



CHARING CROSS STREETSCAPE UPGRADE

CONSULTATION REPORT - APR-MAY 21

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

This project proposes a streetscape upgrade to the commercial precinct of Charing Cross to enhance the sense of arrival and improve safety and convenience for all transport modes.

This consultation took place from Wednesday 21 April – Wednesday 19 May 2021. The objectives were to:

- Provide the community with clear information so their feedback on the proposed concept is specific and applicable.
- Identify and work with stakeholders to refine issues and key elements of the project.

Waverley Council's (Council) Have Your Say website had a dedicated page for the project and housed a survey and ideas board for the consultation.

The survey received 200 responses, the ideas board had 126 contributions, Council officers spoke with 87 people across three Have Your Say stalls and 20 people attended stakeholder meetings. 58% of participants said they supported the design, 36.5% said *yes but with changes* and 5.5% said *no*. Participants wanted Council to consider doing more to improve the intersection of Carrington Road, Victoria Road and Bronte Road, safety and congestion. A stakeholder group asked for more focus to be given to heritage items and not to narrow the road.

The key features of the design were used as a guideline to summarise the consultation support. More commentary is provided in the [Conclusion](#).

- Charing Cross village centre will become 40km/h - Supported
- Slip lane to be removed and signalised - Supported
- Raised pedestrian crossings - Investigate
- A change in parking arrangements to allow for a safer crossing - Investigate
- Powerlines will be moved underground - Supported
- Council is proposing new trees and a range of garden beds and plantings - Supported
- New multipoles and upgraded lighting - Investigate
- Historical features highlighted throughout the design - Investigate
- Widening and upgrading footpaths - Supported
- New street furniture – Supported

Other areas that need to be further investigated for the next phase of the concept design are:

- Safety improvements at intersection of Carrington Road, Bronte Road and Victoria Street.
- More information about Albion Street / Bronte Road upgrades.
- Congestion.

Background

Charing Cross is a lively, well used and long-established shopping strip enhanced by cafes and pubs and its proximity to Queens Park. Located to the south of Bondi Junction, Charing Cross caters for pedestrians, a large volume of public transport (buses), and general traffic. It has five schools in close proximity to the village centre.

Waverley's Our Liveable Places Centres Strategy (the Strategy) provided a comprehensive and up-to-date review of Charing Cross, identifying key ideas for improvements to the public realm, accessibility, transport and sustainability.

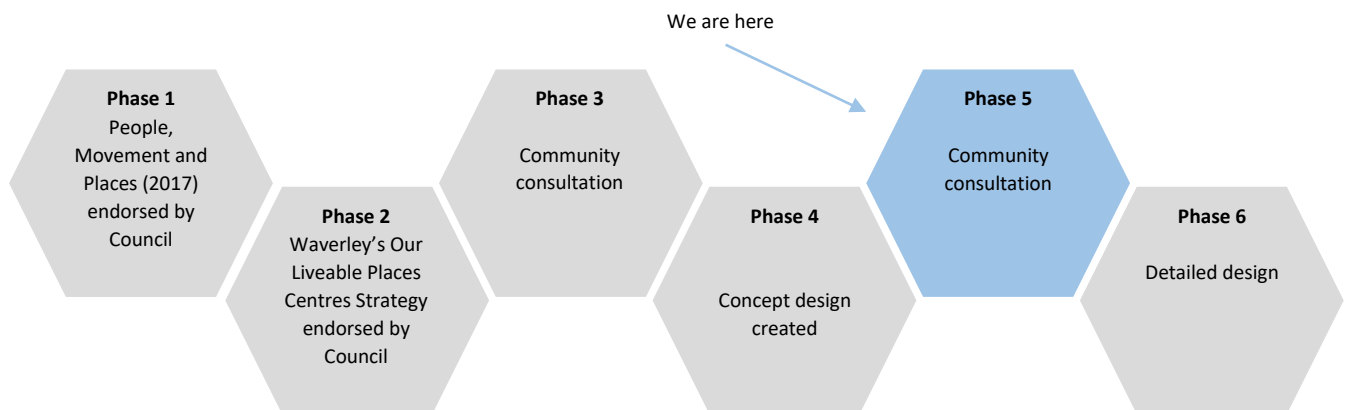
These included:

- Undergrounding of power
- Functional street furniture

- Safety improvements for all transport modes
- Increased planting and greenery
- Improved sustainability through raingardens
- Kerb plantings to encourage safety and sense of place.

The Strategy highlighted Charing Cross Village Centre is ill-defined and blurs into the adjacent residential areas. This project proposes a streetscape upgrade to the commercial precinct of Charing Cross to enhance the sense of arrival and improve safety and convenience for all transport modes.

This second round of consultation was defined as Phase 5 of the project. It gave the community a chance to have their say on the proposed concept design, responding to the key ideas for improvement that emerged in the previous phases.



Engagement methodology and approach

The overall objectives of community consultation were to:

- Provide the community with clear information so their feedback on the proposed concept is specific and applicable.
- Identify and work with stakeholders to refine issues and key elements of the project.

A range of engagement methods were used to maximise the opportunity for community participation. Of particular note were the Have Your Say stalls (HYS stalls). These were the first on-site HYS stalls post COVID-19.

The process aligned with Waverley Council's adapted IAP2 model for community engagement, sitting at Consult on the public participation spectrum. Users of the space, businesses, residents, schools and local churches were some of the key groups specifically targeted for engagement.

Method	Overview	Date	Response
Have Your Say website	Council's Have Your Say Waverley website had a dedicated page for this project: haveyoursay.waverley.nsw.gov.au/CharingCross	Mar 20 – May 21	2000 visits to the page 1600 aware visitors 12 new registrations
Notification letters	Dropped to 1044 residents and businesses within the Charing Cross Village Centre. Had trackable QR code.	19 April 21	34 scans of the QR code.
Media release	Distributed at the beginning of the project	19 April 21	1 article
Mayor's column	Mayor's column in the Wentworth Courier	12 May 21	N/A
Social media posts (Facebook)	Post 1: Directed people to the HYS Page	23 April 21	1691 people reached 312 engagements Most people spoke about the businesses and 'empty shops;' were supportive of the project
	Post 2: Promoted the HYS Days	29 April 21	736 people reached 35 engagements
	Post 3: Promoted the community information session	2 May 21	392 people reached 14 engagements
	Post 4: Last chance to participate	12 May 21	585 people reached 152 engagements Two of the four commenters said they thought the project was great.
Social media posts (Instagram)	Post 1: Directed people to the HYS Page	23 April 21	1432 views 148 likes Most people were supportive of the project, highlighting the inclusion of trees as a positive.
	Post 2: Listed the key features of the project and directed people to join the community information session	2 May 21	218 likes Most comments focused on traffic and congestion. Not many people felt the project will solve any of these issues.

	Post 3: Directed people to HYS page	12 May 21	43 likes A few comment sregarding the Bondi Junction cycleway
	Post 4-7: Instagram story saying last chance to provide feedback. These posts were posted at the same time in sequential order		2387 views
Business drop-in	Council Officers visited all retail shops in the project area. Handed out flyers with direct link to HYS page	21 April 21	N/A
Precinct meeting	Online meeting with Charing Cross Precinct	28 April 21	8 attendees
(3) Have Your Say stalls	Council Officers intercepted users of the Charing Cross	30 April – 2 May 21	87 respondents
Online survey	The survey was made of two core questions and a number of supplementary ones	21 April – 19 May 21	200 respondents
Waverley Weekly newsletter	Explained the project and directed people to the HYS page	29 April 21	270 clicks
		6 May 21	17 clicks
		13 May 21	12 clicks
Engagement newsletter	Enews sent to all those who registered for updates for the project and to HYS Waverley.	22 April 21	30 recipients 11 clicks
		30 April 21	5413 recipients
Posters, fact sheets and flyers	QR code included on posters and fact sheets handed out at HYS days	21 April – 19 May 21	32 Clicks

Data overview

Have Your Say stalls	<ul style="list-style-type: none">• Three sessions, 2 x 3 hours in Charing Cross, 1 x 4.5 hours in Bondi Junction• 87 people spoke with Council officers
Have your say — online survey	<ul style="list-style-type: none">• 1500 people accessed the Have Your Say page• 200 people participated in the online survey• 58% supported the proposed design with no changes• 36.5% supported the proposed design with changes• 5.5% did not support the proposed design• 91.5% were from Waverley LGA
Have your say — online ideas board	<ul style="list-style-type: none">• 96 visitors to the ideas board• 26 ideas• 38 contributors• 126 contributions• 97.3% were from Waverley LGA
Email submissions	<ul style="list-style-type: none">• Eight people emailed submissions to Council officers
Stakeholder meetings	<ul style="list-style-type: none">• 25 attendees across three meetings

Detailed results – online survey

Hosted on HYS Waverley, the proposed concept design was explained through 10 key features:

