

CHANGES TO SPEED LIMITS IN WAVERLEY

CONSULTATION REPORT - 2020

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

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Executive summary

Waverley Council, in partnership with Transport for NSW (TfNSW), initiated a project from our People, Movement and Places Strategy, 2017 (PMP) to reduce speed limits throughout the Local Government Area (LGA) from 50km/h to 40km/h.

In November 2019 – January 2020 we consulted with the community on the project. This consultation focused on two things, whether the community was generally supportive of changing to 40km/h and whether those affected by traffic calming treatments had any issues with the device chosen for their street.

Council had been given grant funding to install traffic calming treatments and signage for the southern half of the LGA, called Stage 1. The 11,000 residents in this stage received a flyer (appendix A) with the call to action to contact us with any queries/feedback and to visit the Have Your Say (HYS) site to participate in the community consultation.

We had over 800 people visit the site and only 28 provided feedback via the HYS site. Overall, including comments gathered from face to face information sessions, we had 318 people comment whether they were supportive/not supportive of the overall speed limit changes.

Most of the feedback received was not focused on the treatments or the changes to speed limits but residents own issues and experiences with roads, safety and speed in Waverley. There were a small amount of complaints with specific treatments which will be looked at individually by Council Officers.

Background

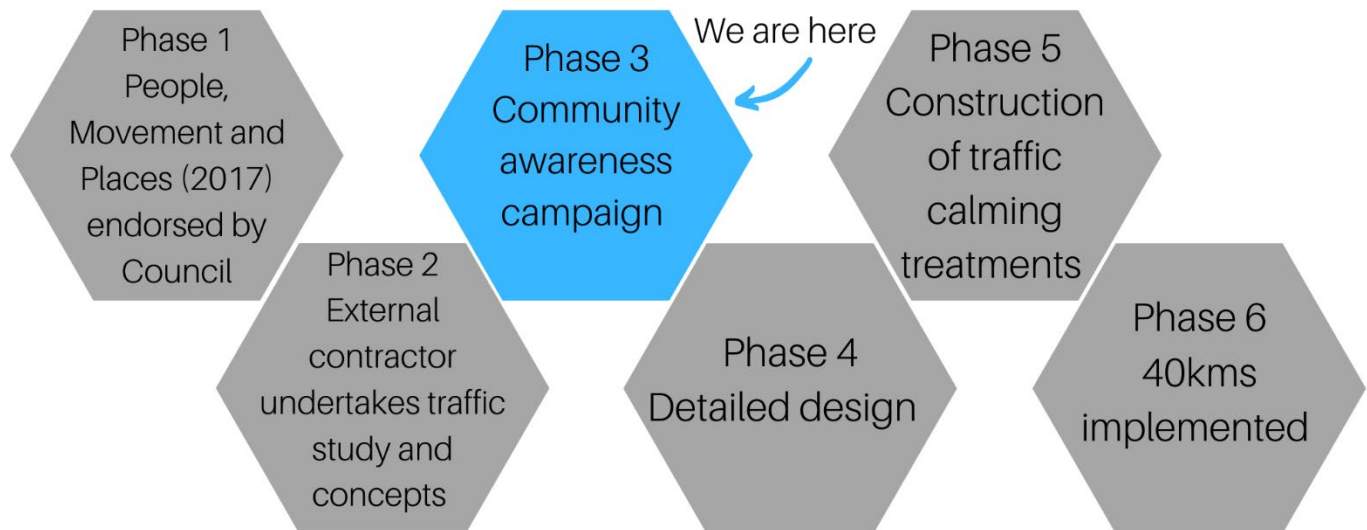
To achieve 'vision zero', with zero fatalities and minimal serious injuries, Council, along with TfNSW is proposing to reduce speed limits from 50km/h to 40km/h across the LGA.

Carrington Road, Council Street and Bondi Road are state managed roads and are not included in the proposed speed zone changes. The rest of the streets within our LGA are in the scope of this project.

The proposed changes reflect the PMP, aiming to make it easier for people to travel throughout the LGA by slowing cars down and improving the quality of streetscapes and public places. Changing the speed limit to 40km/h was #4 on the list of projects in the Strategy.

Independent analysis also showed Waverley's high population density, along with pedestrian activity around village centres and schools, would benefit from reducing speed zones and implementing traffic calming treatments.

The project is currently on Phase 3 – Community awareness campaign, of a 6 phase program.



Approach:

The community had already provided feedback on the change to speed limits through previous public participation. In 2017, Council's Strategic Transport team consulted on the priorities recommend by Bitizos in the PMP study. Action number four of the first project, 'Better Streetscapes', was to 'reduce road speeds through the LGA'.

