

BONDI WARD
BONDI BEACH PRECINCT

Waverley Council Response Report to requests from the August 2023 Bondi Beach Precinct meeting

Meeting Date	Motion	Council Officer Response	Directorate	Status
7 August 2023	<p>MOTION 1: THAT Bondi Beach Precinct requests council to urgently consider the following for improved traffic safety at Campbell Parade and Sandridge Streets:</p> <p>Following the meeting of the Bondi Beach Precinct on 5 June 2023, the following proposal was submitted to Waverley Council: <i>“That all traffic be prohibited from turning right when travelling:</i> 1. North on Sandridge St Bondi Beach to cross Bondi Rd, heading towards Campbell Pd; or 2. East down Bondi Rd to turn across traffic in Bondi Rd to enter Sandridge St. <i>Submission:</i> The reason for this proposal is that this traffic presents a very real danger with frequently heavy and fast moving traffic travelling into or out of this steep bend. Such traffic is frequently travelling downhill at speed and includes buses, bikes and cars, or is crossing into this intersection with heavy traffic moving in both directions along Bondi Rd. The slightest mistiming could potentially result in a multiple vehicle crash with major damage, injury, and loss of life.”</p> <p>The Waverley Council Response Report from Assets & Operations reads: <i>“Council has considered a roundabout at this location but have not proceeded it has been</i></p>	<p>Council officers have considered the Precinct motion and note that there are complexities to making traffic arrangement changes without comprehensive analysis and modelling. Such an exercise is something that would require consultants to be engaged and an application lodged to TfNSW for the adoption of a Traffic Management Plan (TMP).</p> <p>In order to submit a TMP to TfNSW community consultation on the proposal would need to be undertaken followed by Waverley Traffic Committee and Council endorsement.</p> <p>Officers will add this to the list of investigations, however, this cannot be investigated until the 2024/25 financial year due to currently committed high priority works.</p>	Assets & Operations	In progress

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	<p><i>considered a high priority at this stage. Cost would be in approximate excess of 250K, and Council does not have funding for such a project at this stage."</i></p> <p>Bondi Beach Precinct expresses its dismay and disappointment at this dismissive response to an important safety proposal. It is emphasised that the proposal was submitted solely for PUBLIC SAFETY reasons. This Precinct remains firmly of the view that right turning at the intersection of Bondi Rd and Sandridge St represents a serious danger to the public and urgently calls upon Waverley Council to reconsider its negative response.</p> <p>We emphasise that there was absolutely no suggestion for the construction of a roundabout at this intersection. On the contrary, that would be an inappropriate and frankly dangerous solution.</p> <p>Introducing a roundabout on such a wide, cantilevered bend which carries a high level of traffic makes no sense and would increase the risk of accidents and would also probably cause traffic congestion.</p> <p>The introduction of "no right turn" signs would probably cost a few hundred dollars – nothing like \$250,000!</p> <p>We hesitated to put forward suggestions as to how Council might address this matter. However, in light of the response received we now point</p>			

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	<p>out that the prohibition of right-hand turns at this intersection would essentially mean that traffic would need to be diverted. The most obvious place for diversion would be to Dudley Street which is only a few hundred metres further up Bondi Road.</p> <p>There is already a traffic light at the intersection of Dudley Street and Bondi Road. All that would be required would be a tweaking of the timing of that traffic light to accommodate the increased resulting traffic on that corner. It is a simple and easily achievable solution.</p> <p>Even if it causes a minor degree of inconvenience for some drivers, we submit that PUBLIC SAFETY is the immediate priority.</p> <p>In the circumstances we request that Council give further urgent consideration to this proposal.</p> <p>Proposed: Mike Lyons Seconded: Paul Paech Motion carried.</p> <p>(Appendix 1 below).</p>			
7 August 2023	<p>MOTION 2: THAT Bondi Beach Precinct submits Mike Lyon's proposal (Appendix 2) to trial new designated bike parking locations and prohibition of bikes parking in car spaces.</p> <p>(Appendix 2 below)</p> <p>Proposed: Mike Lyons</p>	<p>Council's Service Manager, Traffic and Transport has advised that Council has recently commissioned consultants to undertake an LATM study of the streets surrounding Bondi Beach (Bondi LATM study) and this Motion has been forwarded to the consultants to take into consideration.</p> <p>Council's Manager of Parking Patrol, Compliance has also advised that Council Officers are continually on the lookout for places that can be made motor bike parking only.</p>	Planning, Sustainability + Compliance	In progress