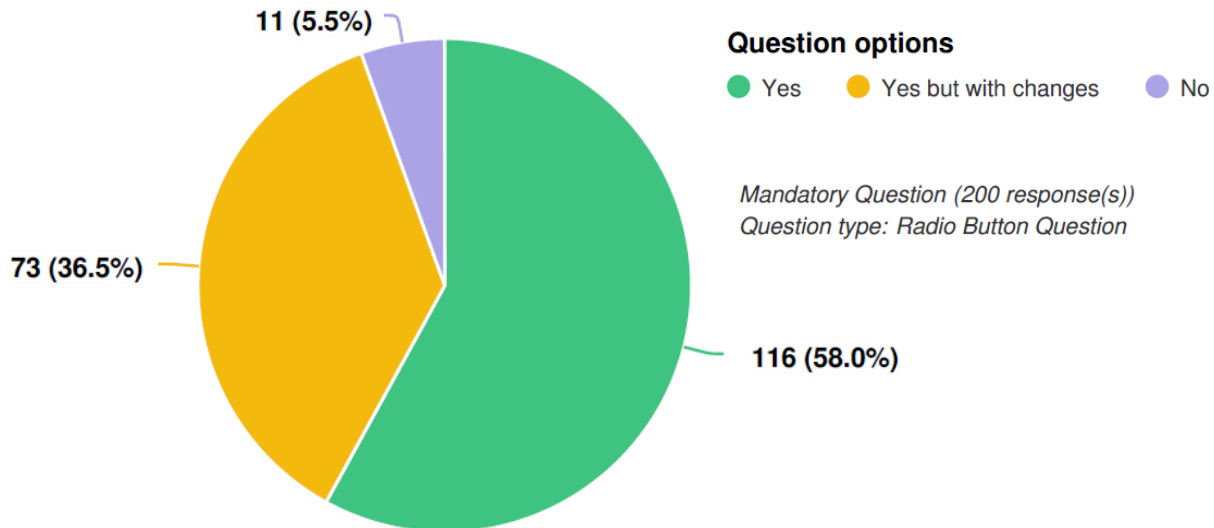
- Charing Cross village centre will become 40km/h
- Slip lane to be removed and signalised
- Raised pedestrian crossings
- A change in parking arrangements to allow for a safer crossing
- Powerlines will be moved underground
- Council is proposing new trees and a range of garden beds and plantings
- New multipoles and upgraded lighting
- Historical features highlighted throughout the design
- Widening and upgrading footpaths
- New street furniture

Participants were asked three questions:

1. 'Are you supportive of the overall design?' (Response options: yes; yes with changes; no)
2. 'In the design, there is a proposed raised crossing between 213 (Eastern Suburbs Legion Club) and 274 (Cafe Sorelle) Bronte Rd. To install this crossing to Australian Safety standards we will need to remove two parking spots from either side of the road. Are you supportive of this?' (Response options: yes; no)
3. 'Do you have any further comments?' (Response option: open-text)
4. 'Which of the following best describes you?' (Response options: I work in Charing Cross; I live locally; I visit Charing Cross; I travel through here; I access a nearby school; Other)

Question 1: Are you supportive of the overall design?

- 58% of participants said *yes*
- 36.5% said *yes but with changes*
- 5.5% said *no*



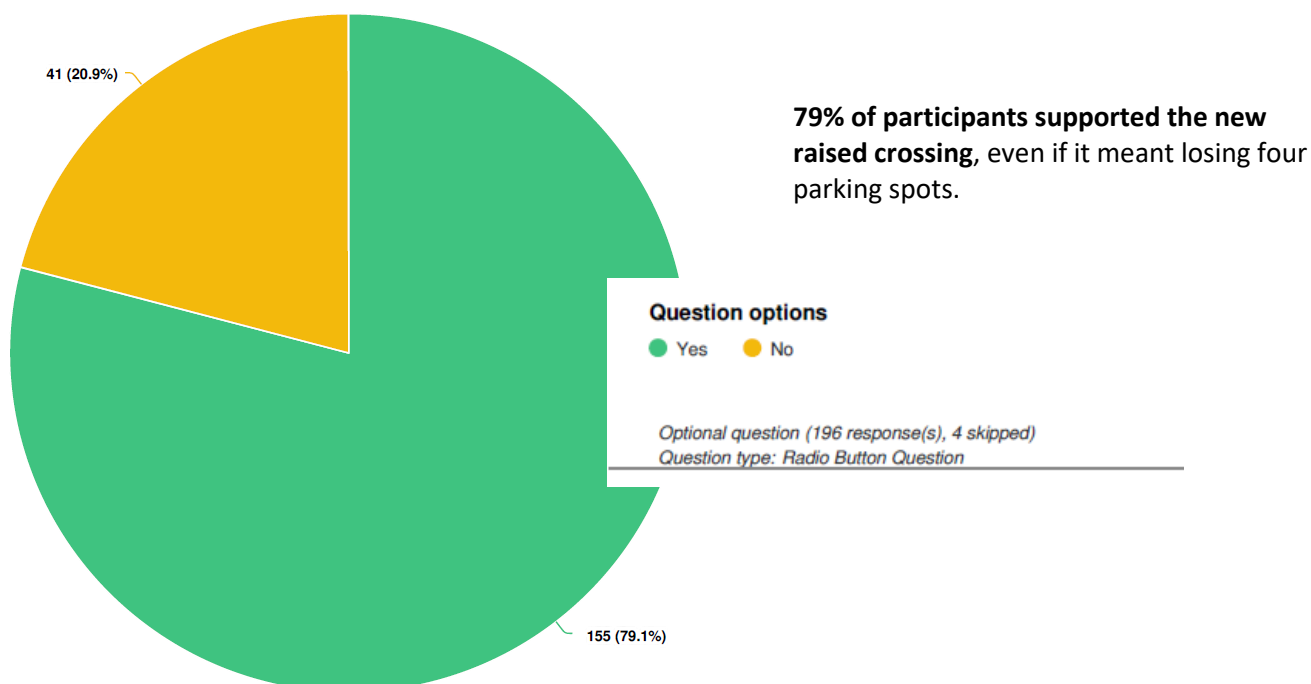
Of those who said *yes but with changes*:

- 34% (12.5% overall) **wanted the Carrington Road, Bronte Road and Victoria Street intersection fixed.** Most respondents were concerned about safety, especially for children accessing local schools. Many people responded that vehicles run the red light, the signal phasing needs improvement and some don't let their kids walk because of these concerns. There were also a group who said the intersection was their main concern but because of congestion.
- 34% (12.5% overall) wanted **the pedestrian crossing reconsidered**, this was split into people concerned about safety and people concerned about the impact it could have on congestion.
- 15% (5.5% overall) said **not to narrow the road**, some said they didn't want it to affect the flow of traffic and others were concerned about the safety of bike riders.

Of the 5.5% of respondents who said *no*:

- 55.5% (3% overall) said their main concern was **narrowing the road would add to congestion.**
- 45.5% (2.5% overall) said they didn't like the **potential impact of the proposed crossing on parking and the affect it may have on congestion.**

Question 2: 'In the design, there is a proposed raised crossing between 213 (Eastern Suburbs Legion Club) and 274 (Cafe Sorelle) Bronte Rd. To install this crossing to Australian Safety standards we will need to remove two parking spots from either side of the road. Are you supportive of this?'



Of those who *did not* support the proposed crossing:

- 49% (10% overall) said they **did not support the crossing because of the removal of parking**
- 46% (9.5% overall) said they were **concerned about the effect on congestion/traffic**
- 32% (6.5% overall) thought people should **just use the lights or the crossing at Albion Street and Bronte Road.**

Question 3: Is there anything else you would like Council to consider in the proposal? (Open-ended question)

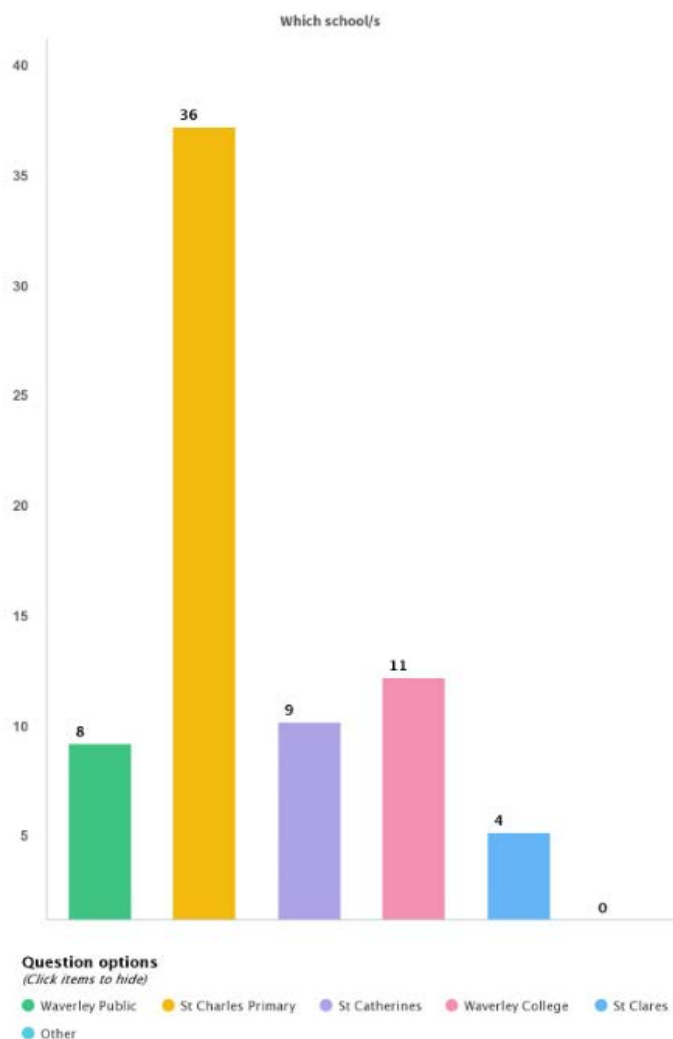
143 responses were received, the most common were:

- 16.8% wanted **safety considered the most important aspect** of the proposed upgrade. Participants commented **pedestrians** (13%) and **school safety** (12.6%) should be considered the number one priority
- 13.6% said this was a **fantastic project** and thought Council officers had done a great job
- 7.7% supported / asked for more **trees**
- 7.7% said the proposed concept did not **look at congestion and needed to do more.**

Question 4: Which of the following best describes you?