As this was endorsed by Council, the project team decided to consult on items the public could change/alter so intended to ask the community only about the traffic calming treatments.

Using the Waverley Traffic Committee's (WTC) procedure for the installation of new traffic calming treatments, initial community consultation focused just on communicating with the residents affected by the devices. The WTC notify the closest houses with a letter, if there is no response, it is taken as 'supportive'. Following this protocol, the project team sent out 11,000 flyers to every residence in Stage 1 and then went door knocking (including 'sorry we missed you' cards) to the houses directly impacted.

A strategic pivot was required as Council decided to confirm the level of support for changing the speed limits and asked the participants whether they were supportive/not supportive of the overall project. Although, to not skew the results from those who had already participated in the mapping tool, this was not added to the HYS page.

The community consultation objectives were:

1. To inform the community about the upcoming project and its potential impact on them and ask them to sign up to be a part of the consultation.
2. To obtain public feedback on Stage 1 traffic calming devices.
3. To provide the public with information on the project and traffic calming devices.

4. To work directly with the community groups on their concerns about specific traffic calming devices.

Engagement methodology

A range of engagement methods were used to maximise the opportunity for community participation. Of particular note was the use of an interactive map on HYS (Council’s engagement platform), face to face ‘have your say days’ in four locations, door knocking on specifically impacted houses and email communication with a range of organisations and community members.

The engagement process aligned with Waverley Council’s adapted IAP2 model for community engagement.

Method	Overview	Date	Response
Have Your Say website	Council’s ‘Have Your Say’ website had a dedicated page for the project.	6 November	800 total visits 343 informed (opened a doc or the map) 44 document downloads
11,000 flyers drop to residents in stage one.	11,000 letters were dropped to letterboxes within stage one – appendix A for flyer and appendix B for flyer distribution map	20 – 22 November	204 visits to HYS site between 20 and 23 November
Media release	The release outlined the overall project, its support from Councillors and statistics provided by Strategic Transport	12 November	12 people visited HYS site
Mayor’s column	The column was placed in the Wentworth Courier at the start of the consultation period. It explained how Council had arrived at this point and how to get involved in the consultation.	13 November	
Social media posts (Facebook)	1 x Facebook post shared the link to the Waverley Council project webpage.	7 Nov	Reach: 5,495 Engagements: 1,012 Link clicks: 98 Reach: 1,837

	1 x Facebook post shared a link to the have your say site.	18 Nov	Reach: 1,837 Engagements: 240 Link clicks: 83
Joint precinct meeting	Council officers attended a joint precinct meeting to speak with all of the convenors.	5 December	23 attendees
Have your say days	#1 – Bondi Beach Markets 9am – 12:30pm Council Officers took an A0 coreflute map of Stage 1. So participants could reference the treatments to what they actually looked like, there was a separate 'key' board.	30 November	59 people gave feedback
	#2 – Bondi Junction Markets 8am – 10:30am As above.	5 December	28 people gave feedback
	#3 – Bronte Beach 7am – 10am As above.	12 December	61 people gave feedback
	#4 – Hunter Ward 8.30am – 11am As above.	15 December	27 people gave feedback
Online survey	Available on Council's HYS website, the map asked participants to provide feedback by dropping a pin on the highlighted traffic calming treatment. Note – the online map did not have a question ask about supportive/not supportive to changing the speed limits. Face to face and email only.	13 November – 6 January	69 submissions
Advertising	The project was advertised within Council's page in The Beast and the Wentworth Courier.	15 November	N/A
Waverley Weekly e-newsletter	Waverley Council's weekly e-newsletter promoted the consultation when it was open. A specific mailing list was created for the project which also received the e-newsletter.	21 November	Reach: 1,459 Click: 39
		28 November	Reach: 1,464 Clicks: 31
		5 December	Reach: 1,469 Clicks: 15
		20 December	Reach: 1,495 Clicks: 18

Engagement newsletter	A monthly newsletter sent to registered HYS participants.	18 November	Recipients: 2,016
		20 December	Recipients: 2,020
Stakeholder outreach	<p>Council contacted a full stakeholder list on the first day of consultation including:</p> <ul style="list-style-type: none"> • Waverley Police • Transport for NSW • Mill Hill Seniors Centre • All internal fleet drivers • All outdoor staff (posters at AIF) <ul style="list-style-type: none"> ○ Maintenance ○ Refuse team ○ Rangers ○ lifeguards • Advisory committees <ul style="list-style-type: none"> ○ Access and inclusion ○ Cycling ○ Community safety • Precinct Committees <ul style="list-style-type: none"> ○ Bondi Precinct ○ Bondi beach Precinct ○ Bondi Heights ○ Bronte ○ Bronte Beach ○ Dover Heights ○ Charing Cross ○ Mill Hill Bondi Junction ○ Queens Park ○ North Bondi ○ Rose Bay ○ South Bondi/ Tamarama ○ Vaucluse / Diamond Bay • Specific Interest Groups <ul style="list-style-type: none"> ○ Bike East 	18 November	391 page views
		21 November	114 page views