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	<p>Seconded: Paul Paech Motion carried.</p> <p>A suggestion was made to amend the motion to include a 10-minute designated parking area for delivery bikes at the corner of Beach Road and Campbell Parade. This will be discussed at the next meeting.</p>	<p>In regard to making <i>‘Bike parking in areas which are not designated as being for Motor Bikes Only be prohibited, and fines levied when this prohibition is breached. [An alternative might be to levy parking charges on bikes so parked and to limit the time periods when they are permitted to park in the same way as applies to cars]’</i>:</p> <p>There is no basis in legislation for this. As a registered vehicle motor bikes are entitled to park in any legal parking space. Posted time restrictions apply equally to motorcycles as they do to other vehicles.</p> <p>Regarding the suggestion to <i>‘amend the motion to include a 10-minute designated parking area for delivery bikes at the corner of Beach Road and Campbell Parade’</i>:</p> <p>Again, there is no basis in legislation to designate an area such as this. The only way would be “Motorcycle Only P10min”. This would mean all motor bikes could stay for 10 mins. This would need to go to Waverley Traffic Committee for consideration.</p>		
ACTION				
7 August 2023	BB Precinct will assist Chris to draft a motion to put to council requesting a response to the issues raised. Mike and Paul offered to assist with drafting the motion. This will be presented at the next meeting.	N/A	Precinct	In progress
7 August 2023	Discuss extend some activities in Hall Street further at next meeting.	N/A	Precinct	In progress
7 August 2023	<p>In response to Motion 1 from June Meeting – <i>Item 1: That Bondi Beach Precinct, having identified numerous unaddressed problems in the South Bondi Beach Park, urges Council to raise the priority of various major projects and maintenance works in this area.</i></p> <p>QUESTIONS FOR SHARON CASSIDY</p>	<p>Director of Assets and Operations has advised the following:</p> <ol style="list-style-type: none"> In the short-term Council are actioning the Precinct’s and resident’s requests for retaining walls to be installed to the Norfolk Island Pines in South Bondi. These works will be completed by the end of this year once we have engaged a contractor and they have agreed a construction timeline with Council. We will send the Precinct a construction notification prior to works commencing on site. 	Assets & Operations	Complete

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	<ol style="list-style-type: none"> 1. Bondi Beach Precinct requests further clarification of the actual timeline for the upgrade to South Bondi Park including detailed steps. 2. The urgent safety repairs at South Bondi Park including rails required for the stairs were not addressed in the response document. Could a timeline for these repairs please be supplied? 3. The criteria council uses to prioritise works was not included in the response document. Could this please be advised? 	<p>Long-term planning and designs for South Bondi Park upgrades has commenced. This design and planning work will be used to establish the cost estimate to construct the various park upgrades including footpath, stair, handrail, retaining walls, lighting and electrical, furniture and fixture and landscape upgrades, in line with the recommendations and actions in the adopted Bondi Park, Beach and Pavilion Plan of Management.</p> <p>In the coming months Council will be engaging Engineering teams to help design the upgrade works and a Quantity Survey to prepare a cost estimate for the works. The costs estimate for the project will be reported to Council as part of a review of Council's Long Term Financial Plan (LTFP) in April 2024 to establish a funding source and potential year the works could be undertaken.</p> <ol style="list-style-type: none"> 2. Council does not have any record in our system or awareness of 'urgent safety repairs'. A Council Representative would like to do a site visit with a representative of the Precinct to document the issues they see, or if you already have photos, please send them through to the CLC. 3. Please be aware that Council considers many competing projects from across the Waverley Council area. Council's LTFP and yearly capital works program for individual projects is determined on many factors including if the project is supported by a Council adopted strategy or plan, the urgency of the works, the long-term benefits to the community and the funding available to complete the project. 4. At Bondi Park alone there are many other competing major projects including but not limited to lighting and electrical upgrades across the entire park and promenade, ongoing heritage restoration works, security upgrades, Bondi playground upgrade, Bondi skate park upgrade, Biddigal Reserve upgrade and the Southern Amenities building project. 		

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		<p>Council cannot commit to a project start date for South Bondi Park upgrades until funding for the future projects is approved by Council in the LTFP.</p> <p>Council must also balance its yearly budget across many other facets of Council's ongoing business and operations, maintenance and repairs and community services and programs.</p> <p>For more information, please refer to the links below:</p> <ul style="list-style-type: none"> Long-Term Financial Plan 6.1 - https://www.waverley.nsw.gov.au/data/assets/pdf_file/0020/218900/Long_Term_Financial_Plan_LTFP_6.1_adopted_by_Council_on_27_June_2023.pdf Operational Plan 2023-2024 - https://www.waverley.nsw.gov.au/council/policies_procedures_and_plans/operational_plan Strategic Asset Management Plan 6 - https://www.waverley.nsw.gov.au/council/policies_procedures_and_plans/strategic_asset_management_plan 		
Next meeting: 9 October 2023				

Appendix 1:

BONDI BEACH PRECINCT – TRAFFIC SAFETY

PROPOSAL REJECTED BY WAVERLEY COUNCIL REGARDING TRAFFIC SAFETY ON THE CORNER OF BONDI ROAD AND SANDRIDGE STREET, BONDI BEACH.

