastern suburbs (Bondi Beach, Randwick, Green Sq, Airport) *	

Timeframes are indicative only – project scope, budget + delivery subject to further investigation. * In partnership with TfNSW, RMS



Feasibility



Implementation

2017	SHORT TERM	2018	MEDIUM TERM	2022	LONG TERM	2030	▶
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1D Service Vehicles

1D.1 Audit kerbside allocation for service vehicles + rationalise

1D.2 Locate taxi ranks/ride share in most convenient locations at appropriate times

1E Private Vehicles

1E.1 Cap supply of parking in tandem with transport improvements

1E.2 Research likely effects of disruptive technologies on transport, planning, streetscape design + parking

1E.3 Review 1-ways, slip lanes + right turns

1E.4 Develop road hierarchy

1E.5 Identify congestion pinch points + safety hazards

1E.6 Re-align traffic intersections where >4 pedestrian approaches

1F Off-Street Parking

1F.1 Audit off-street car parking + how to better utilise

1F.2 Encourage new car parking to be convertible to other purposes in future

1F.3 Limit parking in new developments

1F.4 Disconnect parking from unit purchase

1F.5 Install electric vehicle (car + bicycle) charging points

1G On-Street Parking

1G.1 Extend on-street pay parking + permits

1G.2 Dedicate parking income to community

1G.3 Restrict beach + residential permits for >1 vehicle, investigate market pricing

1G.4 Increase car share by 10% a year

1G.5 Investigate 'next generation' share schemes for car/motorbike/e-bike etc

1G.6 Public electric vehicle charging stations starting in high profile locations

*Timeframes are indicative only – project scope, budget + delivery subject to further investigation. * In partnership with TfNSW, RMS*



BONDI JUNCTION

● Feasibility

● Implementation

2017	SHORT TERM	2018	MEDIUM TERM	2022	LONG TERM	2030	▶
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2A Walking

- 2A.1 Identify strategic opportunities to improve walking connectivity wherever possible
- 2A.2 Reduce road speeds throughout Bondi Junction to 30km/hr + add shared space 10km/hr zones
- 2A.3 Pedestrian crossings on all sides of intersections + scramble where feasible
- 2A.4 Increase pedestrian crossing time at signalised intersections (with RMS)
- 2A.5 Walkability audit for pedestrian access to Bondi Junction
- 2A.6 All road works improve pedestrian access see also 1A.5
- 2A.7 Discourage through traffic + speeding with landscape/ urban design treatments

2B Cycling

- 2B.1 Audit safety + rideability of existing cycle routes + potential links
- 2B.2 Identify strategic opportunities to improve cycling connectivity wherever possible
- 2B.3 Provide separated cycleways along high demand routes, particularly priority routes in Waverley Bike Plan
- 2B.4 Signage on key pedestrian + cycle routes, particularly to Bondi Junction Interchange
- 2B.5 All road works improve cycling safety see also 1A.5
- 2B.6 Construct Oxford St/ Spring St Cycleway
- 2B.7 Secure bicycle parking at Bondi Junction Interchange + improved bike access * SIGNATURE PROJECT 1

2C Public Transport

- 2C.1 Review pedestrian access to bus stops *
- 2C.2 Provide real time information + wayfinding to public transport for all visitors *
- 2C.3 Overhaul Bondi Junction Interchange to improve pedestrian access + safety, bus operations * SIGNATURE PROJECT 1
- 2C.4 Improve Kiss + Ride facilities in Bondi Junction
- 2C.5 Provide bus priority on all approaches to Bondi Junction * SIGNATURE PROJECT 2/4/5

*Timeframes are indicative only – project scope, budget + delivery subject to further investigation. * In partnership with TfNSW, RMS*