(could choose as many as best describes them)

- 44.4% live locally
- 16.6% travel through
- 16.3% visit Charing cross
- 14.7% access a nearby school (in order of responses)
 - St Charles Primary (67%)
 - Waverley College (20%)
 - Waverley Public (15%)
 - St Catherine's (9%)
 - St Clare's (7%)
- 6.8% work in Charing Cross
- 1.1% other



Detailed results – Have Your Say days

HYS days were held in two locations and times over one weekend as follows:

Date	Locations of HYS DAY	# of participants
Friday 29 April	Charing Cross Bronte Road	42
Saturday 1 May	Charing Cross Bronte Road	33
Sunday 2 May	Oxford St Mall – Bondi Junction	12

Council officers intercepted passers-by, spoke with them about the project and completed online surveys with them. These responses have been collated as part of the online survey.

At the HYS Days, participants who responded *yes* to the first question of the survey highlighted features they liked about the street and proposed design. They said the temporary seating in front of Café Sorelle is a well-loved community space and a lot of people supported the trees, wider footpaths for outdoor seating and increased uses of Bronte Rd.



Detailed results – ideas board

On the ideas board, participants were asked 'Any other ideas? Have we missed something? Let us know or show your support for someone else's idea!' There were 26 ideas, 38 people who contributed through comments, and 126 contributions overall.

The three ideas with the most votes were:

- Add another pedestrian crossing where Bronte Road meets Albion Street
- Lower the speed limit to 30 km/h in Charing Cross
- The footpaths being widened is a flawed idea. Most of the time the footpaths are quite empty and widening them means the road will narrow

The most mentioned idea or comment:

- Congestion
- Reduce the speed further to 30km/h
- No to narrowing roads
- Less buses / buses should use Carrington Road
- Move the proposed pedestrian crossing to further down Bronte Road
- Create a barrier between Charing Cross Hotel and the street

Long form email submissions

There were eight long-form submissions submitted to Council officers. The three main themes were:

- Narrowing the road was not supported because it would make pinch points. This came from a cycling and heritage perspective
- The project should be focused on heritage and conservation
- Don't block the facades with trees. Pedestrian level greenery instead of tree canopy

Stakeholder meetings

There were 25 attendees across four stakeholder meetings.

Charing Cross Precinct Meeting

The Precinct meeting was held on Zoom and had eight attendees and two Council officers. The main comments were:

Pedestrian crossing

- Support for raising the original crossing
- Move the proposed pedestrian crossing to the centre of Bronte Rd/Consider alternatives to the new raised crossing
- Lighting is important at the crossing however not supportive of the style of lights suggested
- Very worried about how narrow the pedestrian crossing is for buses

Intersection

- The intersection of Carrington, Bronte and Victoria roads needs to be looked at

Congestion

- Buses should go down a different road not through Bronte Road

Undergrounding

- Information from Council has been good about the powerlines

Aesthetic

- Would like Council to enforce uniformity of the facades and buildings on Bronte Rd
- The new paving should continue onto Judges Lane

Cycling

- Cycling will be hard through this space

Heritage

- Heritage issues have not been addressed adequately

Community information session

The community session was held on Zoom and had eight participants and two Council Officers. The main comments were:

Intersection

- The leg of the intersection across Bronte Road is very long and is very dangerous
- The intersection itself is extremely dangerous
- The phasing doesn't work Red light camera would be supported on Carrington Road heading north
- People turn left from Carrington Road into Bronte and stop on the red by mistake
- Raise the crossings on the intersections
- There are other examples of big intersections that work as an asset

The raised crossings

- Unsure of the affect the proposed crossing will have on Victoria Street
- Supportive of raising the current crossing especially because it gives vehicles the opportunity to turn out of Bronte Rd

Aesthetic

- Pavers – Bronte Beach paver was liked
- Can Council come back to the community with finishing's including pavers and furniture
- The nicer the footpaths and village centre it may attract cafes and restaurants so people use the seating on the street

Historical features

- Can you put plaques to demonstrate historical places
- Needs to include purpose in the messaging example – reinvigorate the high street

Onsite meeting Carrington/Bronte/Victoria intersection.

Council officers met with community members and one Councillor on-site to discuss the issues experienced at the traffic lights. The main comments were:

- Red arrow delay from Victoria Street westbound onto Carrington and Bronte (cars are running red arrow and delay is causing congestion)
- Signalised pedestrian crossing width on Carrington north is too narrow for peak usage
- Is it feasible to relocate 40km/h school zone south of intersection?
- Is it feasible to delay pedestrian crossing on Carrington north to allow traffic to clear intersection?
- Is it feasible to install a red light camera?

Charing Cross Community Hub

Council officers visited the Charing Cross Community Hub at the request of its coordinators. There were around five people in attendance.

- It is good the project is happening however would like to see more focus on heritage rather than green/trees
- Parking will be more difficult with narrowed roads
- Plumber Road Shopping Village, Rose Bay, has good signage for heritage conservation area, use of planter boxes and hanging baskets
- Multipoles present a heritage issue
- Waverley Council has not provided support for residents and businesses with heritage facades and awnings
- Where the pedestrian crossing is a major concern:
 - Opening up carpark to the new development/Robin Hood Hotel
 - Issue with pedestrians walking through a busy carpark
 - Impact it will have on current businesses
- Neither intersection is working well at the moment and needs to be looked at

Conclusion

The community consultation demonstrated overall support for the project with 58% of responders selecting yes to the proposed concept design without any changes. 36.5% said they would like to see changes and 11% said they did not support the design. The stakeholder groups and email submissions also supported the project but wanted to see some changes.

Key feature	Next step	Comment
Charing Cross village centre will become 40km/h	Supported	Some people wanted 30km/h, some were concerned about the effect on congestion; overall the 40km/h was supported.
Slip lane to be removed and signalised	Supported	—
Raised pedestrian crossings	Investigate	There was overall support for this, however concerns were raised about: the location, pinch points for cyclists and the impact on congestion. Should consider moving further down Bronte Road.
A change in parking arrangements to allow for a safer crossing	Investigate	As above: Should consider moving the pedestrian crossing further down Bronte Road to mid-block.
Powerlines will be moved underground	Supported	—
Council is proposing new trees and a range of garden beds and plantings	Investigate	While trees and garden beds were generally supported, they should not block heritage facades and should not be allergenic like Plane trees. Hanging baskets should be investigated.
New multipoles and upgraded lighting	Investigate	Look for historically sympathetic options.
Historical features highlighted throughout the design.	Investigate	The community would like to see more details on how this will work. Some suggestions included – plaques, and aesthetic materials like pavers matching the old.
Widening and upgrading footpaths	Supported	Community supported widening of footpaths to facilitate introduction of trees and potential for on-street seating without impacting parking.
New street furniture	Supported	—

Need to incorporate into the next design	Comment
Safety improvements at intersection of Carrington Road, Bronte Road and Victoria Street.	This was the most common comment and needs to be addressed in the next stage of the design.
More information about Albion Street / Bronte Road upgrades.	It was not clear in this consultation how the proposed concept improved safety of all transport modes. It should be noted that the design included the following: <ul style="list-style-type: none"> Both kerbs were brought in so there was a shorter crossing for pedestrians. Raising the pedestrian crossing across Bronte Road and the speed changing to 40km/h means cars will approach slower, giving vehicles coming out of Bronte Road the

	opportunity to turn.
Congestion	Responders wanted to improve the area, create a safer environment for all pedestrians and encourage patronage at businesses. However, the community is unsure how this can all be done with the current congestion of transport and vehicles.

Appendix A – fact sheet

Multipoles and lighting upgrade

Multipoles and upgraded lighting are proposed to replace the existing Ausgrid poles. New luminaires will include shades to reduce spill lighting onto buildings.

Sustainability

Increasing the number of trees will create a consistent tree canopy throughout the village centre. This aligns with Waverley's Environmental Action Plan where Council is seeking to increase canopy and shrub cover in the local government area to 30%. In addition, new bioretention tree pits will improve water quality and increase the capacity of the stormwater network.

Undergrounding power

Council is proposing to underground the existing and intrusive overhead powerlines. This will significantly improve the amenity of the village centre.

If you are a property owner within Charing Cross, please scan the QR code below and take the time to read and sign the consent form.

Please send signed forms to Waverley Council's Project Manager, Jordan Laverty via email at jordan.laverty@waverley.nsw.gov.au



To see more and have your say on the concept visit:
haveyoursay.waverley.nsw.gov.au/charingcross



Charing Cross Streetscape Upgrade

Consultation open 21 April - 19 May 2021



Introduction

Charing Cross is a lively and well used traditional shopping strip enhanced by cafes, pubs and its proximity to open space. Located to the south of Bondi Junction, Charing Cross caters for pedestrians, a large volume of public transport (buses) and general traffic, with five schools close to the village centre.