	<ul style="list-style-type: none"> ○ Make Arden St Safe ○ Schools and parents ○ Swim clubs ○ Bike East ○ Easts Cycling ○ Sydney Cycling Club ○ Giant cycling club Sydney ○ City of Sydney – Cycling ○ Bicycle network 		
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Data overview

Online mapping tool	<ul style="list-style-type: none"> • A total of 28 people contributed to the online map, making 69 submissions. • 27 people were from within Waverley, one was from Maroubra. • The age demographic with the most respondents was 36-45. <p>Support for treatments:</p> <ul style="list-style-type: none"> • Yes: 2 • No: 2 • NA: 1 <p>Changing speed limits from 50km/h to 40km/h</p> <ul style="list-style-type: none"> • No feedback
Have your say days	<p>175 participants were asked to comment on specific traffic calming treatments (outlined below). Most had information to provide about areas of concern on Waverley roads. However, they also answered whether they supported the project overall.</p> <p>Support for treatments:</p> <ul style="list-style-type: none"> • Yes: 5 • No: 3 • NA: 1 <p>Changing speed limits from 50km/h to 40km/h</p> <ul style="list-style-type: none"> • Yes: 132 • No: 35 • N/A: 8
Door knocking	<p>Council Officers door knocked 108 houses to inquire about the traffic calming treatment closest to them.</p> <p>Support for treatments:</p> <ul style="list-style-type: none"> • Yes: 20 • No: 8 • Not in/did not respond: 80 <p>Changing speed limits from 50km/h to 40km/h</p> <ul style="list-style-type: none"> • Yes: 2 • No: 2

Email	<p>Contact details for the two Council Officers on this project were included on all collateral – particularly the Council website and HYS. 36 people contacted with a range of issues, concerns and support.</p> <p>Support for treatments:</p> <ul style="list-style-type: none"> • Yes: 1 • No: 7 <p>Changing speed limits from 50km/h to 40km/h</p> <ul style="list-style-type: none"> • Yes: 6 • No: 10 • NA: 12
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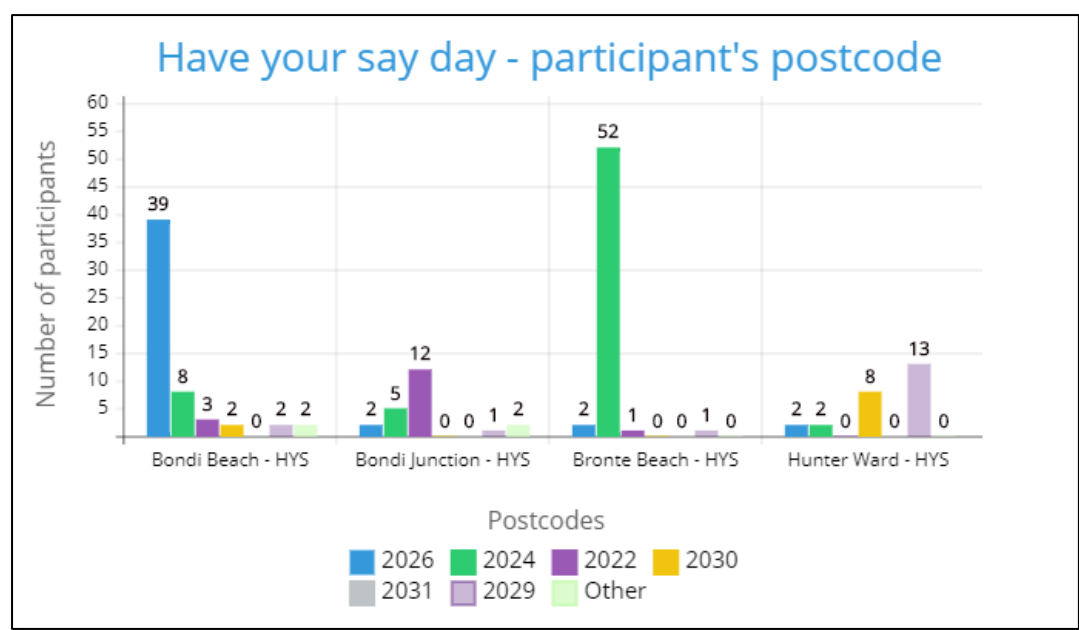
Detailed results – Have your say days

175 people spoke with Council Officers across four ‘have your say days’.

