Walking Waverley

The Waverley Walking Strategy

2025 - 2035

WALKING WAVERLEY

WAVERLEY COUNCIL

Acknowledgement of Country

And our reconciliation vision

We acknowledge that this Walking Strategy will connect the community across the Traditional lands of the Bidiagal, Birrabirragal and Gadigal. We pay our respects to Elders past and present.

Our vision for reconciliation within the Waverley community is to create a vibrant, resilient, caring and inclusive environment where Aboriginal and Torres Strait Islander peoples:

- Practice and celebrate their culture and heritage proudly
- Are honoured for their survival and resilience, and supported to continue to overcome adversity
- Are respected and acknowledged as first nations peoples with the right to determine their own futures.

In developing this Walking Strategy, Waverley Council remains committed to valuing and protecting our environment and respecting the intrinsic relationship Aboriginal and Torres Strait Islander people have with Country. The Bike Strategy enables a more sustainable environment, ensuring that future generations can enjoy Waverley's natural landscapes.

Contents


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MEDICAL
& DENTAL
CENTRE
SUNCORP BANK

Mayor's Message

My priority as Mayor is to improve Waverley's infrastructure so that as a community we are putting our best foot forward. This includes making walking around the area safe, convenient, and aesthetic.

With limited road space, and a growing population, we need walking to be a larger part of Waverley's sustainable transport mix. Making walking a better option will give our streets new vitality, enhance social connection and support a thriving local economy. Visitors and residents being able to walk to local shops is crucial to the success of our town centres, villages, and our retail-based local economy.

Both Australian and global experience shows that good walkability is linked to thriving retail businesses. Our community survey has shown that residents enjoy walking for a range of purposes including going to work, shopping locally, exploring the neighbourhood and staying active.

We will achieve better walkability in Waverley in multiple ways including; enhancing pedestrian priority; creating safer walking environments; conveniently locating public amenities near transport hubs; reducing speed limits; and redesigning intersections. Waverley Council will improve walking infrastructure to enable independent mobility for people of all ages and abilities.

We will also make it easier to cross streets, improve pavements with better surfaces, and provide more footpath space with fewer obstructions. This means that walking routes will be direct and without unnecessary detours or difficult crossings.

This also bolsters our work to encourage active travel to school among young people. Council will continue to work with schools toward this.

We will also work with Transport for NSW to give pedestrians signal priority in high pedestrian areas. Options to achieve this include "always-on" pedestrian signals and diagonal (scramble) pedestrian crossings in high pedestrian areas. Easier street crossings near popular bus stops make public transport a more attractive transport option.

This strategy is setting in motion a fundamental rethinking of vehicle-centric town planning from past eras. At the same time, it will strongly expand the walking culture and make even better use of our stunning natural environment. I commend the strategy to you and look forward to taking the journey together.

William Nemesh,
Mayor of Waverley

Waverley inherits its high density and narrow streets from historical development, which creates an ideal environment for walking. Our compact land scape brings people closer to nearby shops, amenities, local attractions and transport hubs, making walking a convenient and an attractive transport option. One in every three trips in Waverley is made on foot, and when combined with public transport, walking accounts for half of all trips. More importantly, everyone walks at some point during a trip, even if they are driving.

Walking in Waverley is not only convenient, but also deeply imbedded in the local culture, offering a unique sense of place. Trodden pathways have been used by Aboriginal and Torres Strait Islander people for generations. And today Waverley's retail-based local economy relies on walking and public transport, and benefits greatly from a pedestrian friendly environment. As such, the Waverley Local Strategic Planning Statement seeks to encourage more walking within our LGA. Pedestrians are prioritised above other transport modes, as highlighted in the Waverley's People, Movement and Place plan, and TfNSW Road User Space Allocation Policy.

Waverley feels the impact of population growth across Greater Sydney, which places increasing pressure on our roads and streets. Higher density and limited road space presents both challenges, and opportunities for encouraging more walking, and promoting transit oriented development (TOD). Therefore, we focus on maximising the efficient use of limited road space, relying on active travel and public transport to manage congestion, and to support a sustainable transport system. We need to continue to prioritise walking to provide more transport options, enhance the walking experience, better integrate walking with public transport, and reduce car usage.

We face many challenges in improving walking. Historical vehicle-centric designs and planning made many of our roads difficult to navigate on foot. Many streets have excessive speeds, and with traffic volume that do not align with their functions. The lack of adequate pedestrian crossing opportunities creates barriers that divide our community. Various transport modes and on-street activities compete for the limited space on footpaths. Narrow footpaths in busy areas are often crowded with standing and moving pedestrians. Pedestrian infrastructure and crossings are inadequate in many parts of Waverley. There is increasing demand from the community to improve walking.

Purpose of this document

Walking needs to take up a greater role in delivering sustainable transport options in Waverley, and to support our residents, schools and local businesses. To that end, the walking strategy document identifies our issues, challenges, and opportunities to improve walking.

At a strategic level, the Walking Strategy sets our long-term vision of a walkable community where walking is safe, convenient, and supports independent access for people of all ages and abilities. The strategy identifies current challenges to walking, and highlights focus areas where improvements are needed. Voice from the community including surveys and resident feedbacks, and data on the movement of people and vehicles played a key role in guiding this strategy.

This strategy identifies opportunities to make incremental improvements to our walking network, and to encourage more people to walk, or use walking as part of their journey. As Waverley's first strategic document focused on walking, this strategy places a strong emphasis on walking-related infrastructure. At a more actionable level, this strategy identifies specific walking related issues, and brings together a list of improvement opportunities. For issues beyond our direct control, the strategy includes policy and advocacy actions aimed at driving change. This strategy also outlines longer-term improvement opportunities that we will continue to explore.

This document institutionalises knowledge, experience, and best-practices accumulated through daily operations, and will serve as a guide for our future efforts. This document also defines focus areas and lays out a number of improvement opportunities with varying levels of priority. These opportunities aim to enhance walkability by addressing infrastructure gaps, improving pedestrian safety, and creating a more accessible and enjoyable walking environment.

Why walking is important for Waverley?

Transport and De-congestion

Waverley's limited road space and historical development patterns present unique transport challenges. Provision of more road space cannot scale with increase in travel demand, therefore a sustainable transport system in Waverley needs to rely on public and active transport to alleviate congestion, and to reduce parking stress and reliance on driving. Walking is an important mode of transport by itself, and a vital component in using public transport. Walking is also the most affordable mode of transport for getting around and explore the neighbourhood. We need to continue to improve walking to provide more transport options, enhance the walking experience, and reduce car usages.

Health Benefits

Most residents recognise health benefits associated with walking. Physical inactivity is a leading cause of health issues. More than half of Australian adults, and two thirds of children do not meet physical activity guidelines[1]. Walking provides incidental exercise opportunities, and is linked with increased productivity, and mental health benefits[2]. Research has shown that each km a person walks produces the equivalence of more than four dollars in health and economic benefits[3].

Benefits for Kids

Waverley is home to many schools and several education clusters, and being able to walk to school, activities or friends' houses makes children aware of their local neighbourhood and has many benefits. Walking to school contributes to healthy development of children and youth, raising self-esteem and happiness, and improving their physical and mental well-being [4].

Environmental Benefits

A reduction in driving is targeted both by this strategy and our Environmental Action Plan (EAP) – and walking will play an important role towards that target. Promoting a shift towards walking (including public transport) and active transport reduces greenhouse gas emissions and other pollutants. Vehicles on short trips with cold engines emit several times more pollutants than during normal operations, and replacing these short trips with walking benefits the health of local residents, flora and fauna. As well, tire wear on asphalt, and brake pad wear creates hazardous particulate matter and microplastics that enter our bodies and our oceans.

Social Benefits

Walking creates more opportunities for face-to-face social contact, and fosters social connections and strengthens community bonds. Better walking conditions and opportunities increase the number of people using the street and in turn, helps others feel more comfortable walking.

Economics

Visitors and residents being able to walk to local shops is crucial to the success of our town centres, villages, and our retail-based local economy. Even people who drive are more likely to notice shops and displays when they walk, which increases the likelihood of spending. Both Australian and global experience show that good walkability is linked to thriving retail businesses. Our community survey show most residents walk to local shops on a weekly basis.

1. Web report, Australia's children physical activity, Key findings. Australian Government Department of Health and Age Care, 2018
2. Del Rosario, Lauren, Hao Wu, Jinwoo Brian Lee, Lee Roberts, Tony Arnold, Sandeep Mathur, and Christopher Pettit. "Assessing the monetary value of active transport and e-micromobility: A systematic review." Transportation Research Interdisciplinary Perspectives 27 (2024): 101243.
3. Economic parameter values for economic modelling, appraisal and evaluation of transport projects, Transport for NSW, 2023
4. Berasategi, Naiara, Idoia Legorburu, Jone Aliri, and Israel Alonso. "The 'walking with friends to school" project and its contribution to independent mobility, self-esteem and happiness." Children & Society 36, no. 5 (2022): 768-778

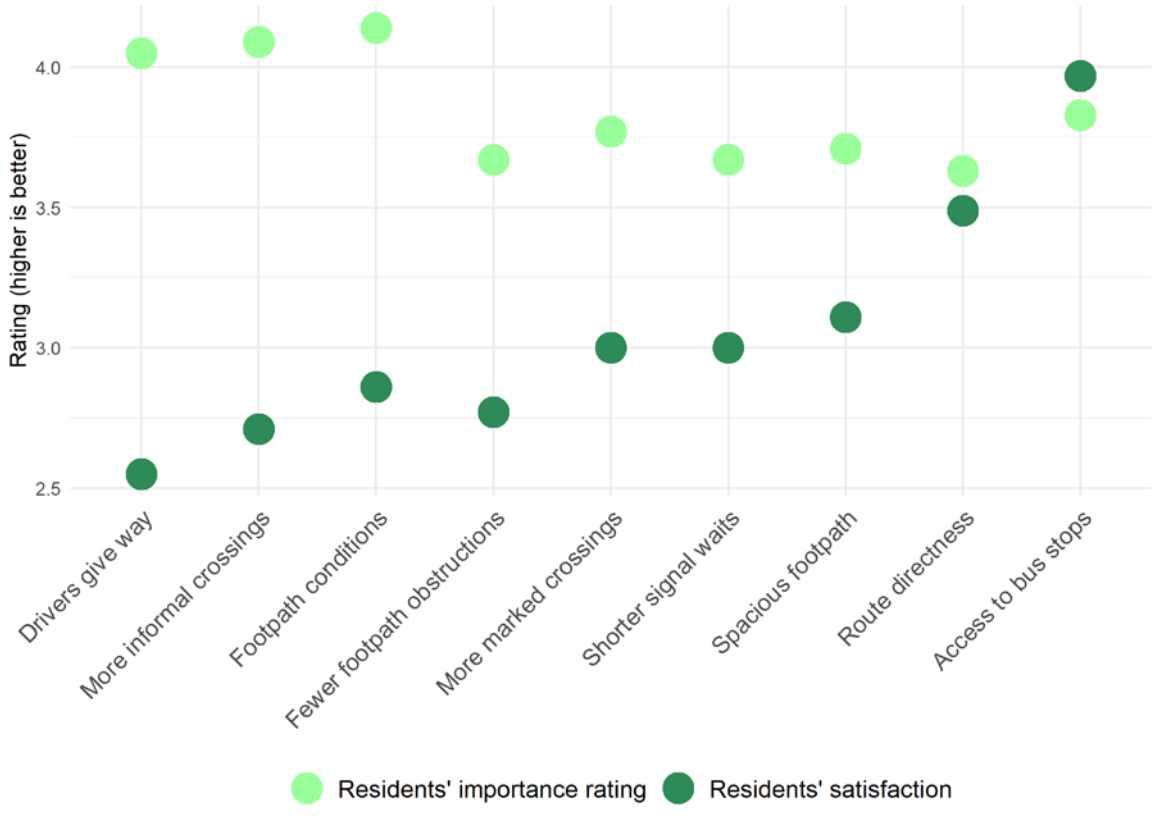
Residents told us what they value the most in their walking experience, and their satisfaction with these aspects. This helps us identify barriers to walking, and focus our improvement strategy going forward.