2D Private vehicles

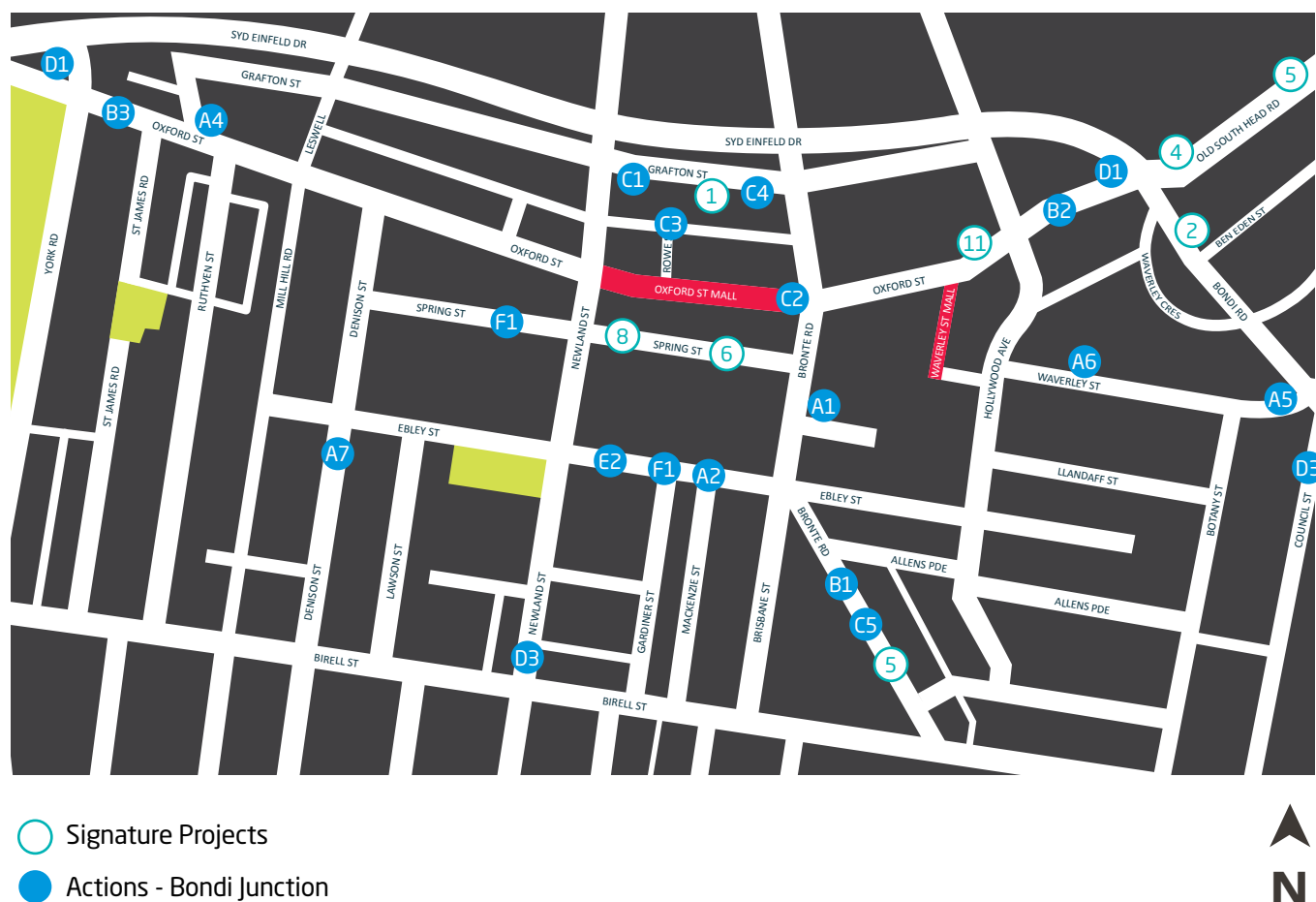
- 2D.1 Reconfigure intersections at each end of Syd Einfeld Drive + on/off ramps SIGNATURE PROJECT 8
- 2D.2 Ensure road treatments appropriate to road type
- 2D.3 Discourage through-traffic + circulation in Bondi Junction SIGNATURE PROJECT 8

2E Off-Street Parking

- 2E.1 Review right-turn + u-turn exits from car parking SIGNATURE PROJECT 8
- 2E.2 Dynamic car parking guidance + information system SIGNATURE PROJECT 7
- 2E.3 Reinstate zero minimum + capped maximum parking rates in DCP

2F On-Street Parking

- 2F.1 Develop parking hierarchy for street parking in Bondi Junction + audit existing



- Signature Projects
- Actions - Bondi Junction

Timeframes are indicative only – project scope, budget + delivery subject to further investigation. * In partnership with TfNSW, RMS

26 BOND BEACH

Feasibility

Implementation

2017	SHORT TERM	2018	MEDIUM TERM	2022	LONG TERM	2030	▶
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3A Walking

3A.1 Provide pedestrian crossings on all sides of all intersections on Campbell Pde

3A.2 Widen footpaths, add medians + trees on Campbell Pde + adjacent streets

3A.3 Convert Gould St to pedestrian priority zone + sheltered connection to Hall St

3A.4 Implement Campbell Pde scheme including bus lanes + separated cycleways

SIGNATURE PROJECT 9

3A.5 Discourage through traffic + speeding with landscape/urban design treatments