In conversation, all participants were asked if they generally supported a change to 40km/h. We noted their responses with a Y or N or N/A they were also asked to provide their postcode. Participants had the opportunity to pin their comments/insights on a map of the stage one area featuring traffic calming treatments.

Most feedback received was not specific to the traffic calming treatments instead community members identified further issues or where they thought more treatments were needed.

Date	Locations of HYS	# of participants	Not/Supportive	Highest postcode
30 November	Bondi Beach (Markets)	59	50 supportive 6 not supportive 3 N/A	2026 (66%)
5 December	Bondi Junction (Markets)	28	19 supportive 6 not supportive 3 N/A	2022 (42%)
12 December	Bronte Beach	61	46 supportive 13 not supportive 2 N/A	2024 (85%)
15 December	Hunter Ward (Bunnings)	27	17 supportive 10 not supportive	2029 (48%)



Although we had 175 people participate in face to face interactions. Only 6 (3.43%) people commented on the specific treatments.

This treatments were:

- No.11/ No.20 Victoria Street
- No.76 Queens park Road
- No. 23 Tamarama Marine Drive (x2)
- No.91/No.88 Ruthven Street
- No.25 Murray Street

These are highlighted in more detail below.

Detailed results – Online mapping tool

Hosted on the HYS site, participants were asked to comment by dropping a ‘pin’ on a highlighted traffic calming treatment, preferably on their street. Each of the comments was analysed by an internal team to decide whether it would go ahead.

Overall, there were a small amount of comments (4.35%) related to the specific traffic calming treatments but these have been noted internally, so as not to lose the data.

Detailed results – treatment specific (compiled from all channels of feedback).

Address of treatment	Type of treatment	Supportive	Not supportive	Selection of comments (as written/said)
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11 / 20 Victoria St	Flat-top road hump	1	2	<ul style="list-style-type: none"> • “Noise concern with treatment placement” • 11 Victoria Street – strongly objecting due to noise and not necessary for road • Road hump at victoria road will make people use a different route so they don’t have to slow down – use Henry St
44 Victoria St	Flat-top road hump	N/A	1	<ul style="list-style-type: none"> • noise from treatment – objects to it outside their house, won't help speeding not that much traffic on this street
76 Queens Park Rd	Re-align cycle lane, green surface treatment concrete kerb blisters concrete pad refuge re align cycle lane, green surface treatment	1	1	<ul style="list-style-type: none"> • Objects treatment. No pedestrians cross there. Has 4 cars and uses car parking and do not put a roundabout there either • Should have an actual ped crossing at queens park road not just a ped refuge
46/49 Bourke St	Flat-top road hump	N/A	1	<ul style="list-style-type: none"> • “Noise concern with treatment placement. Objects to treatment. Noise bad enough with buses”
10/13 Bourke St	Flat-top road hump	2		<ul style="list-style-type: none"> • “Fully support this – I have kids and dogs and I would like it to be safer” • “Low ones ok, no objection. If data proves 40kms works then supportive”.
29/34 Bennett St	Flat-top road hump	N/A	N/A	N/A
19 Park Parade	Flat-top road hump		1	<ul style="list-style-type: none"> • “Not supportive of treatment outside house because it will be noisy. Cars do speed down road and said police should enforce speed limits more”
Park Pde corner Birrell St	Flat-top road hump	N/A	N/A	N/A
35 Langlee Avenue	Flat-top road hump	N/A	N/A	N/A
Botany St at Allens Pde	Flat-top road hump	1	N/A	N/A
14 Botany St	Flat-top road hump	1	N/A	<ul style="list-style-type: none"> • “Dangerous to turn right from Llandaff onto Botany. Ensure the hump sits North of Llandaff on Botany to give a bit of a safety buffer.”
23 Tamarama Marine Drive	Flat-top road hump	2	N/A	<ul style="list-style-type: none"> • “Tamarama Marine Drive – speeding issues”