Pedestrian priority and right-of-way remains the most significant barrier to walking according to the community survey. Residents consider it crucial for vehicles to slow down and give way to pedestrians; however, most feel that drivers do not sufficiently reduce speed or give way to allow them to cross safely.

Informal crossing opportunities on high streets and residential streets are valued highly by the community. However, most residents do not feel safe crossing without signals or marked crossings. The lack of informal crossing opportunities can turn streets into barriers that divide the community, and is the second-largest obstacle to walking according to the survey. Residents also asked for more marked crossing points in the survey.

Pavement conditions are highly valued in the walking experience. There is room for improvement in footpath conditions, including footpath repairs, removing obstructions, and adding kerb ramps.

Additionally, the need for wider footpaths to reduce crowding, and shorter wait times at signalised crossings were also important considerations identified in the community survey. Access to bus services was highlighted as a positive aspect, with most residents finding bus stops conveniently located nearby.



The walking scene in Waverley

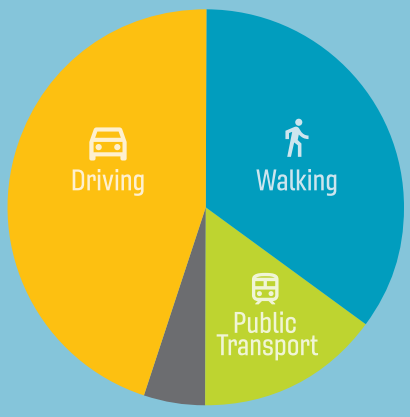
Waverley residents walk more often, and walk longer distances than an average resident in Greater Sydney[2]

1.3
Daily walking trips by Waverley residents

0.65
Daily walking trips by Greater Sydneyresidents

900m
Average walking distance by Waverley residents

803m
Average walking distance by Greater Sydney residents



Walking provides an important transport option. Over a third of all trips in Waverley are on foot[3]. Including trips that involve public transport, walking accounts for about half of all trips in Waverley.

We aspire to have 50% of all trips in Waverley to be made on foot by 2035 [1]

1. By way of comparison, as of 2023, 56.8% of all trips in the City of Sydney are made on foot
2. Weighted average by the number of residents within each LGA
3. 36.3% - as of 2023 (Household Travel Survey)

The walking scene in Waverley

Residents told us how they walk, and what they want us to improve.

Waverley residents walk both for transport, and to stay active. Based on our community survey, approximately 87% of residents engage in walking or jogging on a weekly basis. Many simply enjoy walking to explore the neighbourhood.

A positive walking experience benefits our local businesses. About one-third of residents walk (including using public transport) to visit retail shops, cafés, or restaurants daily, with this figure rising to nearly 90% on a weekly basis.

Beyond being a practical mode of transport, walking enhances social connections within the community[1] and provides incidental exercise opportunities with significant health benefits[2]. The community told us what they want for Waverley's walking future, including better conditions on footpaths, and an overall safer, more pleasant and hassle-free walking experience.

As such, we aim to cultivate a pedestrian-friendly community where walking is safe, convenient, and pleasant for people of all ages and abilities. We envision walking as a means of both connecting places, and enhancing social interactions within Waverley. We strive to establish walking as a preferred mode of transport, and an inviting experience and lifestyle, contributing to a vibrant, healthy, and sustainable community.

1 Recognised by 86% respondents
2 Agreed to by 96% respondents

Why we prioritise pedestrians

Waverley's People, Movement and Places (WPMP 2017) and TfNSW Road User Space Allocation Policy (2024) prioritise pedestrians above other modes. This hierarchy covers a range of issues, including pedestrian right-of-way, and allocation of road space.

- Pedestrians (inc. people using mobility aids / pushing prams)
- Bicycles
- Public transport
- Service vehicles
- Shared mobility
- Parking and general traffic

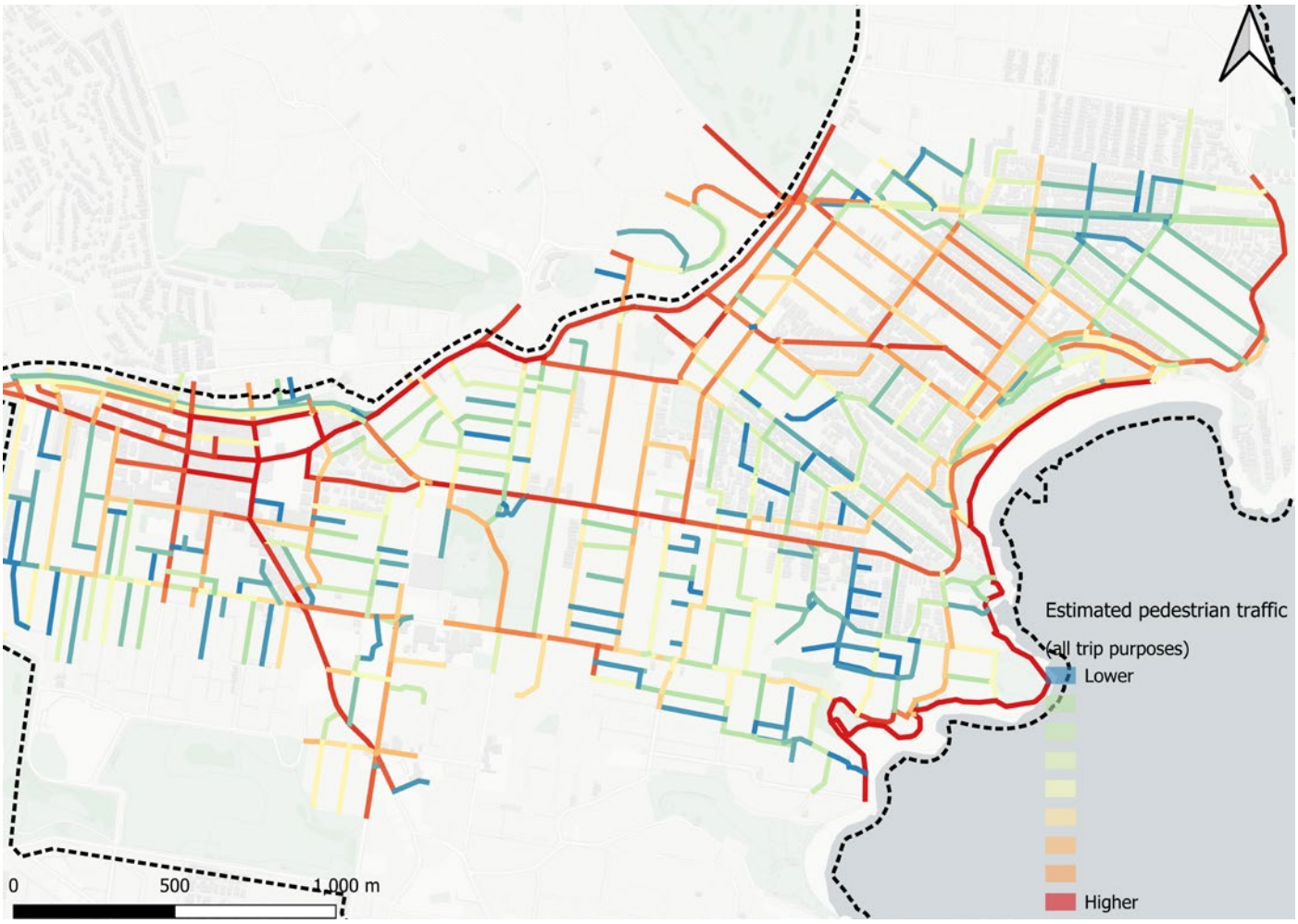
This strategy builds on the People, Movement and Places plan by further defining needs and specific actions that are needed to realise our strategic goals.

Many small local centres intersperse between town centres and other key destinations such as parks, beaches, schools and transport connections. Walking is convenient, and this is reflected in our relatively high proportion of walking to get around.

Pedestrians are more likely to live, work, or engage in activities near their walking routes. Negative impacts from nearby vehicles such as noise, emissions, and safety risks make walking and activities less enjoyable. This strategy underscores the need to mitigate these impacts and prioritise pedestrians and design local streets around their needs rather than those of vehicles.

The community sees drivers not slowing down and give way to pedestrians as the biggest barrier to walking, which not only discourages walking, but also poses potential safety risks for everyone, including people with mobility constraints, and school children who are less able to navigate around cars. While we continue to bring down traffic speeds on local, we also recognise that better walking infrastructure and a more integrated approach is needed to make our streets safer and more comfortable for walking.

Where do people walk and what contributes to more walking in Waverley



Some of our streets have more people walking – which places greater need for wider footpaths, better amenities, and strategies to manage potential conflicts with vehicular traffic, and other active transport modes.

Factors that contribute to more walking in Waverley include:

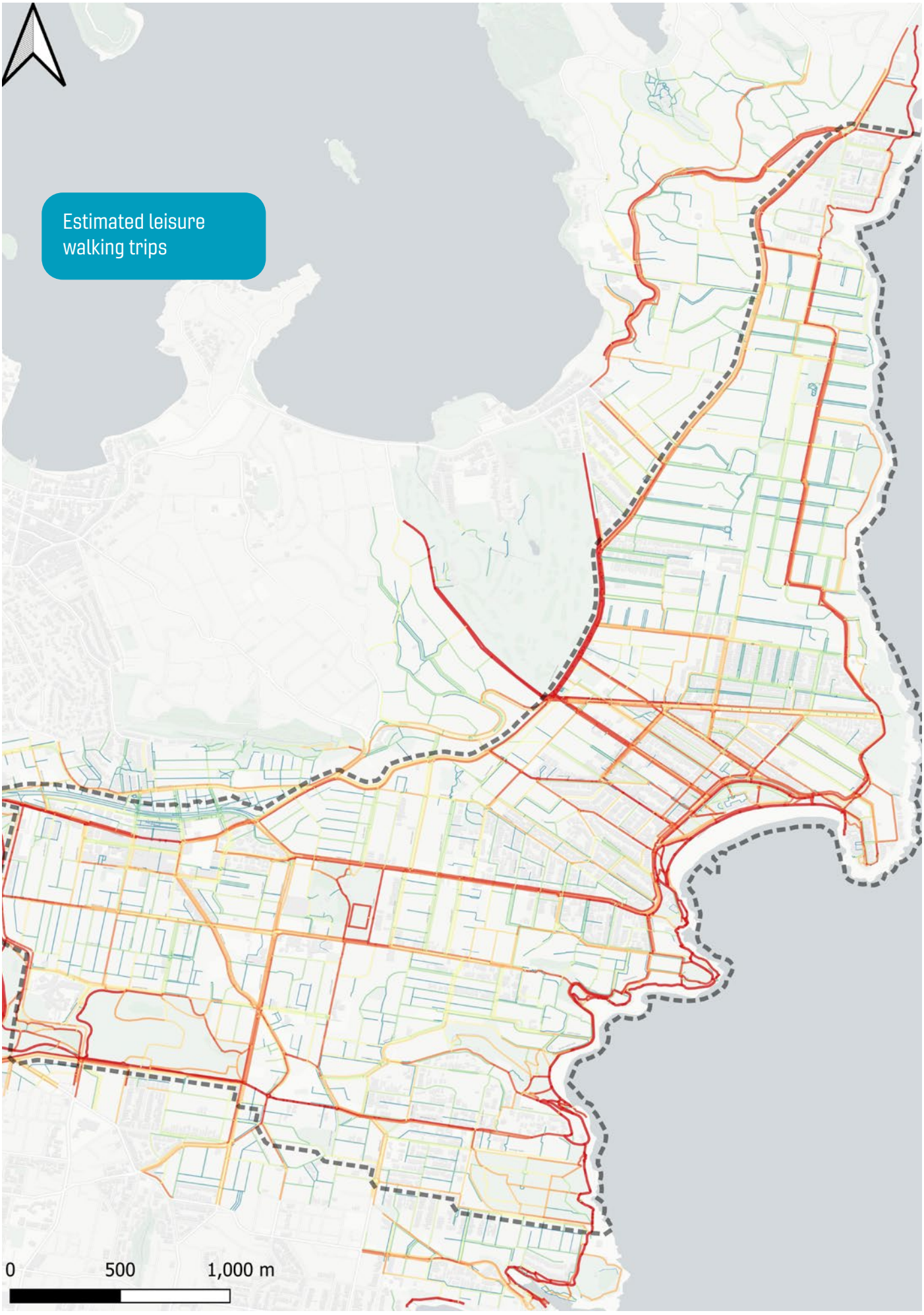
- High density housing
- Convenient train and bus services
- Concentrations of shops, restaurants, cafes & bakeries, and entertainment venues

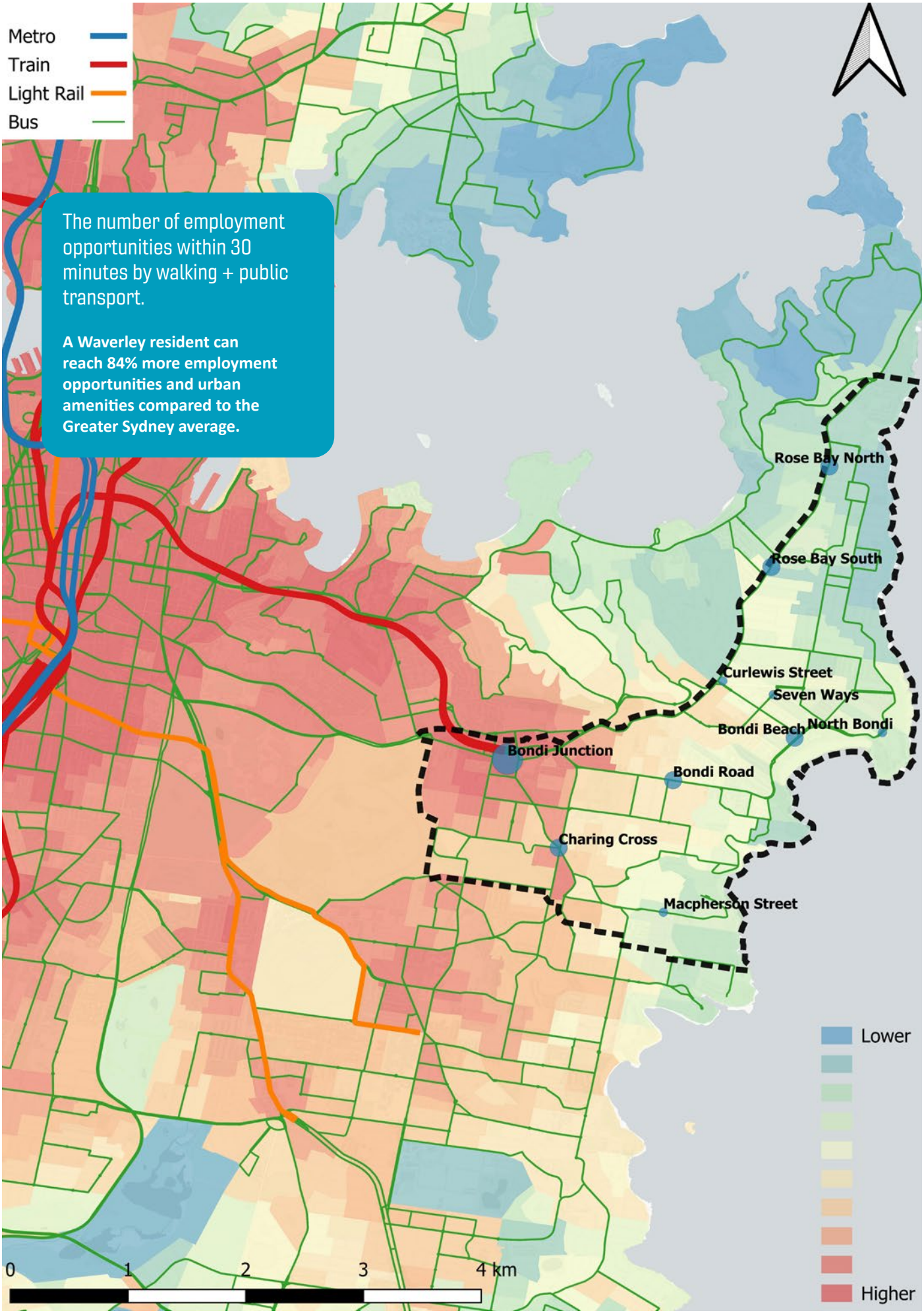
Our community survey identified additional factors that contribute to more people walking:

- Pedestrian priority and a safer walking environment
- More street crossing opportunities
- Improvement to footpath pavement, more space and less obstructions on footpaths

Our centres with high density, mixed-use development brings people closer to where they want to go. In these areas, urban amenities are conveniently located within a short walking distance from public transport hubs and population centres, creating an ideal environment for walking and transit use.

We will continue to remove barriers to walking, and encourage future development to maintain a compact and walkable urban landscape. This also minimises development impacts on our transport system.


Estimated leisure walking trips
0
500
1,000 m


Metro
Train
Light Rail
Bus
The number of employment opportunities within 30 minutes by walking + public transport.
A Waverley resident can reach 84% more employment opportunities and urban amenities compared to the Greater Sydney average.
Rose Bay North
Rose Bay South
Curlewis Street
Seven Ways
Bondi Beach
North Bondi
Bondi Junction
Bondi Road
Charing Cross
Macpherson Street
0
1
2
3
4 km
Lower
Higher

Strategic Context

Walking has a symbiotic relationship with public transport, and together they form the backbone of the transport system in Metropolitan Sydney. At the state level it has been acknowledged that the provision of road space cannot scale with population and job growth, and that active transport and public transport will take up a greater role in delivering sustainable transport options, especially in high density areas and around public transport hubs.

Waverley enjoys strong public transport connectivity, with a well-serviced local bus network and direct train link to the CBD and broader Sydney via the train and metro systems. Together, walking and public transport provide residents with easy access to a wide range of employment opportunities and urban amenities, both within Waverley and across Greater Sydney. The Bondi Junction public transport hub has fast rail connection with the CBD, and connection with the local area by buses. Areas near Charring Cross and Bondi Road are also well connected by walking and public transport.

Waverley's retail-based economy benefits from its accessibility, drawing patrons and visitors from across Sydney and overseas.

To support our residents and local businesses, we will enhance walking to local destinations, and improve pedestrian access to public transport. This means better pedestrian permeability in our centres and higher density areas, and better linking public transport hubs with residential areas and major destinations. By improving walkability, this strategy is aimed at encouraging more walking in Waverley.

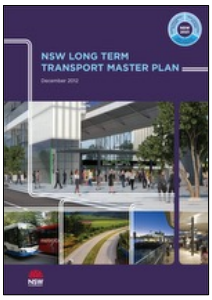
The increasing density in Waverley presents opportunities for transit oriented development (TOD), encourages more walking through enhanced walking infrastructure, urban design, street scape upgrades and more greenery. Walking will need to take on a greater role in providing sustainable transport options for new developments, and to minimise traffic impact.

We also acknowledge that walking is not yet a viable transport option in some areas within our LGA, namely Dover Heights[1], Vaucluse, and parts of Bronte. In alignment with the state planning objectives, we will enhance the walking experience near our centres, and improve walking as a more viable transport option in other parts of the LGA.

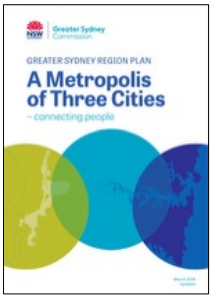
1. Part of Dover Heights near Rose Bay is covered by the Low and Mid-Rise Housing area under the state policy (2025). This area does not currently have good access by walking and public transport.

State & local planning context

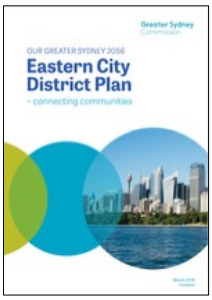
State



NSW Long Term Transport Master Plan (2012) highlights the importance of walking in delivering short, local trips, and in integration with public transport. The plan noted the need to improve walking access to the nearest train station, integration of transport infrastructure with land use planning. The plan also brings forward the potential for replacing a significant amount of short driving trips with walking.



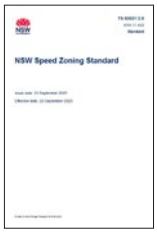
The Greater Sydney Region Plan - A Metropolis of Three Cities (2018) provides the roadmap for enhancing housing opportunities around strategic and local centres. Improving walkability around centres reduces congestion, contributes to liveability, leads to more successful businesses, and supports people to be more active and socially connected. A focus is on enhancing walkability within 2 km of a strategic centre, and 10 minutes walking distance of a local centre.



The Eastern City District Plan (2018) outlines the strategy to enhance the connection between walking and public transport, and to co-locate transport infrastructure with schools, retail and other businesses to improve walkability. Residential development will prioritise locations within walking distance of centres, and parking provision need to account for the availability of walking and access to public transport.

Future Transport Strategy 2056 (2022) highlights the importance of walking as a mode of transport, and in encouraging the use of public transport. Better integration between walking and public transport will be needed to make travel time competitive with private vehicles, and to encourage more people out of their cars. A vision is for most people to reach their nearest centre within 30 minutes without driving a car.

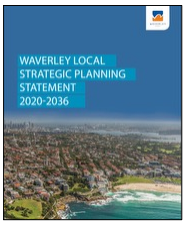
NSW Active Transport Strategy (2022) outlines visions and focus areas in improving active transport, including creating walkable neighbourhoods, improving pedestrian safety, and encouraging behaviour change to make walking the preferred mode of transport.



NSW Speed zoning standard (2025) outlines principles for setting speed limits on roads and streets. It emphasises safe speeds that are appropriate for street environment and place context, including 30 km/h and 40 km/h zones in urban places and local streets, and 10 km/h and 20 km/h in shared zones.