3A.6 Reduce road speeds throughout Bondi Beach area

3A.7 Replace double-lane roundabout on Campbell Pde with signalised intersection

SIGNATURE PROJECT 9

3A.8 Improve pram/wheelchair access along Coastal Walk including Notts Ave

3B Cycling

3B.1 Separated cycleways on Campbell Pde and routes to key locations (Rose Bay wharf, Bondi Junction, coastal ride)

3B.2 Bike share scheme anchored in Bondi Beach

SIGNATURE PROJECT 6

3B.3 Install bicycle parking throughout Bondi beachfront area

3C Public Transport

3C.1 Provide bus priority lanes and review bus stop locations along Campbell Pde *

3C.2 Provide shading at Campbell Pde bus stops *

3C.3 Provide public transport wayfinding to bus stops + real time information *

3C.4 Allocate tourist bus stops away from public bus stops *

3C.5 Investigate a direct bus connection between Bondi Beach + Rose Bay wharf *

3C.6 Review location + operation of North Bondi bus terminus *

3D Private Vehicles

3D.1 Investigate north-south links for vehicles, pedestrians + bikes within the Bondi Beach basin

3D.2 Identify strategic opportunities to reduce traffic circulation

Timeframes are indicative only – project scope, budget + delivery subject to further investigation. * In partnership with TfNSW, RMS

3E Off-Street Parking

3E.1 Investigate alternative car parking stations + remove QED parking along beachfront

SIGNATURE PROJECT 9

3E.2 Provide real-time information (including online) on car parking availability + alternatives