				<ul style="list-style-type: none"> • “ok with treatments, tama marine drive – people drive too fast”
11/12 Sandridge St	Flat-top road hump	2	N/A	<ul style="list-style-type: none"> • “Very supportive of treatment – a lot of pedestrians in area”
21/22 Dudley St	Flat-top road hump	1	2	<ul style="list-style-type: none"> • “concerns of noise impact of treatment” • “not supportive due to noise concern. Also questioning why – not busy road”
9/10 Dickson St	Flat-top road hump	3	N/A	<ul style="list-style-type: none"> • “Ok with treatment placement. However I think there needs to be more on street”
Dickson St corner Birrell	Flat-top road hump	N/A	N/A	N/A
56/67 Watson St	Flat-top road hump	2	N/A	N/A
3 Lugar St	Flat-top road hump	N/A	N/A	N/A
32 Evans St	Flat-top road hump	1		<ul style="list-style-type: none"> • “Very fast road.”
458 Bronte Rd	Flat-top road hump		2	<ul style="list-style-type: none"> • “road humps are bad for cars for a driving point of view and annoying.” • “Hard to get out of driveway anyway - concerned it will make it more difficult”
433/492 Bronte Rd	Flat-top road hump	1	1	N/A
5/18 Brown St	Flat-top road hump	N/A	N/A	N/A
45/62 Hewlett St	Flat-top road hump	3	N/A	<ul style="list-style-type: none"> • “great”
47/ 49 York Rd	Flat-top road hump	N/A	N/A	N/A
88/91 Ruthven St	Flat-top road hump	1	1	<ul style="list-style-type: none"> • “Supportive – fast road, difficult getting in and out of driveway due to traffic speed. Driving behaviour needs improving” • “lived there for 43 years – not supportive - no issue, very little speeding cars. Not supportive of treatment – ugly”
25 Murray St	Flat-top road hump	1	N/A	<ul style="list-style-type: none"> • “line marking required at driveways to stop cars parking over driveway and making it very difficult to get in and out” • “There is a kindergarten and school. You cannot cross from Murray St - Needs better crossing for retirement village”
37 Murray St	Flat-top road hump	2	N/A	<ul style="list-style-type: none"> • “supportive – fast road – can a crossing be looked at, very difficult to cross and with child care centre on the road too. Said a lot of residents would support treatments and slowing traffic down.”

Macpherson Street at St Thomas Street	Raised pedestrian crossing on existing crossing	N/A	N/A	N/A
Pacific Street at Bronte Road	concrete median splitter island kerb blister	1	N/A	<ul style="list-style-type: none"> “Pacific St really needs this!”
St Thomas Street	concrete median splitter island	N/A	N/A	N/A
Birrell Street at St James Road	Raised pedestrian crossing on existing crossing	N/A	N/A	N/A
Birrell Street at Brisbane Street	Raised pedestrian crossing on existing crossing, relocate traffic islands, and road markings	N/A	N/A	N/A
Birrell Street at Henrietta Street	Raised pedestrian crossing on existing crossing	N/A	N/A	N/A
Macpherson Street at Lugar Street	Raised pedestrian crossing on existing crossing	N/A	N/A	N/A
Ocean Street at Birrell Street	semi mountable median island re aligned kerb ramp	N/A	N/A	N/A
Pacific Street	Line marking	N/A	N/A	<ul style="list-style-type: none"> “Requires more than just line marking” “Dotted lines or only solid line leading into the median, alternatively please no solid line marking.”
Chesterfield Pde	Line marking	N/A	N/A	<ul style="list-style-type: none"> “please do more than just line marking”

Stakeholder meetings

Council officers attended the joint Precinct meeting at the end of 2019. There were 23 Precinct representatives:

- Bondi Heights
- Bronte
- Bondi Beach
- Queens Park
- Mill Hill Bondi junction
- North Bondi

- Bronte Beach
- Rose Bay
- South Bondi/Tamarama
- Charing Cross
- Dover Heights

There was some broad feedback/questions asked. Sample below:

- Where did this plan come from?
- Do you have examples of where this has worked before?
- Will this be on all roads?
- Flat road humps have been causing cracks in my house and the houses near me
- How are you going to analyse if it works?
- How many crashes were in the area? Do we need it?
- Is this being rolled out across the state?

Bondi Heights Precinct provided specific feedback from their November meeting (as written):

- This is a waste of time and money.
- How will they police this?
- Lang Road [Centennial Park] is 40kph and has speed humps, and you see people breaking the speed limit all the time.
- This is over doing it. Pedestrians will believe it is safe when it is not.
- Birrell Street is such an example of over kill.
- The end result will be more danger.
- From a driver POV, too many changes. It needs to be universal throughout Sydney.
- Should not apply to through streets such as Flood Street.
- Speed humps will annoy residents.

Conclusion

The community response demonstrated overall support to change speed limits within Waverley from 50km/h to 40km/h. There were many people who had experienced In terms of the treatments, the most feedback focused on the noise of cars using the devices. Many people were concerned about Waverley's road safety as whole.

Detailed design phase

All flat top road humps will be reviewed during the detailed design phase addressing community feedback.

- mitigate the red colour on top of the road hump where possible

Changes to Speed Limit in Waverley – Consultation report.