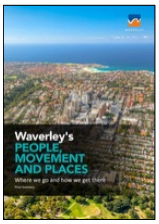
State & local planning context

Local



Waverley Local Strategic Planning Statement 2020 – 2036 outlines as our top planning principle to improve public and active transport to achieve the 30-minute city. This includes improving walkability, and working with the state government, businesses and new developments to support travel behaviour change and sustainable transport modes.

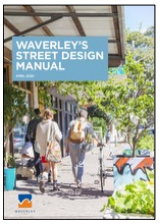
Waverley Community Strategic Plan 2025-2035 presents a community vision of more active and public transport options, and more walkable streets in our community in the future. We will improve pedestrian safety, and deliver more walking and public transport options for our community.



Waverley's People, Movement and Places - (2017) establishes the priority of pedestrians, bike riders, and public transport over private vehicles, and pedestrians are placed as the top priority. This plan outlines opportunities and challenges for walking in Waverley, including historical land use and street patterns, difficult terrain, limited road space, parking and congestion.

Our Liveable Places Centres Strategy 2020 – 2036 highlights the role of our centres, and the goal of having walkable neighbourhoods around our centres. Improving walkability and incorporating active street frontages, ground floor retail and commercial businesses in our centres improves liveability, and provides further opportunities for enhancing community connections, and economic benefits.

Waverley Disability Inclusion Action Plan 2022 – 2026 builds on actions taken by Council over many years to improve accessibility in Waverley. The plan identifies areas for further improvement, and strategies going forward.



Waverley's Street Design Manual (2020) outlines the principles and functions of streets in Waverley, including the hierarchy of streets and centres, and street design considerations. The manual highlights the function of streets as both to carry people and traffic, and to be a place for people to stay and enjoy. There are competing uses for limited street space, and the manual emphasises having a continuous footpath free of obstructions.

Environmental Action Plan 2025 – 2035 outlines Council's goal and commitment to reduce transport related emissions, and to encourage transport mode choice that support transition to Net Zero greenhouse gas emission.

Challenges

High density in Waverley creates issues such as crowding on footpaths, and competing demand for limited street space. Waverley has highly trafficked roads that are both movement corridors, and also serve as major activity centres.

Transport demand. Both the population and demand for transport increases across Greater Sydney, and the significant numbers of visitor to Waverley each year contributes to our local economy, but also puts pressure on our transport infrastructure. With a proposed housing target of 3,400 additional dwellings by 2036[1] and an overall increase in density, we need more footpath space and better walking infrastructure to keep up with growth, and continue to improve the walking experience.

The provision of additional road space cannot scale with the increase in vehicular traffic. Therefore we need to encourage more residents and visitors to walk and use public transport.

Walking infrastructure has been inadequate in many parts of the LGA, including the lack of pedestrian priority and crossings, narrow footpath in busy areas, and missing kerb ramps.

Large block sizes and a lack of through site connections increases walking distance, and reduces access to public transport.

Topography. The hilly terrain, steep hills and cliffside paths in Waverley presents additional challenges for walking, especially for younger and older residents, and people with mobility constraint.

Opportunities

High density makes it easier for people to walk to places. A great number of urban amenities are within short walking distance from public transport hubs and residential areas.

Local walking culture, strong community support. Waverley has strong local culture and heritage for walking. The abundance of local scenery, beaches and parks, shops and outdoor dining, make walking fun and enjoyable, and a great way to explore the LGA. The community supports more walkable and pedestrian friendly neighbourhoods with slower and reduced traffic. Walking (inc. public transport) is the preferred mode of transport for most residents.

Public transport. Waverley has good public transport services by both trains and buses. High density helps promote Transit Oriented Development (TOD). A significant amount of people use walking and public transport to get to places.

Low vehicle ownership. Vehicle ownership rates in our LGA is lower than many other places in the Greater Sydney which presents opportunities for walking and public transport.

Natural traffic calming. Our narrow roads provide natural traffic calming, and grounds for further reducing vehicle speeds on local roads.

Streetscape upgrade and more greenery make streets more pleasant to walk, and more inviting as a place to stay and spend time.

1. Waverley Local Housing Strategy 2020 – 2036

Walking related needs and issues

A range of walking related needs and issues stemming from Waverley's population growth and its unique urban landscape have been identified. Data and feedback from the community played a key role in providing an up-to-date understanding of these issues, which also shapes how this strategy aims to address these issues.

Crashes involving pedestrians, pedestrian right-of-way – There are a number of pedestrian crash hotspots in the LGA. Pedestrian safety and right-of-way came up as a top concern in resident feedback and the community survey.

Pedestrian permeability, crossings - Many streets in our LGA lack crossing opportunities. Traffic signals are not optimised for pedestrians even in areas with high pedestrian activities. The lack of pathways through large land parcels increases walking distance, and discourages walking.

Limited street space and reliance on public transport - Waverley has limited road space due to high density and historical development. Both residents and visitors rely on public transport. Asymmetrical bus boarding and alighting numbers on different road sides places higher demand for space near bus stops and pedestrians crossings.

Footpath conditions - Footpaths are often narrow, and often crowded with standing and moving pedestrians. Various interruptions and conditions on footpath have been identified as a major barrier to walking by residents.

Streetscape - Better design and beautification of streetscape encourage more walking. This includes more greenery, and continuous awnings in town centres to provide shelter from weather.

Independent mobility – Waverley is home to several schools and have a large number of older people, and people with disability. Uneven pavement, missing and non-compliant kerb ramps, footpath obstructions and unsafe spots make walking difficult for children and people with mobility limitations.

Social and economic roles of walking – Walking increases social interaction and bonds the community closer together. Good walkability benefits the local community, and the retail-based local economy.

Conflict with other active transport users – Narrow road space, crowded footpath, and a large number of people walking and riding means conflicts are inevitable between different active transport users, and between pedestrians and parked bicycles.

About this strategy

Walking Waverley proposes infrastructural and non-infrastructural treatments to support walking in our LGA. This document identifies gaps and opportunities for improving walking, and sets our goals and priority areas going forward. This strategy will guide our walk related capital and maintenance works, and funding applications, as well as providing guidance at an operational level to align our short to medium-term actions with longer-term strategic objectives. As Waverley's first ever strategic document on walking, this strategy has a heavier emphasis on infrastructural improvement.

Development of this strategic document is aligned with other state, regional, and our local plans and policies. In particular, this strategy is influenced by the Waverley's People, Movement and Places (WPMP) plan (2017), which sets our transport vision, and establishes the priority of pedestrians.

Walking Waverley incorporates the Active Travel to Schools plan, which seeks to improve safety, and enable the independent mobility of school children. This document is developed in parallel with the 2025 Bike Strategy that guides the implementation of bike infrastructure.

This strategy is informed by, and will inform other local plans and policies. These include the management and maintenance of walk related transport infrastructure in the Strategic Asset Management Plan (SAMP 6).

We are making progress improving walking in Waverley. We have delivered a number of infrastructural projects, with additional ones in the delivery pipeline.

Going forward, this strategy and action plan will help identify the need for improvement, prioritise critical improvements and balance competing needs from different modes of transport.

Other actions include:

Active travel to school:
Bondi Beach Safe Routes to School – funding granted by Get NSW Active 24-25 to upgrade pedestrian crossing at the intersection of Mitchell St and Blair St.

Traffic calming, 40 km/h zones:
We implemented 40km/h zones in the LGA south of Bondi Road.

As part of the 40km/h project, we applied 36 treatments to slow traffic between 2021 and 2022.

Working together towards our vision for walking in Waverley

Roles and responsibilities

While Council directly controls many aspects of the walking infrastructure, we do not have control over many other street features. The state owns and manages state roads, and has more interest and influence over regional roads. Traffic signals are also managed by the state. Bus stops and operations are responsibilities of the bus operator, although Council provides and maintains bus shelters. Shared bikes operate on our streets, and under the current legislative framework, Council currently lacks the authority and resources to regulate their use effectively.

Partners and stakeholders

Council will work to improve walking infrastructure that are within our direct control, and continue to monitor, evaluate, and work with the state to improve other walking related transport infrastructure, such as traffic signals and speed limits.

For areas beyond our direct control, we will continue to work with responsible parties and stakeholders, and advocate for positive changes to improve walkability.

Partners and stakeholders	Organisation type	Area of cooperation
Transport for NSW (TfNSW)	State government	Collaboration on improving walking infrastructure on local roads, and advocate actions for positive changes with pedestrian signals, and walking infrastructure on state roads.
NSW Department of Planning	State government	Land use and zoning to support a walkable environment
Randwick, Woollahra, City of Sydney	Nearby local government	Coordination projects across council borders to ensure the continuity of walking corridors across LGA boundaries
Transdev John Holland	Local bus operator	Bus stops, routes and services, integration of walking and bus services
Schools and NSW Department of Education	Education sector	Support for students active travel to school
Bike East, Walk Sydney Bicycle NSW	Not-for-profit organisation, advocacy group	Community engagement, input and feedback
Shared bike operators	Private sector	Shared bike parking and interaction with people walking

How this strategy is structured

Our Goals

- Make walking safe for all people, at all times
- Improve the permeability of the pedestrian network through streets and open space
- Facilitate seamless integration between walking & public transport
- Make walking pleasant and enjoyable
- Provide accessible streetscapes that support independent access
- Improve walking to promote vitality on streets
- Ensure walking harmonises with other transport modes

Stemming from our goals, specific actions have been developed to improve walking.

To apply our actions, 10 focus areas have been identified, each with a list of improvement opportunities identified. These focus areas and improvement opportunities are often interconnected, contributing to multiple goals.

How this strategy is structured

Goals	Focus Areas
Make walking safe for all people, at all times. The safety of pedestrians is prioritised and risks from vehicular traffic is mitigated.	**Slow streets** – Reduce speeds to improve pedestrian safety. This includes 40km/h zones throughout the LGA, and reducing speeds to appropriate levels based on local context. **Right sizing intersections** – Improvements to vehicle centric intersections. This reduces stress, facilitates pedestrian movement, and provides more space for people walking and staying. **Vehicle entrances & exits** - Clarify pedestrian priority and improve safety where vehicles cross pedestrian paths. **Pedestrian safety initiatives** – Including both infrastructure treatment to improve safety at pedestrian crash hot spots, and non-infrastructural community engagement and education.
Improve the permeability of the pedestrian network through streets and open space. Walking routes are direct, without unnecessary detour or difficult crossings. Walking is convenient, and the preferred transport option for short trips.	**Pedestrian crossing improvement** – Deliver pedestrian crossing improvements in alignment with a map of identified locations. This includes both marked crossings and informal pedestrian crossings **Pedestrian signal priority** – Work with TfNSW to reduce pedestrian delays at intersections, especially in high pedestrian areas where the movement of people should be prioritised. Explore innovative approaches and precedents from neighbouring LGAs to reduce pedestrian waiting time at signals.
Facilitate seamless integration between walking & public transport	**Bus stops improvement** – More footpath space for pedestrians and standing passengers, easier street crossing near popular bus stops.
Make walking pleasant and enjoyable for people of all ages and abilities	**Footpath improvement** – Improvements and upgrade to footpath surfaces, including highly trafficked and yet unpaved natural strips, connections through parks and open space. We will also provide better weather protection through awning and greenery.
Provide accessible streetscapes that support independent access by school children and people with disability	**Active travel to school** – Continue to work with schools to improve the safety of walking to school, enable and encourage more children to active travel to school. **Continuous travel paths** - Identify and treat missing and non-compliant kerb ramps, and other pinch-points that impact the walking.
Improve walking to promote vitality on streets, enhances social connection, and contributes to a sense of place and the local economy	Policies, planning controls and daily operations. Improve way-finding signages. Advocate for greater control of street space and features by Council, including space allocation, speed limits, traffic signals, both the authority and resources to better manage share micromobility devices. Trial pedestrian priority areas, and make permanent these changes with support from the community.
Ensure walking harmonises with other transport modes	