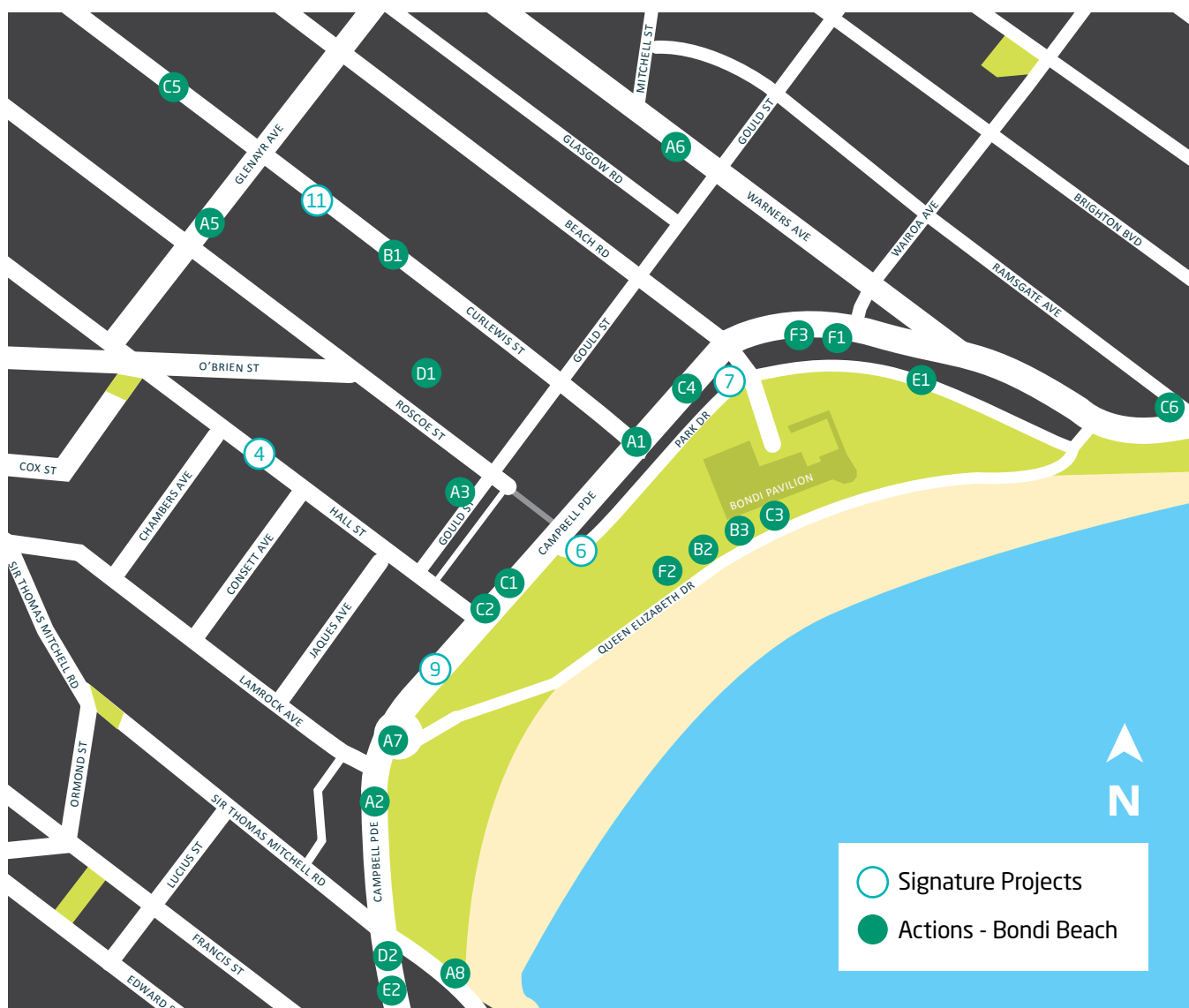
3F On-Street Parking

3F.1 Introduce variable on-demand parking (dynamic parking management system)

SIGNATURE PROJECT 7

3F.2 Electric vehicle charging at Bondi Beach

3F.3 Review beach parking permit scheme (see also 1G.3)



Timeframes are indicative only – project scope, budget + delivery subject to further investigation. * In partnership with TfNSW, RMS

BONDI ROAD



Feasibility



Implementation

2017	SHORT TERM	2018	MEDIUM TERM	2022	LONG TERM	2030	▶
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4A Walking

4A.1 Widen footpaths and improve east-west + north-south access along corridor

4A.2 Remove slip-lane on Denham St/Bondi Rd for outdoor seating + bus stop *

4B Cycling

4B.1 Investigate new cycle path opportunities on each side of Bondi Rd (with 4E and 4F)

4B.2 Investigate separated cycleway along Bondi Rd

4B.3 Install bicycle parking along Bondi Rd

4C Public Transport

4C.1 Provide high-capacity public transport along Bondi Rd corridor *

SIGNATURE PROJECT 2

4C.2 Dedicated bus priority lane *

SIGNATURE PROJECT 2

4C.3 Consolidate bus stops along Bondi Rd *

4D Private Vehicles

4D.1 Investigate potential north-south route re-alignments + intersections and flow of traffic on surrounding streets*

4D.2 Extend 'no stopping' times along Bondi Rd to reduce traffic congestion

4D.3 Review signalised intersections to improve public transport priority *

4E Off-Street Parking

4E.1 Encourage car parking spaces to be convertible to other purposes

4E.2 Consider off-street parking facilities (e.g. car stackers) along rear laneways as redevelopment occurs

4F On-Street Parking

4F.1 Prepare rear laneway strategy to provide car parking alternatives on either side of Bondi Rd SIGNATURE PROJECT 3

4F.2 Extend timed parking restrictions to nearby streets, possibly with permits

*Timeframes are indicative only – project scope, budget + delivery subject to further investigation. * In partnership with TfNSW, RMS*

CHARING CROSS

● Feasibility ● Implementation

2017	SHORT TERM	2018	MEDIUM TERM	2022	LONG TERM	2030	▶
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5A Walking

5A.1 Crossings on all sides of intersections

5B Cycling

5B.1 Promote walking + cycling to schools

5B.2 Improve infrastructure to walk/cycle to schools, including new developments

SIGNATURE PROJECT 12

5C Public Transport

5C.1 Provide priority for public transport, walking + cycling through Charing Cross

SIGNATURE PROJECT 10

5D Private Vehicles

5D.1 Review one-way and two-way street configurations + right turns

5D.2 Prioritise through-traffic away from Bronte Rd to Carrington Rd as arterial road

5D.3 Discourage through-traffic along Bronte Rd shopping strip through speed calming + landscape treatments

5D.4 Revise intersection of Carrington Rd/ Bronte Rd for preferred transport priorities

..... SIGNATURE PROJECT 10

5E Off-Street Parking

5E.1 Review parking provision + pricing

5F On-Street Parking

5F.1 Facilitate managed pick-up locations + procedures for schools

..... SIGNATURE PROJECT 12

5F.2 Review on-street parking restrictions + pricing

Timeframes are indicative only – project scope, budget + delivery subject to further investigation. * In partnership with TfNSW, RMS

YOUR FEEDBACK

Council is seeking your feedback on *Waverley's People, Movement and Places: a study on where we go and how we get there*. Your response will help us shape the future of transport for our community.

You can respond to this paper by going to our website haveyoursaywaverley.com.au/waverley before 5pm Friday 16 June 2017.

FURTHER INFORMATION

If you want further information on the background research and independent consultant's findings for *Waverley's People Movement and Places*, please go to our website:

» [Strategy Paper](#)

» [Key Issues Paper](#)