Waverley Council is proposing to undertake a streetscape upgrade at the Charing Cross Village Centre. A concept design has been developed using the key ideas from Waverley's Liveable Places Centres Strategy 2020 and includes:

- ✓ Upgraded landscaping, including new trees and street furniture
- ✓ Safety improvements for all transport modes, including the introduction of a 40km/h area
- ✓ Improved sustainability through new bioretention tree pits
- ✓ Widening of footpaths to improve public amenity
- ✓ Undergrounding of overhead powerlines
- ✓ New multipoles and upgraded lighting
- ✓ Improved stormwater infrastructure

Council is now seeking feedback on this concept design from the community.

Landscape upgrades

The concept design includes a significant increase in the number of trees throughout the village centre. The footpaths will be widened by over half a metre on both sides.



Traffic study

As part of the upgrade, Council commissioned a traffic study. The proposed changes include:

- The declaration that Charing Cross is a High Pedestrian Activity Area (HPAA) and should be 40km/h.
- Removal of the left hand slip lane from Bronte Road onto Carrington Road. The left hand turn will be incorporated into the new traffic signals.
- Widening of footpaths and narrowing of Bronte Road to improve safety
- Raising the existing pedestrian crossing just north of the Bronte/Albion intersection
- Installing a new raised pedestrian crossing outside of 278 Bronte Road

Parking

Throughout the entire streetscape, the design proposes a loss of four parking spaces to incorporate a new mid-block pedestrian crossing.

No place for a cycleway

The traffic study found that installing a separated cycleway would result in significant losses to parking and require footpaths to be narrowed. This would also reduce the space available for trees and landscaping in the design.

What is a High Pedestrian Activity Area?

A High Pedestrian Activity Area (HPAA) means the maximum speed limit is 40km/h at all times. These are declared in areas of high pedestrian activity, near shopping strips, railway stations, bus interchanges, beach-sides and services such as medical centres. The different road environment helps to alert drivers to the lower speed limit and makes them aware of the presence of pedestrians moving about or near the road. This creates a safer road environment for all road users, particularly for pedestrians, cyclists and children.

To see more and have your say on the concept visit:
haveyoursay.waverley.nsw.gov.au/charingcross

Appendix B – notification letter and distribution map



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

Name
Address 1
Address 2

Our ref: A18/0541

3 June 2021

Re: Charing Cross Streetscape Upgrade

Dear Resident,

Waverley Council would like to officially update you on the progress of the Charing Cross Streetscape Upgrade. We have created a design based on previous consultations, particularly Our Liveable Places Centres Strategy 2020. Thank you to everyone who participated in the process leading up to this. Based on your feedback we have put together a concept design that includes:

- Upgraded landscaping, including new trees and street furniture
- Safety improvements for all transport modes, including the introduction of a 40km/h area
- Improved sustainability through new bioretention tree pits
- Widening of footpaths to improve public amenity and access
- Undergrounding of overhead powerlines
- New multipoles and upgraded lighting
- Improved stormwater infrastructure

Consultation: You will be able to provide feedback from **9am 21 April to 5pm 19 May 2021:**

There will be a survey via Have Your Say Waverley, community meetings, face to face Have Your Say Days and an ideas board for anything you would like to add.

Sign up to be involved by visiting haveyoursay.waverley.nsw.gov.au/charingcross or scanning the QR code below.

Online info session: You are invited to participate in an information session which will be online via a Zoom meeting at 6:30pm on Thursday 6 May 2021.

Please register for this meeting at <https://charingcrossupgrade.eventbrite.com.au>

Have your say days: Council Officers will be onsite to answer any questions you have about the design at:

- 7:30am – 10:30am Friday 30 April 2021
- 7:30am – 10:30am Saturday 1 May 2021

Please don't hesitate to contact me or if you need more information visit: haveyoursay.waverley.nsw.gov.au/charingcross or scan the QR code.

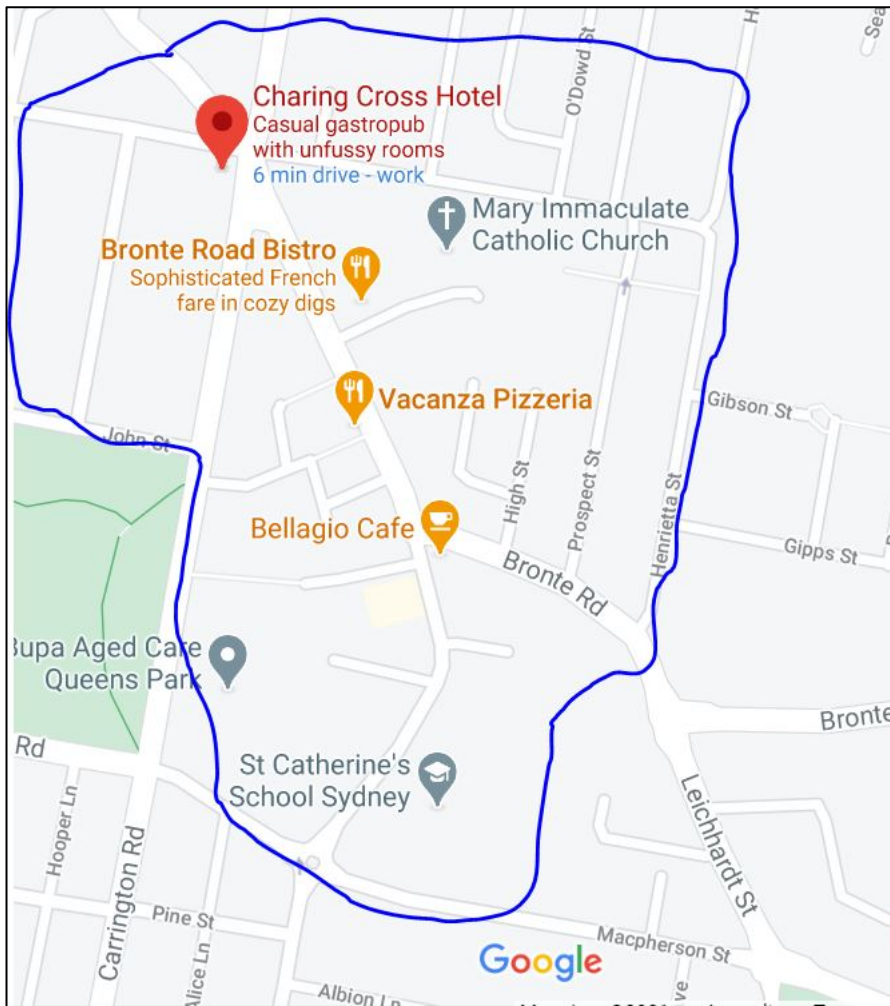
Kind regards,

Jordan Laverty
Waverley Council - Project Manager
E: jordan.laverty@waverley.nsw.gov.au



Contact us
Phone: 9083 8000
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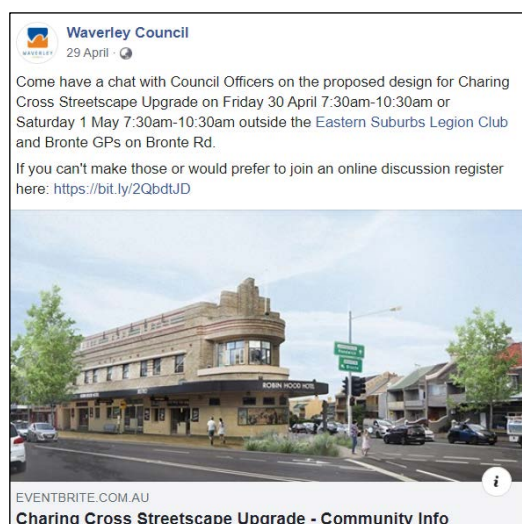
Appendix C – Print advertising in the Wentworth Courier mayoral column

Charing Cross

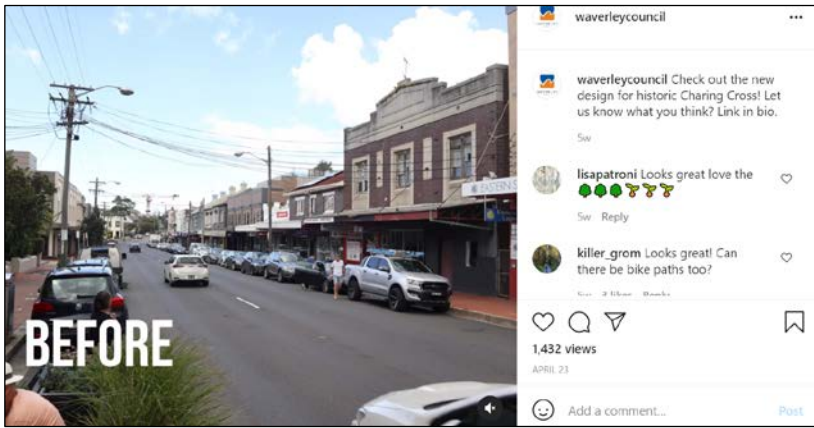
Council is calling for community feedback on its upgrade project of the Charing Cross village centre to provide the community with an improved streetscape for safer use and a more pleasant visitor experience. Council's concept design for the upgrade will help green and beautify Sydney's second-oldest terraced-line shopping strip, improve pedestrian safety and celebrate the heritage features of the area.