Goal A: **Make walking safe for all people, at all times**

The goal of making walking safe responds to increasing traffic in our LGA, and a growing voice from the community to improve safety. This strategy developed a range of actions to improve safety with walking, including:

A1. Continue to reduce vehicular speeds, mitigate risks and impacts to pedestrians

A2. Reduce excessive vehicular traffic on residential streets and near town centres

A3. Indicate pedestrian priority, manage driver expectations and readiness to give way to pedestrians

A4. Transition from vehicular centric to people centric design, make every street walkable

A5. Improve pedestrian safety at identified collision hotspots, proactively address locations with potential for collisions

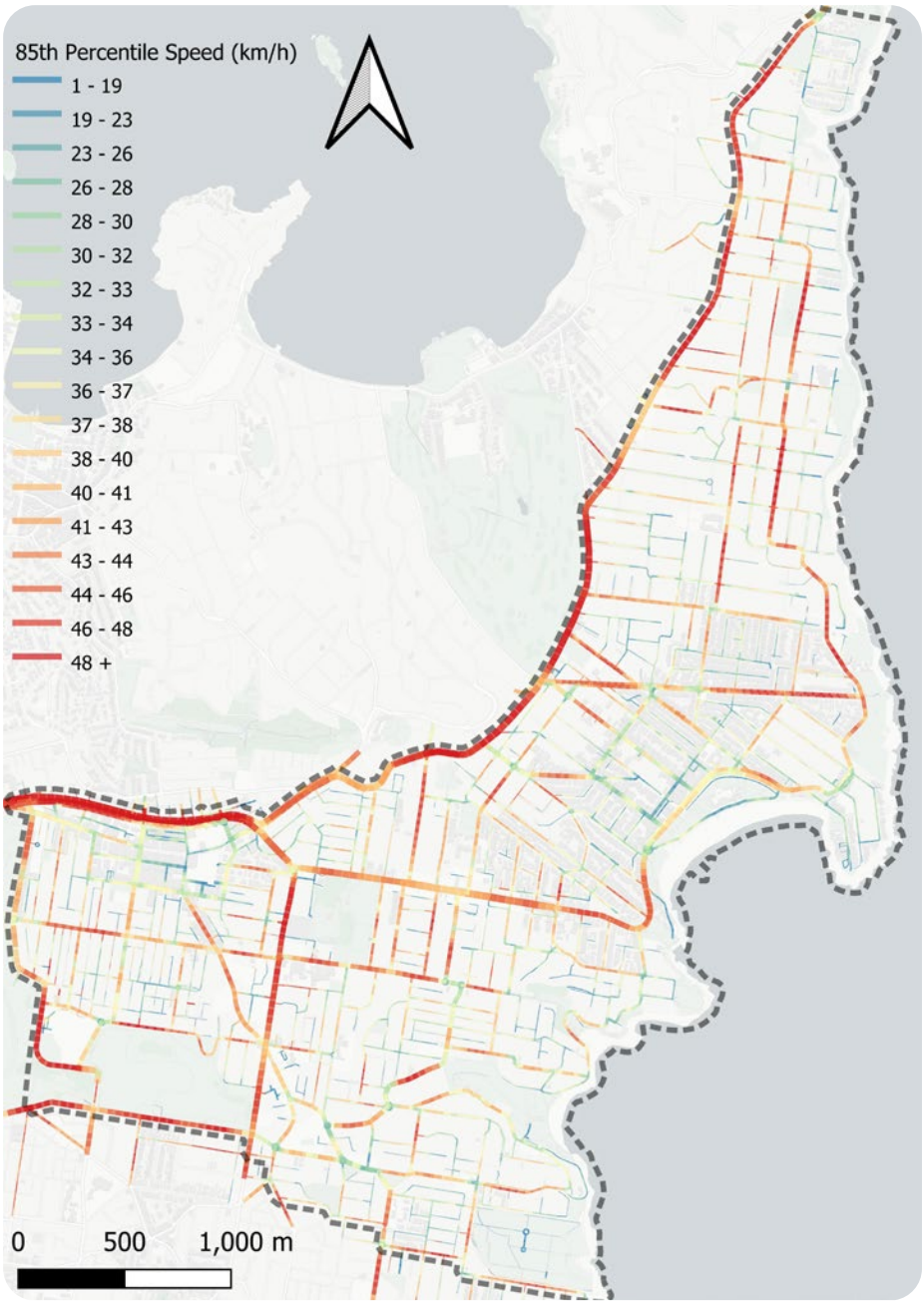
A6. Combine traffic calming with pedestrian crossings whenever possible

A1. Continue to reduce vehicular speeds, mitigate risks and impacts to pedestrians

Not all roads serve the same purpose - some prioritises efficient vehicle movement, while others are meant for local traffic. As traffic continues to increase, some roads are taking on functions they were not intended to handle. Excessive vehicular traffic and speeds bring a range of issues, most notably:

- **Safety risks –** Vehicles at high speeds are less likely to notice or give way to pedestrians, which results in more serious collisions. Research show the likelihood of serious pedestrian injuries or fatalities increases with vehicle speeds. Fatalities become exponentially more likely to occur when speeds exceed 30 km/h[1].
- **Barrier effect –** Roads with fast moving vehicles make it more difficult for pedestrians to cross without signalised crossing points. This "barrier effect" is particularly significant when combined with high traffic volumes.
- **Noise and other negative impact –** Vehicular traffic diminishes the appeal of streets as places to stay and enjoy, and negatively affects nearby residential units and ground-level retail.

To enhance pedestrian safety and improve the livelihood of streets, we will continue to implement traffic calming to slow vehicles, reduce cut-through traffic in our core areas. This requires a strategic, systematic approach that considers the road hierarchy under the "Place and Movement" framework, and strategically place traffic calming devices and introduce network modifications that align traffic with the road function.



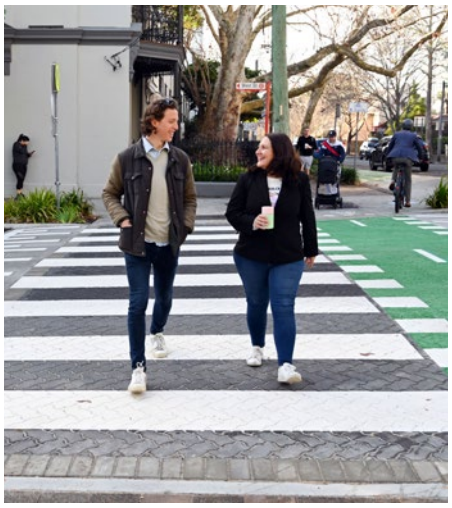
85th Percentile speeds shown in colours (2024)
(Traffic volume is represented with line width)

^1 Jurewicz, Chris, Amir Sobhani, Jeremy Woolley, Jeff Dutschke, and Bruce Corben. "Exploration of vehicle impact speed–injury severity relationships for application in safer road design." Transportation Research Procedia 14 (2016): 4247-4256.)

A2. Reduce excessive vehicular traffic on residential streets and near town centres

While the road classification based on management arrangements (local, regional, state) largely aligns with traffic patterns, some state and regional roads – such as Bondi Road, Curlewis Street, and sections of Bronte Road and MacPherson Street have evolved to serve more as places for people, rather than purely as vehicle throughfares.

We will implement traffic calming measures to reduce speed and traffic in commercial centres and residential areas, particularly where road function and actual traffic conditions are misaligned. We will monitor and address any unintended spill-over effects from changes in traffic.



Road classification

Focus area: Slow streets

Excessive speeds and traffic volume are not compatible with the characters of our neighbourhood. To make our LGA more liveable, and streets safer for people walking, staying or playing, we will implement infrastructural changes to reduce vehicle speeds and traffic volume. Measures include lower speed limits, raised crossings, pedestrian refuge, and further narrowing roadway at intersections to make sure drivers slow down when making turns.

40 km/h zone

We will continue to work towards goals set by the Waverley Local Strategic Planning Statement 2020 - 2036, and implement speed limits that are appropriate for the surrounding urban environment. This will improve safety and contribute to more active transport.

This extends to Bondi Road, which is a state road but with extensive "place" functions and deep local connections.

Beyond 40 km/h zones

In addition to the on-going implementation of 40 km/h zones, there are significant safety and livability benefits to further reducing speed limits in laneways, and in high pedestrian areas and along active street environments, such as in Bondi Junction and Bondi Beach.

Lower traffic volume

Slower speeds in commercial centres also helps divert through traffic and reduce traffic volume around Bondi Junction[1] and across the LGA[2]. This helps match traffic conditions with the function of a road, and aligns with both Council's strategic plans, and the NSW Movement and Place Framework in managing roads and traffic.

We aim to reduce cut-through traffic on our streets, particularly where existing traffic volume does not match road function and local environment[3].

Indicative priority pedestrian area

1. WPMP (2017)
2. Waverley Local Strategic Planning Statement 2036
3. Minimise volume of traffic along Newland Street with traffic calming and diversion (Waverley Local Strategic Planning Statement 2036); Discourage through-traffic in Bondi Junction (WPMP (2017))

A3. Indicate pedestrian priority, manage driver expectations and readiness to give way to pedestrians

A4. Transition from vehicular centric to people centric design, make every street walkable

Designing our streets for people, not cars

Streets have varying purposes: some act mainly as movement corridors, while others, like high streets and residential streets, serve important 'place' functions where people can stay and enjoy. Despite these differing roles, vehicles remain the design priority on most roads. Road space allocation, road geometry, and signal priority have a focus on vehicles movement - in many cases encouraging vehicles to travel at excessive speeds, or use high streets and residential streets as cut throughs ("rat run").

Vehicles not giving way to pedestrians is recognised by the community as a major barrier to walking. Vehicle-centric designs reinforce the mistaken belief that cars have priority, even when they do not. Excessive speed also means drivers are less likely to notice, or give way to pedestrians.

We will adopt more context sensitive road designs to improve safety for pedestrians. We will focus on the following:

- Slip lanes
- Roundabouts (where there is heavy traffic)
- Street level vehicle entrances/exits that incorrectly signal vehicle priority
- Pedestrian barriers and fences

The use of slip-lanes, roundabouts and one-way streets will consider the context of the urban environment. Existing installations will be reconsidered if they are not appropriate for the environment.

Where necessary, we will apply treatments to reduce vehicle speeds and signal pedestrian priority in road design. Kerb extensions, refuge islands are effective treatments to reduce crossing distance, especially for people who cannot walk as fast, or see or hear as clearly. Continuous footpath treatment provides clear signal to drivers that they are crossing a pedestrian path.

Driver expectation, safety in numbers

Drivers' awareness of entering high pedestrian areas such as town centres, influence their driving behaviour. We will incorporate better pedestrian-aware designs and manage driver expectations to reduce the likelihood of pedestrian crashes. Effective traffic calming, and preparedness to stop or give way to pedestrians are key to pedestrian safety.