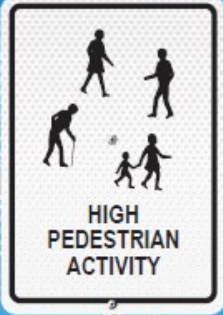

- select materials to reduce noise impacts

Recommendations:

1. Analyse feedback for specific traffic calming treatments
2. Alert community of any changes
3. Broader advertising to alert community of changing speed limits to 40km/h


Appendix A – Flyer distributed to local residents

STAGE 1


CHANGES TO SPEED LIMITS IN WAVERLEY

To achieve 'vision zero', with zero fatalities and minimal serious injuries, Council is reducing speed limits from 50km/h to 40km/h across the Waverley Local Government Area (LGA).



In various community consultations, Waverley residents raised concerns around pedestrian safety and the overwhelming need for cars to travel slower in their neighbourhoods. From this, Council will reduce speed limits from 50km/h to 40km/h.

The first stage encompasses the southern half of the LGA, spanning from Bondi Road and Syd Einfield Drive to the southern boundary as shown in the map below.



The changes will not be enforced* until traffic calming devices and signage are installed throughout the LGA which is expected 2021.

Nov 2019 – Jan 2020	Mar 2020 – Jan 2021	2021
Community awareness campaign	Installation of traffic calming devices	Enforcement of 40km/h on all roads except Carrington Rd, Council St and Bondi Rd.


*Council does not enforce speed limits or earn any revenue from NSW Police enforcement of the road rules.

The project is driven by Waverley Council with funding predominately provided by Transport for NSW.