Feedback closes Wednesday
19 May 2021 at **haveyoursay.
waverley.nsw.gov.au**

Appendix D – Facebook posts



Appendix E – Instagram posts



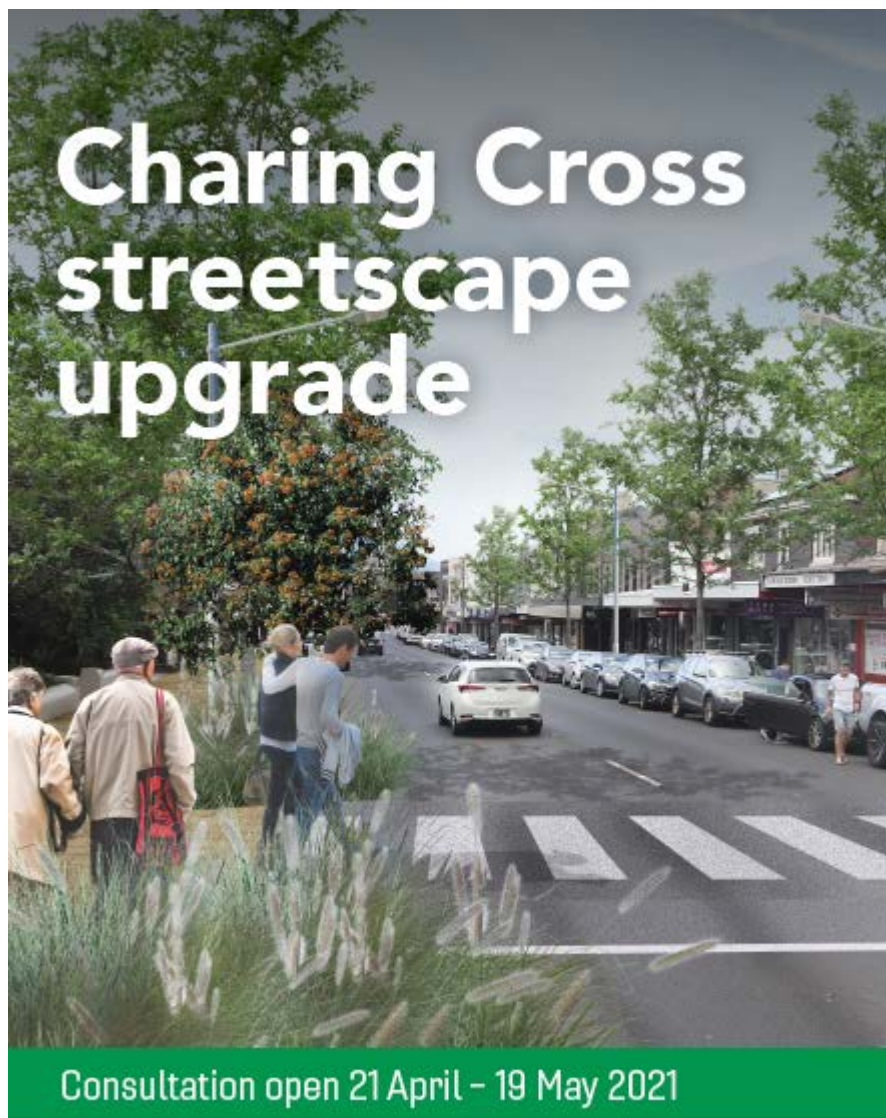
Appendix F - Enewsletters



Charing Cross Streetscape Upgrade

Consultation open until 19 May, on more trees, a new raised crossing, underground powerlines and 40km/h between the new crossing and the old. Check out these features and more in the concept design proposed for the historic [Charing Cross Streetscape Upgrade](#) via [Have Your Say Waverley](#).

Appendix G - posters



Further information and to provide feedback:
haveyoursay.waverley.nsw.gov.au/charingcross



Appendix H – email submissions:

Submission 1:



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

Charing Cross Streetscape Upgrade - Bronte Road

18 May 2021

General Manager
Waverley Council

BIKEast Incorporated
PO Box 1601
Bondi Junction NSW 1355
contact@bikeast.org.au

Submitted by email:

jordan.laverty@waverley.nsw.gov.au, eliza.milenkovic@waverley.nsw.gov.au

BIKEast is pleased to make a submission on the [Charing Cross Streetscape Upgrade](#) proposal. However, we are very concerned that while making passing references to active transport and cycling, certain elements of the proposed streetscape upgrade would make this important bike route less attractive for people riding bikes.

Bronte Rd is a key regional route connecting Bondi Junction and Charing Cross village centre with Bronte / Coogee (via Bronte Rd) and Clovelly / Randwick (via Albion St); and is preferred for riding bikes due to relatively easy grade following the ridge line. Paying greater attention to the needs and interests of people using bikes during the design of proposals such as this is consistent not only with Waverley's own transport hierarchy as set out in its *People, Movement and Places* policy but also with recent guidance from Transport for NSW on the prioritisation of walking and cycling above general traffic¹ and on-street parking in the allocation of roadscape².

In summary, we support the proposed reduction in speed limits and removal of the slip lane at the Corner of Carrington Rd and Bronte Rd; and oppose the proposed road narrowing and any streetscape upgrades that prevent or increase the difficulty of future development of a separated cycleway along Bronte Rd.

Impact on Safety of People Riding Bikes on Bronte Rd

The proposed narrowing of the roadway to accommodate widened footpaths is detrimental to safe on-road cycling, providing inadequate space for people on bikes to filter between parked cars and stalled traffic (which is a common occurrence on this section of Bronte Rd), or avoid car doors opening into their path of travel while allowing safe overtaking by motor vehicles in accordance with minimum passing distance laws.

The safety of people riding bikes on the road is also impacted negatively at pedestrian crossings with kerb extensions protruding into the traffic lane - where the kerb extension creates a 'pinch point' forcing people on bikes into conflict with vehicles travelling in the same direction.

Impact on Future Safe Cycleway

BIKEast regards Bronte Rd as an important local and regional bike route, and it is our understanding that it also forms part of TfNSW's Principle Bike Network. Given that Bronte Rd in Charing Cross is a busy road, with many bus routes, that passes through the Charing Cross village centre, the only suitable solution for a bike route is an off-road solution that is separated from pedestrians - which rules out a shared path or shoulder lanes.

¹ Walking and Cycling in Transport Projects Policy CP21001, 2 February 2021:
<http://www.transport.nsw.gov.au/system/files/media/documents/2021/providing-for-walking-and-cycling-in-transport-projects-policy.pdf>

² TfNSW, Road User Space Allocation Policy CP21000, 27 January 2021:
<http://www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf> TfNSW, Providing for



The proposed widening of the footpath and tree planting on both sides of the street has the potential to obstruct and/or increase the difficulty of installing a separated cycleway along Bronte Rd. While we recognise the value of increasing the tree canopy in the eastern suburbs, this should not be traded off against future development of safe separated cycleways. That is particularly the case given the important role that encouraging more people to ride their bikes will have in reducing carbon emissions³.

Landscaping treatments for the streetscape upgrade should therefore retain the future potential for separated cycling infrastructure along Bronte Rd, and involve soft landscaping or be limited to one side of the road only.

Reduced Speed Limits - 30km Please

While a reduction in the speed limit is appropriate, and supported, the speed through the Charing Cross village centres (and all village centres) should be reduced to 30 km/h - which significantly enhances cycling and pedestrian amenity and reduces the risk of serious injury or death due to accidents. BIKEast has developed a detailed case for Safe-Street Neighbourhoods⁴ and the arguments for reducing speeds in residential streets to 30 km/h also applies for busy roads through shopping precincts.

30 km/h zones, where pedestrians and people on bikes mix with motor traffic, have been embraced internationally⁵ and are also being trialled within Sydney⁶.

Concluding Remarks

We believe the benefits of active travel to community and worker health, as well as traffic congestion, are important to the local community, and should be captured in the planning processes going forward.

Thank you for taking the time to read and consider our feedback.

Anish Bhasin
Advocacy Coordinator - Waverley

Mark Worthington
President, BIKEast

Cc: Marjorie O'Neill MP (Member for Coogee)

³ <https://www.greenpeace.org/aotearoa/story/cycling-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities>

⁴ http://www.bikeast.org.au/wp/wp-content/uploads/2017/02/BIKEast_201610_Safe-street-Neighbourhoods_Appendix-A.pdf

⁵ <https://30please.org/> or https://www.20splenty.org/un_says_20splenty

⁶ <https://www.smh.com.au/national/nsw/manly-cuts-speeds-to-30km-h-to-become-nsw-s-slowest-suburb-20200709-p53amd.html>

Submission 2:

1. HERITAGE:

Charing Cross is well recognised as a heritage shopping strip, Waverley's first business centre and originally nominated by the National Trust of NSW's in its 1987 Citation, leading to Council's DCP No 6 and subsequent DCPs, WLEP 1996 and current WLEP 2012, protections, as well as State Heritage listings (copy attached). Its status suggests a Conservation Management Plan is necessary to inform any work in the strip, noting that the State Heritage listing identifies works which should be undertaken (see Appendix).

There is no evidence in the Streetscape Upgrade proposal as to how the heritage values are identified and given priority, and how these may or may not be integrated into the proposals. How have the street elements been defined for upgrading?

2. KERB ALIGNMENT:

the kerb alignment is historic and relates directly to the buildings, which are set along their front property boundaries on both sides of the street giving the centre its special wall character. This parallel alignment with standard 3.6 metre width footpaths is visually critical. Remnants of the sandstone kerb remain near the post office. This alignment should not be changed into a variable line attempting to accommodate newly introduced features with inconsistent footpath widening.