Encouraging more people to walk improves the safety of everyone[1]. As pedestrian numbers increase, they become more visible to drivers. Drivers also adapt to a high pedestrian environment by being more cautious, slowing down and paying more attention to people crossing the street. More people walking also justifies traffic calming and other infrastructure enhancements to improve safety. With this "safety in numbers" effect, more people walking improves not just their own safety, but also contributes to the safety of others.

1. Elvik, Rune, and Torkel Bjørnskau. "Safety-in-numbers: a systematic review and meta-analysis of evidence." Safety science 92 (2017): 274-282

Focus area: Right-sizing intersections

For marginal benefits to vehicle movement, vehicle centric intersection designs in dense urban areas make it more stressful, and less safe for people crossing a street, even in areas of high pedestrian activity. We will continue to improve intersection designs in line with TfNSW's Design of Roads and Streets (DORAS) manual[1].

Several opportunities have been identified to improve and right-size intersections that could result in safer street crossings, more space for people waiting at signals, and for on-street activities.

We will look to improve the following intersections in the short to medium term:

- Council St & Waverley St/Bondi Rd
- Denham St & Bondi Rd[2]
- Bronte Rd & Birrell St
- Bronte Rd & Carrington Rd

We will explore longer term opportunities to improve the following intersections:

- Curlewis St & Old South Head Rd
- Penkivil St & Old South Head Rd
- Wellington St & Blair St
- Birrell St & Carrington Rd (south-west corner as priority)

To minimise traffic impact from right-sizing intersections, we will carefully analyse the origin-destination of vehicles utilising slip lanes and continuously monitor traffic before and after treatment.

Improvements to roundabouts

Vehicles typically travel at higher speeds approaching a roundabout than a traditional intersection, and exit at much faster speeds. The exit point for vehicles using a roundabout is difficult to determine, making crossing a roundabout particularly difficult for pedestrians and other non-motorized users.

We will make improvements to the following roundabouts and look to improve more roundabouts in the future.

- Campbell Parade near Lamrock Avenue[2]
- Leichhardt Street and MacPherson Street intersection

Focus area: Vehicle entrances & Exits

Treat street level vehicle entrances and exits

Many vehicle entrances and exits in Waverley incorrectly signal vehicle priority, which creates a significant issue for people walking, particularly in and around Bondi Junction, Bondi Beach area.

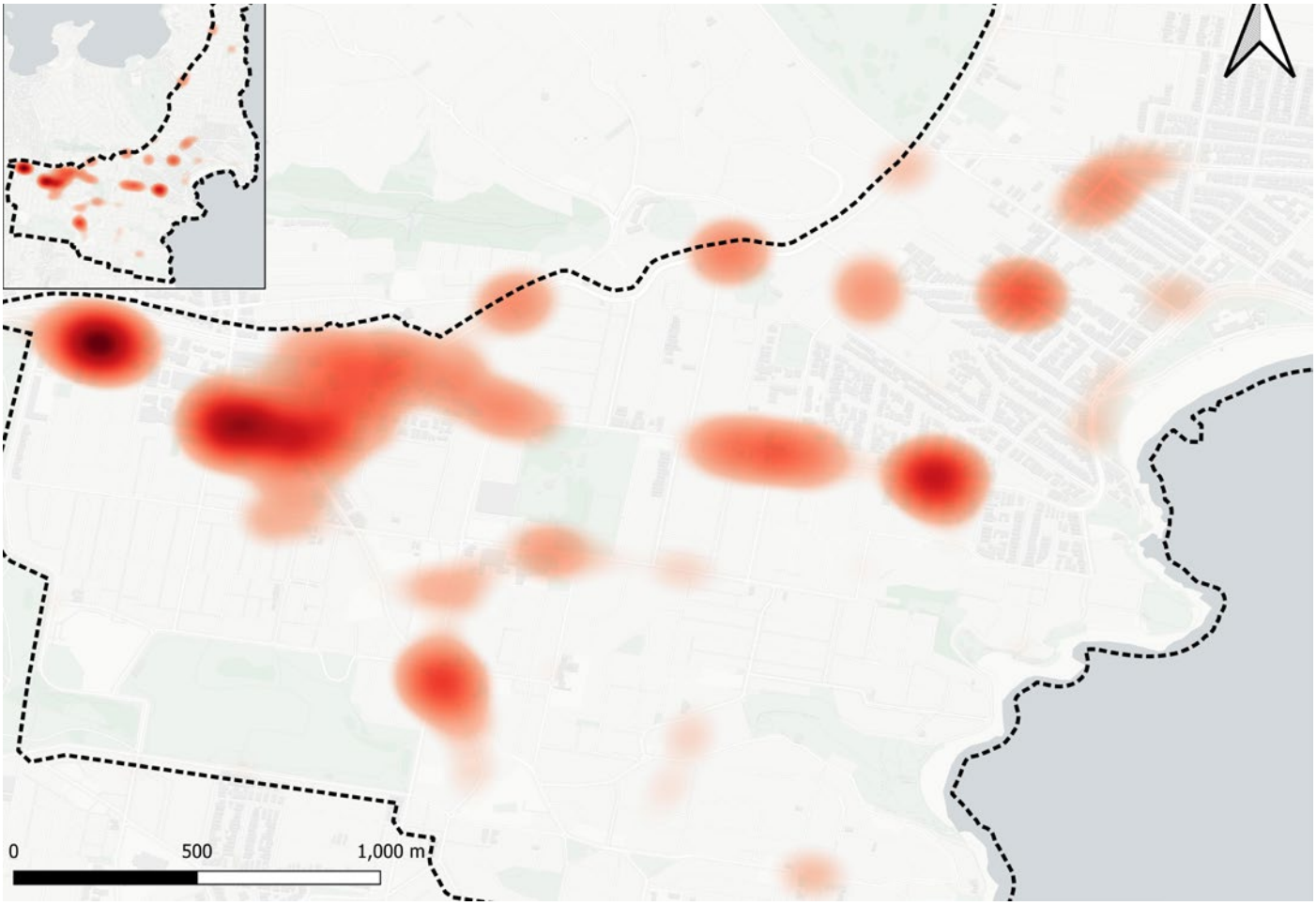
We will apply treatment at street level vehicle entrance/exit points, where vehicular traffic and conflict with pedestrians are common. The goal is to clarify pedestrian priority, and to encourage drivers give way to people walking.

1 Sec 8.3.6 & Sec 9.5.8
2 Noted in WPMP 2017

A5. Improve pedestrian safety at identified collision hotspots, proactively address locations with potential for collisions

A6. Combine traffic calming with pedestrian crossings whenever possible

Heatmap showing where pedestrians crashes are more likely (2016 - 2022)
Including areas with high pedestrian activities and/or elevated risks to pedestrians



Pedestrian safety in our LGA

A pedestrian friendly neighbourhood should be forgiving of mistakes, and a misstep should not lead to collisions or injuries. This is particularly important for vulnerable road users such as school children, who are more active and less experienced in recognising risks.

While pedestrian safety statistics in Waverley is tracking reasonably well compared to other LGAs, there is still a long way to go towards a safe neighbourhood for pedestrians. Between 2016 and 2022, there were 125 reported crashes involving pedestrians in our LGA, including 52 serious injuries, and 4 fatalities. Pedestrians faced a markedly higher risk than drivers during collisions; 3.2% of reported pedestrian crashes resulted in fatalities, compared to 0.78% of vehicle crashes.

To make our LGA a safer place for pedestrians, we will work to enhance pedestrian priority, and reduce vehicle speed with the ongoing roll out of 40 km/h zones across the LGA. In commercial centres and high pedestrian areas, we will look to further reduce speed limits that are more compatible with the urban environment. Lower speed limit makes cars more likely to slow down for pedestrians, and reduces the severity of any collision that do occur.

Pedestrian crash statistics does not include those resulting in minor or non-injury to pedestrians. Therefore a large number of incidents are likely not reported. We also heard from residents about near misses. We will continue to monitor and improve safety for people walking in our LGA.

Focus area: Pedestrian safety

In conjunction with other improvements, we will look specifically at areas with a heightened risk for pedestrians. This includes both our local roads, and state roads such as Bondi Road, Council Street (Carrington Road) and Old South Head Road[1]. We will conduct further investigations at pedestrian crash hotspots, and where appropriate, apply targeted treatment or work with TfNSW to improve pedestrian safety.

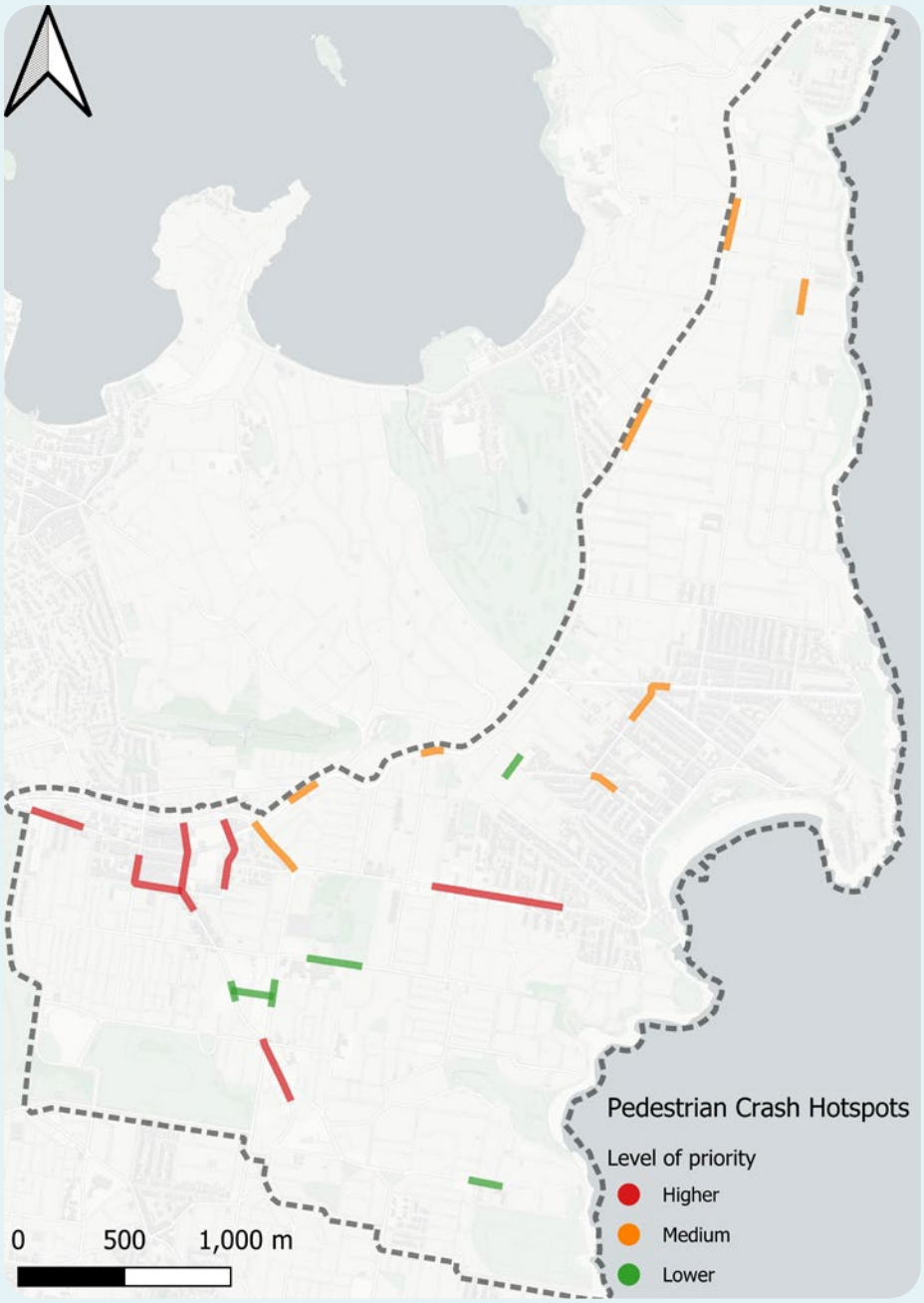
Infrastructural treatment

Vehicle speeds play a significant role in both the likelihood and severity of crashes, making them a key focus of our efforts. Slow points and speed humps are effective at reducing speeds. Where feasible, we will combine these measures with pedestrian crossings to enhance effectiveness. Line markings and signages will be installed where appropriate to alert drivers of crash hotspots.