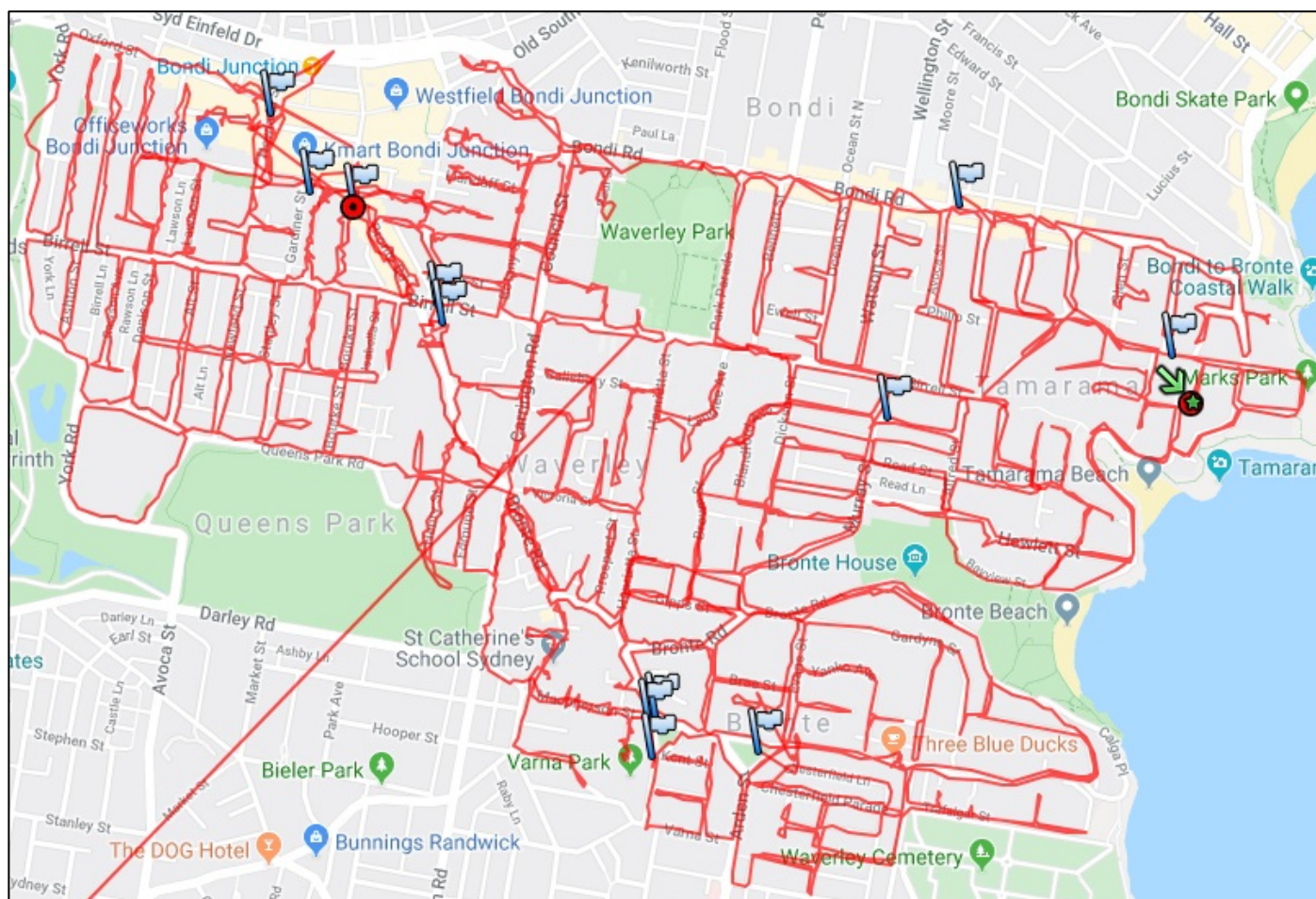
For more information

🌐 waverley.nsw.gov.au/changestospeedlimit

or call the Customer Service Centre ☎ 02 9083 8000

 **WAVERLEY COUNCIL**

Appendix B – Flyer distribution map



Appendix C – Print advertising in the Wentworth Courier and the Beast and mayoral column

Changes to speed limits in Waverley

Waverley Council has approved plans for Stage 1 of its project to reduce traffic speeds from 50km/h to 40km/h as it moves toward 'Vision Zero', with zero road fatalities and minimal serious injuries across the local government area.

For more information, visit waverley.nsw.gov.au/changestospeedlimit

Paula Masselos,
Mayor of Waverley

Public Notice

Changes to speed limits in Waverley

To achieve 'vision zero', with zero fatalities and minimal serious injuries, Council is reducing speed limits from 50km/hr to 40km/hr across the Waverley Local Government Area (LGA).

For more information and to see how it may affect you visit: waverley.nsw.gov.au/changestospeedlimit

Have your say

Changes to speed limit in Waverley

To achieve 'vision zero', with zero fatalities and minimal serious injuries, Council will be reducing speed limits from 50km/h to 40km/h across the Waverley Local Government Area (LGA). Check out the traffic calming treatment map on Have Your Say.