3. FOOTPATH WIDENING: The existing footpaths comfortably accommodate the pedestrian traffic in the centre. The traditional width reflects original survey technology within the 20 metre (66 foot or 22 yards) one chain easement of Bronte Road. The cross section of Bronte Road realistically allows for footpaths, parking and travelling lanes in both directions on this artery.

4. KERBSIDE CAR PARKING IS EQUALLY AS IMPORTANT AS PEDESTRIAN AMENITY.

Kerbside parking is essential for most businesses, for customers as well as deliveries which must be from the street. Many shops do not have rear lane access.

Drivers getting out of cars become pedestrians and vice versa.

Opening car doors into the traffic is already tricky. If the gap is any narrower between parking and parked vehicles and travelling vehicles the situation will be dangerous, as people opening car or van doors will be caught by passing buses or trucks. Bicycles will not survive.

Parking restrictions have been carefully managed over many years to give reasonable access to the limited length of kerb space and adequate turnover for people to drop into the diverse businesses. Turnover is high, with kerbside parking movements happening throughout the day from early morning into the evening. Any narrowing of the parking lane will threaten safety for people parking to get out of their cars. Slower manoeuvring of vehicles into narrow spaces will increase waiting time for passing traffic including buses.

The whole road width is needed for busy turnover of kerbside parking and for travelling lanes with very high traffic volumes. The footpath width works well for the volume of pedestrians.

5. CHARING CROSS IS NOT A CAFE STRIP

Charing Cross is a Historic commercial strip with a diversity of shops and services, operating as a busy local centre

Cafes are one business amongst many which service the local community arriving on foot or by bus or car. This satisfies one of Council's main sustainability aims, to promote local shopping and services. Businesses, many of which are owner operated, provide residents and visitors, and the multitude of school children, teachers and parents, with a range of services including: travel, bottle shop, plumbing and bathroom supplies, architectural hardware, women's fashion, photos, hair dressing, news agency, St Vincent de Paul "Vinnies", picture framing, bicycle sales and repairs, dry cleaning, florist, professional services (doctor, architect, physiotherapy etc) massage, QE grocery, dining, educational coaching and, importantly, a street front post office. The Commonwealth Bank has recently closed, without consultation, to local dismay.

People drop into the centre all through the day - specially during COVID, when people did not want to go into Bondi Junction. There is a general increase in patronage of shops, including from teachers and students at many large local schools. Old fashioned street front services are much valued, such as the post office, with easy access from the public domain, not buried in Westfield.

The strength of multiple traders in the Cross should not be undermined by a mistaken idea that it is a cafe destination. This project should seek improved amenity without compromising the existing functioning and fabric.

6. UNDER GROUNDING POWER LINES:

Typically throughout history power lines have been aerially mounted for reasons of initial cost. Under grounding is more expensive, but much safer and less long term maintenance intensive. The proposal to under ground power lines is welcome.

7. SMART POLES:

The introduction of smart poles is not supported. These are not appropriate to a heritage strip and will clutter up the sky with ugly contemporary utilities. Draped with jolly flags these would not be a good fit either. These utility features take heritage values and visual amenity backwards.

8. BUS ROUTE:

Bronte Road as a public transport corridor is key to quality of living in this location and for such densely settled residential areas within easy walking distance of the main street. The performance of these multiple services should not be compromised or endangered by narrow pedestrian crossings. A reasonably wide crossing as existing at the Albion Street / Bronte Road intersection is acceptable, a second crossing close to the main signalled intersection, with its existing pedestrian crossings, is irrational. For better pedestrian amenity and convenience, a scatter crossing should be introduced at the Charing Cross main intersection.

9. PEDESTRIAN CROSSINGS:

As proposed these create problems and do not solve them. The purpose is unclear, are these raised crossings intended to slow traffic or to provide pedestrian amenity?

- the mid block crossing proposal has come from a suggested crossing to service an ambitious plan for high-rise development behind (south of) the Robin Hood Hotel. This has not been approved, and the indicative crossing was expressly removed from Council's (then) Villages Strategy.

- Any direct access to this possible development could favour it over businesses to the southern end of Charing Cross. Great care must be taken to maintain equality of access to all businesses in the strip, and not to encourage any glossy new overdevelopment that breaks all the planning rules for Charing Cross.

- Potential does exist to upgrade the pedestrian crossings at the major Charing Cross intersection of Bronte and Carrington Roads, and Victoria Street, either with a scatter crossing, or with some paving colour or texture changes to indicate the 40 km / h zone threshold (or 30 km zone if this can be achieved)

- Bronte Road / Albion Street intersection

The real problem for pedestrians in Charing Cross is at the Albion Street Bronte Road intersection: this problem has not been addressed. Any works must introduce a safe pedestrian crossing from the (former) Commonwealth Bank to Bellagio cafe at 235 Bronte Road corner, to complement the Bronte Road crossing. Residents and visitors have long been calling for a crossing in this location, denied by traffic engineers.

Officers should investigate The Spot at ~~Randwick~~ where a small trafficable roundabout allows for buses to pass whilst slowing traffic ahead of the pedestrian crossings on radiating streets.

10. LIGHTING DESIGN

~~Charing Cross~~ Village shopping strip needs careful attention to lighting design.

A sympathetic and delightful lighting design should be prepared. This would enhance amenity and enjoyment of ~~Charing Cross~~, and should seek to support incremental reconstruction of posted awnings.

See 50 Macpherson Street, Bronte (corner Lugar Street) for sensitive under awning lighting, and contemporary style of posted awning treatment.

Street travelling lane lighting can be to heritage inspired design, and low key and solar powered.

11. TRAFFIC CALMING

Reducing speed to 40 km / ~~hr~~ through the strip is welcome; further reduction to 30 km / ~~hr~~ would be better. Cycle safety is improved as speed is reduced. Visual signals to drivers can be achieved with thresh hold treatment at both ends of the strip, not a ~~mid block~~ pedestrian crossing which has unwanted strategic implications. A crossing at this location was specifically removed from Council's (former) Villages Strategy.

Bronte Road is a busy artery and already at a standstill for much of the day anyway, particularly in school term times. This chaos improves safety for pedestrians and cyclists.

12. BICYCLES:

The current proposal is extremely dangerous for cyclists: pinch points and narrower lanes reduce space for cycling and make legislated safe passing distances an impossible dream. Without being overly dramatic, the crossings are potential cyclist killers in this high volume traffic street.

Given the dangerous conditions, cyclists are likely to ride illegally on the footpath/s, endangering pedestrians.

Irrespective of future separated ~~cyclway~~ location, cycles remain legitimate road users on all NSW roads and streets (apart from freeways and motorways) and many cyclists will continue to ~~favour~~ Bronte Road resulting from the good grades on the ridge top, avoiding descents and climbs on either side. Many adults take children to local schools on bikes. A long established bike shop in the ~~centre~~ indicates the sustainability of this transport mode and local demand for cycles and cycle repairs. Some cafes attract cyclists, though as a destination this is less significant than (for example) the beaches and Centennial Park.

13. TREES:

In the current proposal, ~~the~~ attempt to provide space for trees planted outside the awnings, is the wrong solution to achieving "greening" or better street amenity in ~~Charing Cross~~. The proposal requires

- awkward footpath widening destroying the historic ~~kerb~~ alignment,
- unnecessarily widening footpaths which adequately accommodate pedestrian activity
- impractical and dangerous narrowing of parking lanes, forcing drivers to open doors into passing traffic, which includes at least 400 STA buses passing in each direction every day, as well as emergency services and many trucks;
- increased congestion from awkward ~~manoeuvring~~ to park;
- obscuring above awning heritage facades with tree canopies. Above awning facades are ~~Charing Cross~~ defining feature to be celebrated, protected and restored, not cluttered up and

- 1 screened from view;
- leaf drop from deciduous trees, unless cleaned up immediately, becomes a slip hazard;
- tree trunks do not improve under awning amenity for pedestrians
- the proposed trees do not have any biodiversity benefits

Sensitive "greening" can be achieved in other ways. For example, improved quality plant containers with well maintained flowers, posted awnings with hanging baskets, neat hedges, carefully located trees in existing footpaths where there are no awnings e.g. outside Legions Club, outside 282 Bronte Road, outside 251 Bronte Road (southern end of the strip)

14. SLIP ROAD:

Removal of slip roads is often a way to improve pedestrian and cycle safety and amenity. In the case of the Robin Hood "nose" it turns at an acute angle, requiring slow speeds, and does not present as a known hazard to pedestrians. The slip road is painted with a clear pedestrian crossing, which could be raised if it is considered that safety would be improved, while permitting slow vehicle movement. It does not need to be removed altogether.

As background, residents in Judges Lane, Cables Place and several properties with driveways into Bronte Road, west side, cannot safely turn right across the traffic into Bronte Road, and generally turn left to go around the block. The slip road provides an escape, and is particularly important when the Judges Lane dog leg to Carrington Road may be temporarily blocked. Judges Lane is always a difficult and narrow street to access, at both ends. Further limiting options for egress is not supported.

The slip road at Queens Park, corner Darley / York / Avoca Street is quite a different situation and should be removed. It should not be cited as a reason to remove the slip road in Charing Cross. At Darley Road heading east, it cuts through a 90 deg corner, with high traffic volumes turning left towards Bondi Junction, across a major pedestrian and cycle access to Centennial Park. Clearly this should be redesigned as requested many times by BLKEast and other Park user groups and individuals.