We will minimise the use of one-way streets – although a one-way street reduces traffic volume, the change in driver expectation may lead to increased speeds that are not consistent with the road environment[2], which increases the risk to active transport users.

Community engagement and education (Non-infrastructural treatment)

We will actively engage the community to better understand their needs and preferences, and to educate the community on walking and driving safely. This includes engaging people with disabilities, school children and their parents to better understand needs and safety concerns.



Pedestrian crash hotspots

A number of locations where there is a cluster of pedestrian-related crashes have been identified. These clusters indicate high pedestrian activities and/or elevated traffic risks to pedestrians. The level of priority for investigating and treating a crash hotspot depends on factors such as the number of pedestrians exposed to traffic risks, the likelihood of future crashes, and the potential severity of crashes.

1. The need to improve quality, and increase pedestrian safety and amenity of Old South Head Road and Military Road is noted in Waverley Local Strategic Planning Statement 2020 - 2036.
2. Austroads 2016, Guide to Traffic Management Part 5: Road Management

Goal B: Improve the permeability of the pedestrian network

A permeable pedestrian network allows walking straight from point A to point B, without too much detour around large blocks or roads lacking crossing opportunities. Ensuring pedestrian permeability means minimising detour and walking distances, which can make the difference between a pleasant walking experience, and a tedious one. Our actions towards pedestrian permeability include:

B1. Provide more pedestrian crossing opportunities, ensure all desire lines at intersections have crossings, facilitate informal crossings where conditions permit

B2. Add cut throughs and modal filters to reduce walking distance. Improve connectivity through parks and coastal walk

B3. Strongly advocate to TfNSW to improve timing at key crossings to prioritise pedestrians, and introduce pedestrian scramble signals

B4. Support the Local Strategic Planning Statement's vision of a 30-minute city by promoting active and public transport, and encouraging compact and walkable development

B6. Encourage active and public transport to replace short driving trips, incorporate provision for walking in all streetscape projects

B1. Provide more pedestrian crossing opportunities, ensure all desire lines at intersections have crossings, facilitate informal crossings where conditions permit

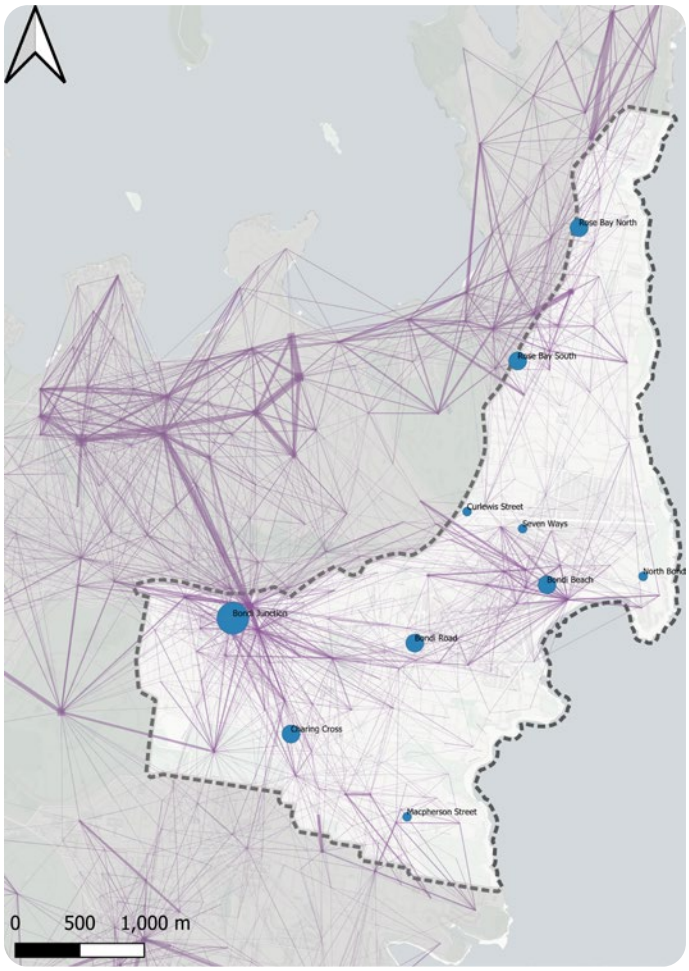
Desire lines and challenges to pedestrian network permeability.

There is strong demand for walking connections between commercial centres, public transport hubs and their surrounding areas. A significant amount of trips stemming from Bondi Junction and Bondi Beach converge along Bondi Road, making it a linchpin for both centres. Walking connections between Bondi Junction and Charing Crossing, Charing Crossing , with Double Bay[1] (Woollahra) also stand out as popular connections for walkable trips.

There remain many challenges to pedestrian permeability in Waverley, including roads and intersections with heavy vehicle traffic, and large block sizes that lack a passageway. In addition, there are also many locations with high traffic volumes, and large numbers of people crossing the street but without a marked crossing. The need to "negotiate" passage with vehicles can be both dangerous and stressful for many.

We will work to improve the permeability of the pedestrian network, eliminate pinch points, and facilitate pedestrian movement in all directions.

1. Areas beyond a 800-metre walking catchment area from the Edgecliff train station.



Short distance trip desire lines (within a 20-min walking distance)

Key walking corridors in Waverley

People walk for different trip purposes in Waverley – such as walk to get to places, walk for fun, or a combination of both. We aim to ensure a pleasant walking experience for all types of walking trips and walking corridors.

Transportation

- Walking on major roads such as Bondi Road, Bronte Road Old South Head Road connecting population centres with the commercial centre and public transport hub at Bondi Junction
- Walking access to popular bus stops

Recreational/tourist routes

- Walking routes to beaches, and coastal walks north and south of Bondi Beach
- Special Events – such as City to Surf, Sculptures by the Sea
- Walking amenities, places to stay, rest and enjoy

Shopping and dining

- Walking routes connecting village centres and town centres

Parks

- Access to parks and open spaces
- Through park connections

Schools

- Including day care, primary, secondary and colleges
- Walking connections between schools and adjacent parks

B2. Add cut throughs and modal filters to reduce walking distance. Improve connectivity through parks and coastal walk

Walking is more sensitive to distance than other modes of transport. Ensuring walking routes are direct and without unnecessary detour is an importance step in encouraging more walking.

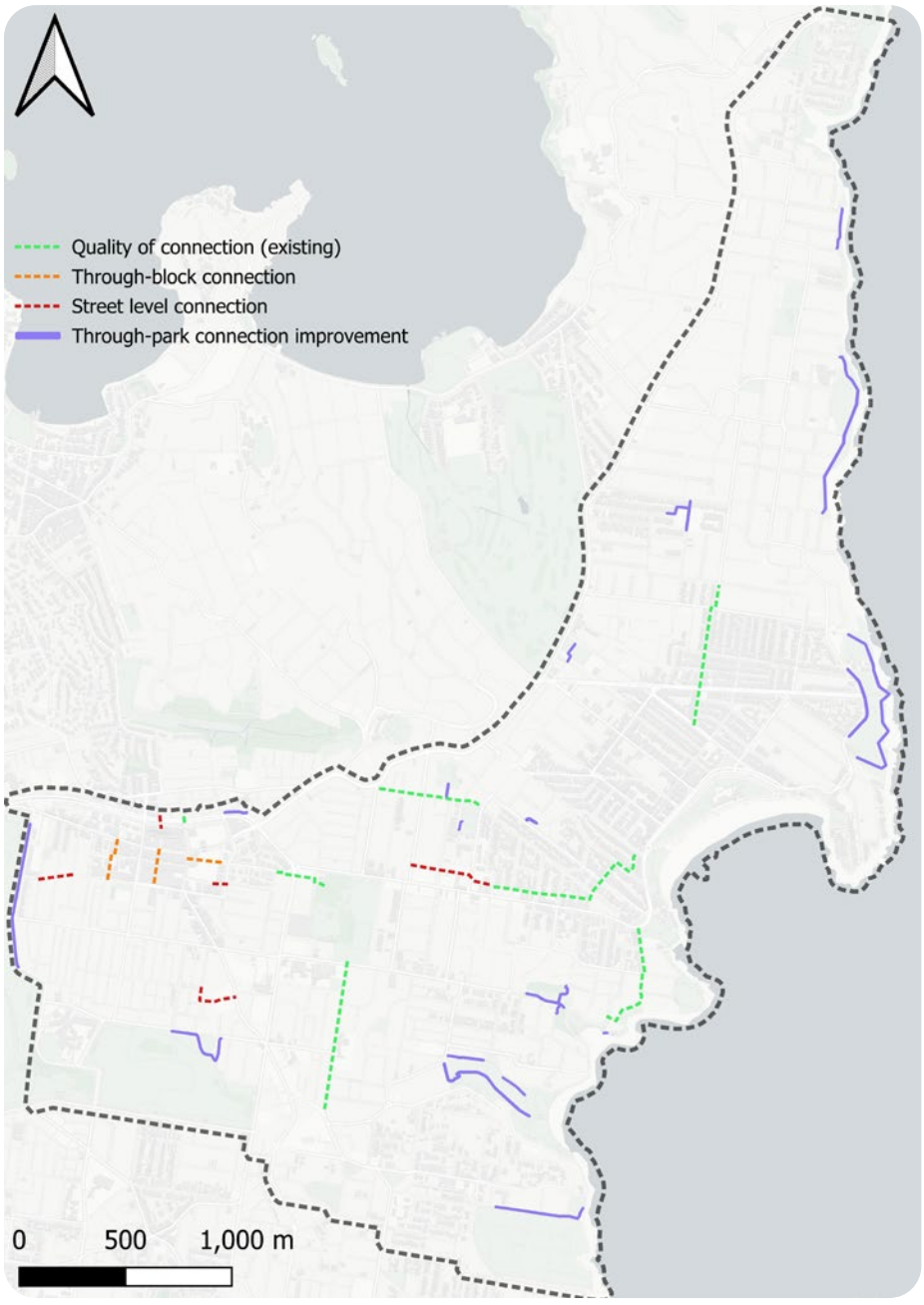
Along the desire lines that people frequently travel, a number of walking connections do not yet exist, but are essential for the permeability of the pedestrian network. On the other hand, some of these essential links already exist and are among the most heavily used walking routes in Waverley - however, many popular connections suffer from poor walkability due to narrow footpaths and low surface quality. We will enhance the walkability of existing through-block connections, and continue to assess the need for additional walking connections, identify opportunities to plug missing links.