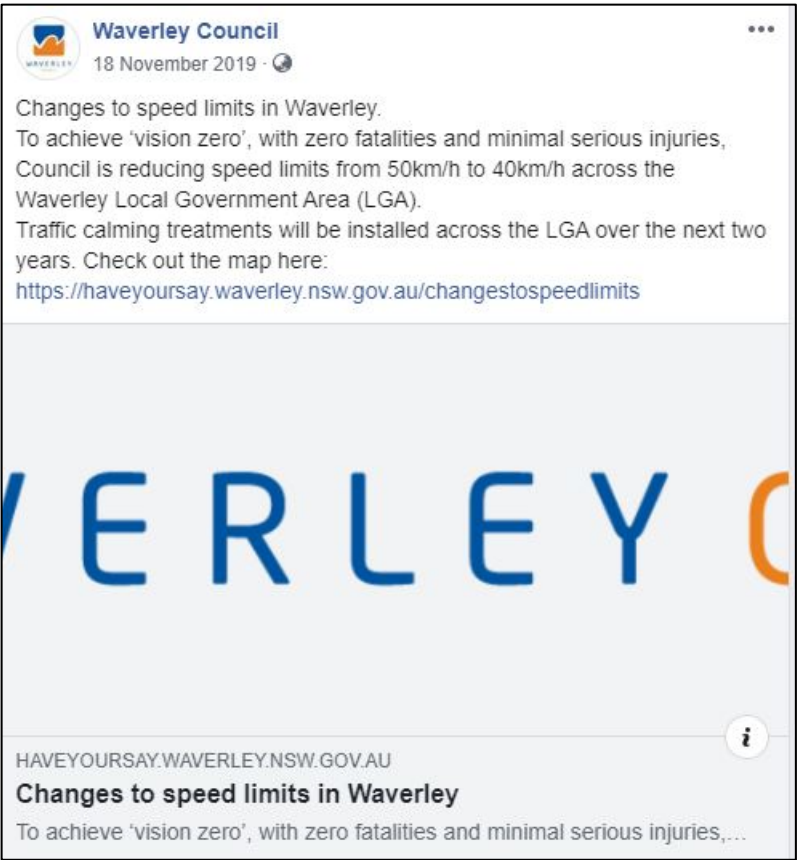
Have your say

Changes to speed limits in Waverley

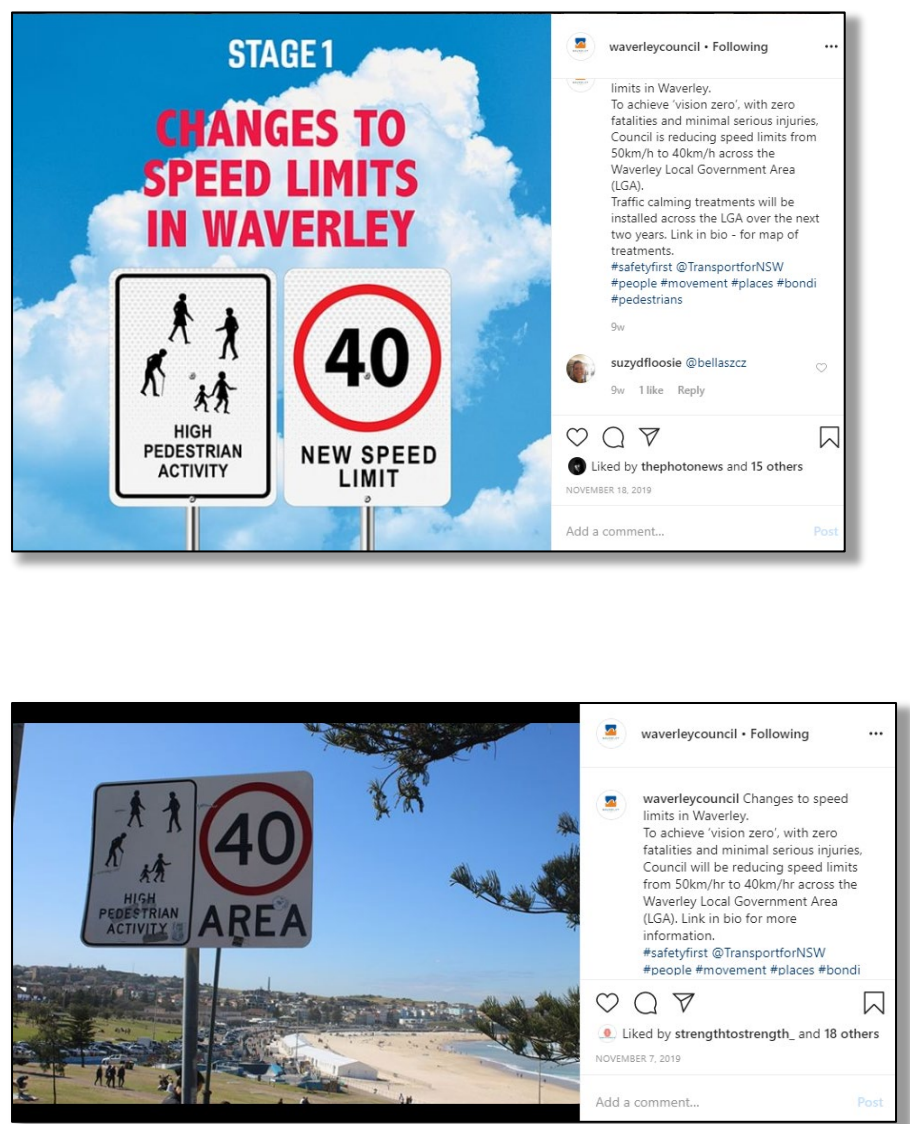
In various community consultations, Waverley residents raised concerns around pedestrian safety and the overwhelming need for cars to travel slower in their neighbourhoods. Check out the map of traffic calming treatments today.

Visit haveyoursay.waverley.nsw.gov.au

Appendix D – Facebook posts



Appendix E – Instagram posts



E-newsletters

Have Your Say

We want to hear your ideas and feedback on key issues that are important to you. By participating, you can help Council make well-informed decisions that achieve the best outcomes for our community. We will listen, consider your feedback and report back to you on how community input contributed to Council decisions.

Changes to speed limits in Waverley

Council will reduce speed limits from 50km/h to 40km/h across the Waverley Local Government Area (LGA).

[Check out the mapping tool to see where traffic calming treatments will be installed.](#)



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Appendix F – Engagement e-newsletter

CURRENT PROJECTS

Changes to Speed Limits in Waverley

To achieve 'vision zero', with zero fatalities and minimal serious injuries, Council is reducing speed limits from 50km/h to 40km/h across the Waverley Local Government Area (LGA).

Visit haveyoursay.waverley.nsw.gov.au find your street and see if there are any traffic calming treatments that will be installed. We are also holding a number of have Your Say Days where you can come and chat about the project.

Submissions close Monday 6 January 2020.

Changes to speed limits in Waverley

To achieve 'vision zero', with zero fatalities and minimal serious injuries, Council is working with Transport for NSW to reduce speed limits from 50km/h to 40km/h across the Waverley Local Government Area (LGA).

Since 18 November, we've been gathering comments on the traffic calming treatments (flat road hump, raised pedestrian crossing, median strip, line marking etc) that may affect you. Check out the mapping tool on Have Your Say by 6 January if you have any thoughts you'd like to share. For more information visit: haveyoursay.waverley.nsw.gov.au/changestospeedlimits

Appendix G – Consultation boards after have your say day.