Following the meeting of the Bondi Beach Precinct on 5 June 2023, the following proposal was submitted to Waverley Council:

“That all traffic be prohibited from turning right when travelling:

- 1. North on Sandridge St Bondi Beach to cross Bondi Rd, heading towards Campbell Pd; or*
- 2. East down Bondi Rd to turn across traffic in Bondi Rd to enter Sandridge St.*

Submission:

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The reason for this proposal is that this traffic presents a very real danger with frequently heavy and fast moving traffic travelling into or out of this steep bend. Such traffic is frequently travelling downhill at speed and includes buses, bikes and cars, or is crossing into this intersection with heavy traffic moving in both directions along Bondi Rd. The slightest mistiming could potentially result in a multiple vehicle crash with major damage, injury, and loss of life."

The Waverley Council Response Report reads:

"Council has considered a roundabout at this location but have not proceeded it has been considered a high priority at this stage. Cost would be in approximate excess of 250K, and Council does not have funding for such a project at this stage."

The response appears to emanate from the Directorate, Assets & Operations.

The Bondi Beach Precinct expresses its dismay and disappointment at this dismissive response to an important safety proposal. It is emphasised that the proposal was submitted solely for **PUBLIC SAFETY** reasons. This Precinct remains firmly of the view that right turning at the intersection of Bondi Rd and Sandridge St represents a serious danger to the public and urgently calls upon Waverley Council to reconsider its negative response.

We emphasise that there was absolutely no suggestion for the construction of a roundabout at this intersection. On the contrary, that would be an inappropriate and frankly dangerous solution. Introducing a roundabout on such a wide, cantilevered bend which carries a high level of traffic makes no sense and would increase the risk of accidents and would also probably cause traffic congestion.

The introduction of "no right turn" signs would probably cost a few hundred dollars – nothing like \$250,000!

We hesitated to put forward suggestions as to how Council might address this matter. However, in light of the response received we now point out that the prohibition of right-hand turns at this intersection would essentially mean that traffic would need to be diverted. The most obvious place for diversion would be to Dudley Street which is only a few hundred metres further up Bondi Road. There is already a traffic light at the intersection of Dudley Street and Bondi Road. All that would be required would be a tweaking of the timing of that traffic light to accommodate the increased resulting traffic on that corner. It is a simple and easily achievable solution.

Even if it causes a minor degree of inconvenience for some drivers, we submit that **PUBLIC SAFETY** is the immediate priority.

In the circumstances we request that Council give further urgent consideration to this proposal.

Appendix 2:

BONDI BEACH PRECINCT - PROPOSAL REGARDING PARKING OF MOTOR BIKES IN BONDI BEACH BIKES BELONG IN BONDI BEACH

Background

The ubiquitous presence of bikes and bike riders in Bondi Beach adds charm and character to this beach precinct. Not only that, but when bikes are parked next to each other in designated Motor Bike parking spaces, this allows more space for the parking of cars and other motor vehicles.

This is recognised by Waverley Council which allocates exclusive spaces for bikes which are marked "**MOTOR BIKES ONLY**". A typical such space, roughly equivalent to the space required by single a car, accommodates five or six bikes. As well as that, bikes appear to be exempt from the payment of parking fees.

There is a space in Francis Street, on the corner of Ormond Street which has emerged as a "de facto bike parking area" although not designated as such. It often accommodates as many as 15 bikes. It is an ideal space to be demarcated as an exclusive bike parking area.

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However, even when there is adequate available exclusive motor bike parking, many bikes regularly park in spaces which would otherwise be available for cars. As a result a single bike may take up the space which could otherwise accommodate a car (or otherwise obstructs the use of such space). This seriously disrupts and reduces the available space for legitimate car parking. Even then, no parking fees are extracted from these bike riders.

Proposal

It is accordingly proposed that:

1. Additional exclusive motor bike parking areas be designated, initially in Sir Thomas Mitchell Road, Francis Street, and Lamrock Avenue, with additional parking areas being made available in other streets in and around Bondi Beach once this is shown to be successful.
2. The area in Francis Street off Ormond Street be designated “Motor Bikes Only”. And
3. Bike parking in areas which are not designated as being for Motor Bikes Only be prohibited, and fines levied when this prohibition is breached. [An alternative might be to levy parking charges on bikes so parked and to limit the time periods when they are permitted to park in the same way as applies to cars]

These proposals will have the advantage of encouraging the use of bikes and providing bike riders with additional convenient parking spaces while at the same time allowing better use by cars of the remaining available parking spaces.