15. CHARING CROSS LOOKING SHABBY

- Analysis of the reasons for Charing Cross looking shabby should inform how to refresh it; simply investing in the streetscape upgrade will cover up and diminish its real values;
- most of its historic buildings have not received any investment in restoration or maintenance of facades for decades
 - many original shop fronts have been removed and replaced with flush faced aluminium framed glazing, mostly out of character with the original recessed doorways and fine fenestration;
 - balconies have been removed, verandahs enclosed
 - absence of posted awnings removed in the '30s, and no replacements,
 - interior features (tiles, pressed metal ceilings etc) have been demolished
 - poor quality of exterior paintwork, lack of routine painting, drab looks, and lack of colour co-ordination
 - poor quality of many awnings, no guidelines for replacements
 - jumble of uncoordinated visually confronting advertising signage
 - incremental accretion of utilities on building facades above and below awnings - air conditioners, gas pipes, NBN boxes, electrical boxes and other ducting
 - changes of use of shops, damaging works (often without DAs) and lack of real Council oversight of how heritage should be managed and supported
 - mis-understood compliance with fire regulations in heritage buildings
 - waste bins and other clutter stored on the footpaths resulting from poor Council regulation and poor links with Council planning approvals
 - patched paving from utility trenching

16. AMENITY CAN BE IMPROVED - PLUMER ROAD, ROSE BAY EXAMPLE
 Charing Cross suffers from a lack of a co-ordinated approach to maintaining and upgrading its fabric. The incremental loss of heritage features results from the lack of knowledge, of design objectives for buildings, and regulatory oversight.
 * information for owners and good links with Council's heritage officers and planners should be established.
 * a sinking or investment fund established to give incentive to owners ready to restore heritage buildings,
 * to provide architectural advice for reconstruction of windows, doors, balconies, parapets and mouldings, awnings and shopfronts etc
 * The community hub at Shop 4, 276-278 Bronte Road, provides an opportunity to exchange knowledge and assistance with the street upgrade project.
 * co-ordination can be achieved through careful documentation of desired works
 * co-ordination of colours, fittings, numerals, signage, lighting, furniture
 * paint colour palette already exists in former WDCP 2008 which could be expanded into design guidelines for restoration (copy attached)
 * standard architectural details for replacements e.g. of shopfront glazing, awnings, awnings with posts, windows, doors, balconies, street numbers and signs etc
 * footpaths repaved in simple concrete with some detailing (see photo of recent Randwick Council works)
 * better regulation of waste bin storage (not on the footpaths), beer barrels, deliveries etc to reduce clutter;
 * improved quality and consistency of standard fittings and fixtures including waste bins, seats, drinking fountains, and signage;
 * re-open the red letterbox
 * carefully locate bike lock up loops
 * rapid response repairs to paving following service authority excavation and trenching
 * reduce visually discordant and conflicting advertising signage
 * Council develops a suite of standards for lighting, litter bins, seats, drinking water fountains, street numerals, lettering, advertising and information signage, and any other items in the public domain. Many historic town centres in NSW have seen such treatment, even Broken Hill and Camden. There are many other examples of historic restoration bringing about increased visitation and business.
17. SUSTAINABILITY: sustainability goes beyond rainwater capture. The range of shops and services for every day life help to meet Council's sustainability goals for walking, cycling and taking public transport. Solar lighting, awnings to protect pedestrians from sun as well as rain, retention and restoration of heritage fabric and possibly introduction of EV charging stations all help to reduce emissions.
18. CONSULTATION:
 The Streetscape Upgrade in Charing Cross is an important initiative and deserving of a proper project development process, including scoping out a design brief for works in the strip and to the private properties which define it. This is more important than a superficial "beautification" exercise.
 The community cannot adequately interact with an already designed project seeking tick off. Involving the community in a short consultation period about an already designed project gives little opportunity for local knowledge (including Council's own officers with roles in the centre), and community understanding to be agreed and incorporated into a really good and innovative project.
 The community will be delighted to work with Council officers, and particularly its heritage experts, to develop a properly considered design brief, and to support improvements to Charing Cross's amenity in the meanwhile, including under grounding power lines and re-

|
paving the footpaths.

19. WHOLE OF COUNCIL AND COMMUNITY APPROACH WITH A HERITAGE DESIGN LEAD PROJECT TEAM

Charing Cross Village could be a stunning example of how a heritage strip can be brought into the 21st century wisely.

This can be achieved with some re-shaping of the current funding into a more strategic project. Posted awnings are being replaced all over Sydney, and have given special environmental quality to 50 Macpherson Street in Bronte already. This could be replicated for many buildings in Charing Cross, making the footpath very pleasant while permitting inward and outward sightlines, so important for business visibility and pedestrian surveillance.

20. BONDI JUNCTION

Bondi Junction commercial centre is widely seen as a jumble of uncoordinated buildings, a wind tunnel, and a place which people do not like to visit, unless it is for specialist purposes and to catch the train.

Charing Cross has an opportunity to embed the differences from Bondi Junction which give it strength and attraction: the low rise buildings, sunny streets, diversity of street frontage businesses, pedestrian friendliness, human scale and accessibility.

Progress does not have to be measured as re-development and high rise buildings.

Progress for Charing Cross can be through contemporary investment in urban quality, in maintaining and restoring buildings, in re-introducing posted awnings with attractive hanging baskets and plants, through implementing consistency of colour co-ordination and signage and better regulatory control of lazy waste management practices. These goals are all perfectly achievable.

Submission 3:

To whom it may concern,

Submission on Charing Cross Streetscape Proposals 2021

Any proposed changes to the streetscape in Charing Cross need to strengthen the heritage conservation zone and the high usage public transport route. Not all the proposed works value these two principles.

Some of the proposed works pose increased risk of physical danger to the community, so much so some residents presume that not all intended works or planning changes are disclosed in the documents on exhibition. The proposal does not stack up, something else must be afoot.

Community consultation on this proposal has been scant and rushed.

1. Road narrowing

Bronte Road is simply not wide enough to lose 1.2 metres in width and still provide two mandatory standard traffic lane widths and two parked car widths with facility for bike transport next to the parked cars.

Cars are not light rail. They don't follow each other in a perfectly linear fashion in a tight format. There needs to be wriggle room for cars. Also, Cars reverse park into position on the kerbside. This requires a lot of wriggle room.

The proposal would make it unsafe to get out of a parked car, to reverse park a car or to ride a bike. There are real possibilities for bus collisions if a driver wanted to avoid harming people at the kerbside.

2. Speed bump /pedestrian crossings

Pedestrian crossings are proposed on speed bumps, presumably to slow traffic down.

Traffic mostly crawls through Charing Cross anyway. I can only imagine the proposed speed bumps are an attempt get lower speeds to qualify for narrower standard traffic lanes for areas of lower traffic speed and low truck volumes. The latter could not be realised here with the high volumes of buses (400+ a day) which travel through Charing Cross. Buses are equivalent to trucks in terms of bulk and scale.

Narrower traffic lanes are not appropriate for Charing Cross.

Buses, trucks, emergency vehicles travelling over speed bumps? Where does this come from? This is undesirable in the extreme.

—

The proposed second pedestrian crossing is puzzling. We have a set of traffic lights and a pedestrian crossing already. The public transport route will be adversely affected by another pedestrian crossing. It would never get through the Traffic Committee as we know it. Why is it proposed?

The proposal is justified in part by the numbers of school students crowding at traffic lights or on pedestrian islands. Movement of school students through Charing Cross is a matter for the respective schools. Students should be supervised at the traffic lights and dismissed from school at staggered times to reduce crowding in the streets.

3. Trees at the kerbside

This part of the proposal drives the widening of the footpaths, already described as undesirable.

The proposed trees are large and present canopy above the level of the awnings, thus obscuring the heritage frontages of the shops. This is undesirable in a heritage conservation zone in which the retention of heritage is primarily expressed in the unchanged first floor shop fronts.

Tree canopies will billow out into traffic lanes, be caught by buses etc. A tree will not be contained within the 600mm allotted to it in the footpath widening.

I appreciate the sentiment of wishing to green our streets.

Some suggestions

- (i) Use street trees to create a green avenue between Bondi Junction and Charing Cross
- (ii) Use smaller species on the footpaths in the conservation zone: species that can be hedged or that are dwarf forms. Hanging baskets watered every morning with a council vehicle. We need the vegetation at the street level not high in the sky.

4. Wires underground and smart poles

Burying wires is a good initiative. Smart cabling could also be buried.

There is no description of the efficacy of the smart pole for the community to assess them. Do we need them, if we can lay very smart cabling in the street?

A heritage style light for the conservation zone would be more appropriate.

5. Unsaid things in the proposal

What is proposed for the more than four hundred bus movements through Charing Cross? Is there an intention to move the public transport route that is not contained in this proposal? Any proposal for Charing Cross needs to provide for a large volume public transport route.

Is there an intention to remove kerbside parking along Bronte Road to allow for street trees and alfresco dining? The carpark behind the shops is always full, there is no spare capacity there. Shops depend on passing trade. We need the kerbside parking.

We need to be very careful with this proposal

Council needs to be upfront with its intentions for Charing Cross so the community can know what is intended and have a real say.

6. Community Consultation

This proposal was not workshopped with the community, and has had a very short consultation period.

It seems rushed. We need to take time to assess this proposal.

Yours faithfully

Submission 4:

SUBMISSION: PROPOSED CHARING CROSS STREETSCAPE UPGRADE

Bronte Road is a busy artery passing through Charing Cross Conservation Area. The highly valued shopping strip could benefit from sensitive investment in the historic character, including some greenery at pedestrian level and encouragement to building owners to paint and restore facades and original shops. Heritage and greening have to be carefully balanced as both are important. Any new greenery should enhance pedestrian comfort, not overwhelm heritage buildings. The proposed trees require footpath widening which will unreasonably squeeze traffic lanes, and they will obscure the best part of Charing Cross' heritage, its above awning facades.

Rather than awkwardly placed trees which badly damage views of buildings and require unreasonable footpath widening, heritage buildings can give much more value by improved coordination of paint colour schemes signage, awnings, and paving, removing ugly infrastructure (including garbage bins) advertising, and other additions. The lack of maintenance of buildings and their facades is the main reason for the centre's slightly dishevelled state. Replacing awnings with posts where they originally existed provides an opportunity for hanging baskets and cascading plants – similar to 50 Macpherson Street, corner Lugar Street. This is a much more heritage appropriate way to achieve "greening".

CHARING CROSS STREETSCAPE UPGRADE

The Charing Cross Streetscape Upgrade proposal aims, as its priority, to preserve the Heritage aspect of Charing Cross. I consider that some aspects of the design should be re-considered as these elements are not consistent with the needs of Charing Cross.

The Town of Charing Cross was proposed in the 1860's with the objective of it becoming a major hub in Waverley as it was on the major road that led to Coogee. As the heritage Architecture of the Cross shows, however, significant development did not occur until Federation and then Charing Cross became of little commercial significance as Bondi Junction grew.

The result is that Charing Cross is now only a Community shopping strip servicing locals but it is one divided by a major road.

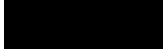
Bronte Road remains a major road. Eight bus routes pass through the Cross and the weekly bus volume is over 2000 trips. It is also used by trucks including many Council trucks. Traffic volumes are high and because of two complex intersections traffic behaviour can be erratic.

This combination of a Heritage Community Shopping strip on a major road does not appear to be suitably recognized in the proposed upgrade.

I submit the following points for your consideration. Notes on each of the items are attached.

1. Road widths and footpath widening. The Cross is a relatively quiet community shopping strip. The existing footpaths are well above Council's standards in width. No evidence of heavy pedestrian traffic is evident. On the other hand Bronte Road is a major thoroughfare subject to high bus and traffic volumes. The proposed lane widths are, in my view, well below RMS standards and are dangerous. The present design will make exiting a parked car car potentially a life threatening proposal. I recommend that the footpaths not be widened.
2. Trees Trees are not a feature of the shopping strips of the Federation era. The Heritage aspect of the Cross is all in the upper level of the shops as the street-level frontages are all modern. The proposal gives tall deciduous trees which offer no greenery at street level but will block the view to the upper level. Some planting has already been done which goes to awning level. I recommend that this form of planting be adopted and retained.
3. Pedestrian crossings. The proposed crossing at the existing car park will service only the northern half of the Cross, In particular, it will provide free car parking for the new major development taking place at the Robin Hood Hotel. This will have a dramatic, and unfortunate, impact on the on the shops at the south end. I recommend that the crossing be moved to the middle of the Cross where it will provide improved pedestrian circulation around the entire Cross.
4. Street Lights The proposal is for the removal of the existing poles and wires and for the installation of under-grounding power-lines and smart poles. Under-grounding the lines will have a great benefit. However, smart poles are very modern, very thick and completely out of character with the objective of preserving the Heritage aspect of the Cross, I recommend poles that are more in character with the Heritage of the Cross,

Yours faithfully



Road widths and Footpath widening

Lane widths standards are a crucial element of any redevelopment. Bronte Road is a high volume road with an exceptional eight bus routes along it. The proposal is to reduce the widths of the centre and kerb lanes to provide wider footpaths. However, the lanes are already well below standard.

"A typical car is 1.9m wide plus wing mirrors and the maximum width of a vehicle is 2.5m wide plus mirrors (unless it has an over-dimension permit). Roads are constructed so that each lane is wide enough to accommodate standard sized vehicles plus a margin of error as it's difficult to keep the swept path of a vehicle completely within its width

A standard urban lane is 3.5m wide,

Our general traffic lanes are 3.3-3.5 metres for roads with higher speeds and truck volumes, or 3.0-3.3 metres for lower speed roads with low truck volumes".¹

Bronte road has high bus volumes with eight bus services (314,316,317,348,353,379,400,400N). Where bus services are using the road, Kerb lane widths apply. *"The kerb lane is generally used in two configurations; As a parking lane minimum of 3.0 m wide to cater for bus stops and allow the bus to move out of the through traffic lane. As a traffic lane minimum of 3.5 m to allow buses to use the lane without passing over drainage structures."²*



No bus stop kerb lane widths

2.4m



Bus stop kerb lane widths

3.00m

Conclusion: Further checking is necessary but the indications are that the kerb lanes at 2.40m are below standard. The traffic lane widths at 3.20m are substantially below standard of 3.5m.

For a high volume road with large bus services in both directions we consider the widening of the footpaths may be unsafe and inappropriate for Charing Cross.

¹ <https://www.driverknowledgetests.com/resources/road-widths/>

² https://nacto.org/docs/usdg/bus_infrastructure_guide_npw.pdf

Trees



There is no heritage at street level. It is all in the upper levels. It is this upper level perspective that needs to be preserved and kept open. Tall trees, as proposed, will give a view of the shop fronts but block the upper levels.

Some tree planting already exists in this area. It is non-deciduous, goes to awning level and, importantly, adds greenery at street level. It is a most effective form of tree planting for Charing Cross.



Deciduous trees leave an unsafe, slippery surface. They are inappropriate for an area that is classified as having a high pedestrian volume.



Pedestrian Crossing



Proposed crossing
at intersection



proposed crossing
at car park



suggested alternate position
to replace car park crossing



Proposed crossing
at intersection

Pedestrian crossing

The proposed crossing at the car park is placed at the 1/3 point. It will give unequal access to the car park for shops at the north end of Bronte Road, particularly those on the west side. **This will be most unfair and most damaging for the shops at the southern end.** It is also not the most efficient location to provide pedestrian circulation within Charing Cross. A more equal position is near the Charingfield access. This would also be very beneficial to the aged.

Street Lighting

The existing street lighting is wires on overhead poles. The proposal is to provide "under-grounding power-lines and smart pole." Removing the clutter is a good proposal but the nature of the "smart poles" is of concern.

The objective of this project is to preserve the heritage appearance of Charing Cross.



Smart poles are very modern and have very thick columns. They have no heritage aspect.

As can be seen from the photo below of Bronte, these poles dominate the skyline in a particularly unattractive manner.



For a specific Heritage project like Charing Cross light poles more sympathetic to an earlier period. Such light poles are commercially available.

Submission 6:

I will start by saying there is overwhelming support for reduced traffic speeds, improved pedestrian safety, green space, outdoor seating, under-grounding poles and wires and Heritage protection/conservation.

There is also support for improved provisions for cyclist but it appears that this has been overlooked – that said, I think Council agreed to proceed with the CC streetscape upgrade and will address provisions for cyclist in a separate study. If so an update would be appreciated.

From the feedback I have received it seems to me that the issues fall into a number of categories:-

1. Intersection at Bronte, Carrington, Victoria Streets

As we all know this is a complex issues involving NSW State Government and many conversations and meetings have been held. Maria Moran has forwarded copies of correspondence, she has had with State Government, to Council and on 27th April Jordan led a team of Council staff (Callum and Nick) and residents on site to discuss the matter in detail. Rather than go over this issue again in great detail may I suggest an update as I believe Callum was going to liaise with NSW Government?

2. Physical/visual impact of the proposed upgrade on the status of Charing Cross as an Urban Conservation Area. It would be advantageous to have input from the experts eg Council heritage staff.

3. Selection of appropriate street furniture eg bins, planter boxes, tree selection vs hanging baskets, awnings, paving and impact of smart poles (we need to discuss options).

4. Location of the proposed pedestrian crossing and impact of the removal of parking- There are mixed views about the impact of narrowing the road at the proposed location. We would like details of the impact studies and proposed alternatives.

5. Intersection at Albion and Bronte Road – There is a very strong view from local engineers that the proposed upgrae has not adequately considered the impact on pedestrian safety crossing Bronte Road.

This is my list – happy for input.

I would like to thank Jordan and George for agreeing to a meeting with stakeholders. Jordan suggested he might invite the heritage consultant who worked on the plan and possibly someone from the Assets team.

Thanks again.

Submission 7:

I think it's great to try and improve the streetscape with things like planter boxes and greenery etc but I don't agree with widening the footpath for safety reasons it will only encourage the small number of irresponsible bike riders that use the footpaths already. As for removing the the slipway at the corner of Bronte and Carrington roads will only clog up the flow of traffic heading north. Pedestrian crossings a big yes widening footpaths a big no.

Submission 8:

Thanks for the update. When in consultation with you last year we did put in an objection for the Green pillar electrical connections. Looking at the material you have just sent it looks like these are still in the plan though these is another image where in looks like the electrical connections are on the face of the buildings. Can you please let me know what is the actual plan for this please.