For large blocks that currently lack permeability, there are opportunities to change existing development controls (DCP) to allow for more through site connections.

The need for better connection has been identified in the following locations:

- Between Bondi Junction and Centennial Park, Queens Park[1]
- Between Bondi Beach and Bondi Junction[1]
- Connection to Randwick Health & Education Precinct[1]
- (Inside) Oxford Street Mall and the train station[2]
- Coastal walks and through-park connections

We will explore connections through parks and open space to enhance pedestrian network permeability. This includes repair and renewal of existing pavement, and installing paved footpath over frequently trafficked natural strips.



Potential connection improvements
Connections are indicative only, and show general directions

1. Waverley Local Strategic Planning Statement 2036
2. WPMP (2017)

Focus area: Pedestrian crossing improvement

Pedestrian crossings are a key piece in ensuring the permeability of the pedestrian network. This is also an area where residents demanded more and safer street crossings. We have identified a list of locations with significant crossing demand while existing pedestrian infrastructure remain insufficient. We will delivery pedestrian crossing improvements in alignment with the map of identified locations.

Informal crossing opportunities

While formal crossing opportunities reduce stress associated with crossing the street, network permeability and livelihood of our streets are further enhanced with informal crossing opportunities. Streets with lower speeds and shorter crossing distances make informal crossing easier and less stressful. We will focus on high streets, and streets with high pedestrian activities and low traffic functions to improve informal crossing opportunities.

Reduce interruptions by traffic, continuous footpath

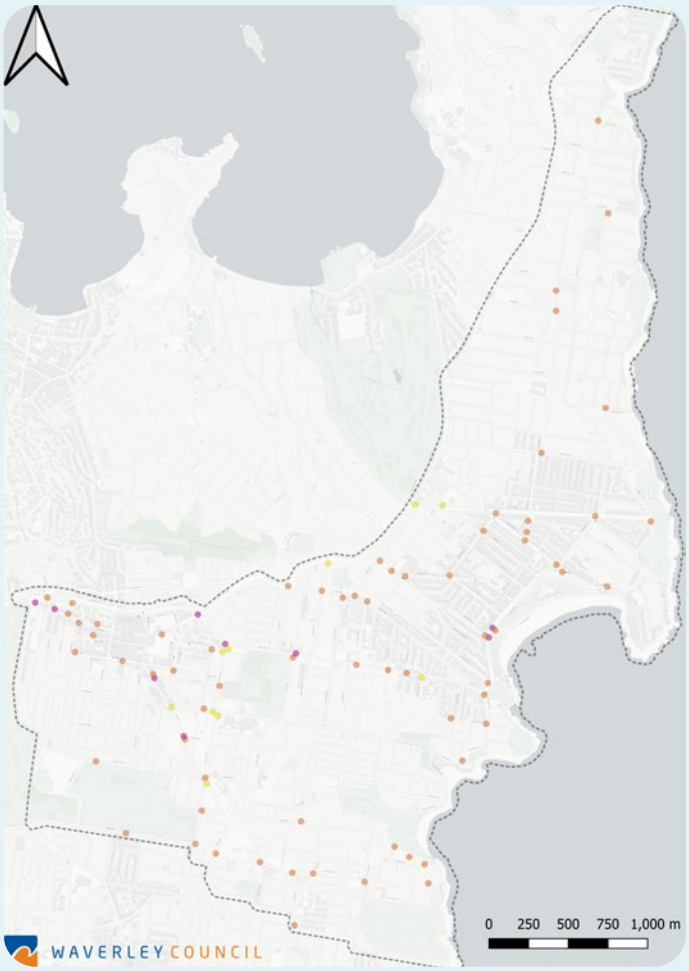
In our centres and densely populated residential areas, footpaths are frequently interrupted by vehicular traffic on minor roads. The need to negotiate right-of-way with intermittent vehicle traffic adds to the stress experienced by people walking, and breaks up what could otherwise be a continuous commercial street.

We will apply continuous footpath and other treatment where appropriate to enhance pedestrian priority and overall safety. The goal is to provide clear signals to drivers that instead of pedestrians crossing a road, it is the vehicles that are crossing a pedestrian path.

Driver education campaign

Under NSW Road Rules[1], vehicles turning, entering or leaving a driveway must give way to pedestrians. These rules are frequently misunderstood, a situation exacerbated by implicit biases in road design.

In addition to infrastructural treatments to make road features self-explanatory, we will undertake education campaign to ensure that drivers properly understand and follow road rules. These campaigns will aim at both local residents, and a high number of visitors to Waverley each year.



Opportunities to improve pedestrian crossing

1. Rules 72, 74 and 75

B3. Strongly advocate to TfNSW to improve timing at key crossings to prioritise pedestrians, and introduce pedestrian scramble signals

A case for shorter pedestrian wait times in Waverley

Traffic signals are an important part of walking experience. Signalised intersections with pedestrian phases reduce stress for some pedestrians crossings the street, but long wait times can make the walking experience frustrating and prohibitive.

There are a total of 55 locations with traffic signals across Waverley, of which 12 are dedicated pedestrian signals. Many crossings near our centres have a high number of people crossing[2]. Despite high pedestrian activities, traffic signals are optimised for vehicle movement, and pedestrian crossings came as a afterthought. This design approach is incompatible with areas with high density and pedestrian activity. Pedestrian wait times at signals are long even in high pedestrian areas in our LGA.

Signals with long pedestrian wait times do not work as intended - people are unwilling to spend a long times waiting, and tend to cross at unsignalised road sections, or simply cross against the light even in heavy traffic, posing a significant safety risk. Sydney-based research show it is very difficult to keep pedestrians waiting at signals - pedestrian compliance rate drops markedly once the wait time exceeds 30 seconds[3]. This shows that people are unwilling to spend longer times waiting at signals.

Shorter pedestrian wait times means overall shorter signal phases – which is more compatible with slower traffic where more frequent stops are expected. Pedestrians are also more likely to abide by traffic signals, if they know that the wait time are reasonably short.

1. Based on analysis by Vivendi for Waverley Council (2024)
2. Between 8,600 and 8,800 pedestrians cross the Bronte Rd from Oxford Street Mall to the Oxford Street on a typical day in 2024.
3. City of Sydney, Relationship of crossing timing and safety for people walking (2023)

Focus area: Pedestrian signal priority

Pedestrian signals are another key piece in the permeability of the pedestrian network. Although Council does not directly manage traffic signals, we will strongly advocate and work with TfNSW to improve pedestrian signals in the LGA.

Reduce pedestrian wait times

We will provide more safe crossing opportunities, and strongly advocate to TfNSW to reduce pedestrian wait time at key crossings where appropriate.

Research and experience by City of Sydney shows significantly reduced compliance rates when waiting times exceed 30 seconds. While short waits are desirable for pedestrians, intersections operate more efficiently with longer signal cycles, meaning longer wait times. In practice, 45 seconds is often considered a “sweet spot” that balances between pedestrians and traffic operations.

A scoping analysis identified a list of intersections and pedestrian crossings with high pedestrian activities that will require more favourable pedestrian wait times. Some of these crossings have relative low vehicle movement functions, and pedestrians should be further prioritised.

Auto-on pedestrian signals

Following the precedent in Sydney CBD, we will advocate for auto-on pedestrian signals in high activity areas, and during hours with high pedestrian activities. Waverley has a high number of international visitors who may not know how to use these push buttons.

Pedestrian scramble signals

Pedestrian scramble signals allow pedestrians to cross an intersection in all directions, including diagonally. We will explore opportunities to introduce pedestrian scramble signals at crossings with a high pedestrian volumes.

A number of intersections were identified that need more time for pedestrians:

- Campbell Parade & Hall Street
- Newland Street & Oxford Street (Scramble signal)
- Newland Street & Spring Street
- Oxford Street & Grosvenor Street (Scramble signal)
- Waverley Street & Bondi Road
- Waverley Street & Hollywood Avenue

Other intersections to consider in the medium to long term.

- Bondi Road & Penkivil Street
- Bondi Road & Watson Street
- Campbell Parade & Roscoe Street
- Newland Street & Grafton Street
- Oxford Street & Adelaide Street
- Oxford Street & Bondi Road
- Oxford Street & Nelson Street

We will work with neighbouring councils and strongly advocate to TfNSW to improve pedestrian signal timing at these locations.

B4. Align with the Local Strategic Planning Statement's vision of a 30-minute city by active and public transport, encourage compact and walkable development to support future walking

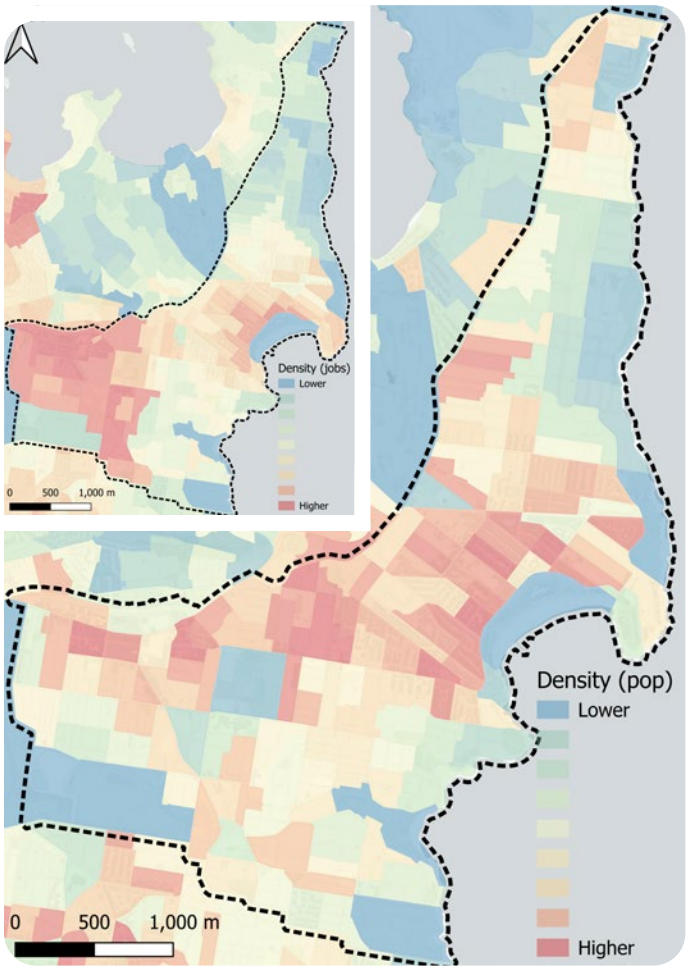
Compact development makes Waverley a more walkable place

For walking to become a viable mode of transport, there needs to be an abundance of shops and other urban amenities near where people live, along with well-connected, inviting footpaths that encourage walking to these destinations. Compact land use in Waverley creates an ideal environment for walking and public transport. With the second-highest population density in Australia, surpassed only by the City of Sydney (2024), Waverley is well-positioned to support walking and other active transport modes.

Connecting people with where they want to go

Population density in our LGA is highest near Bondi Junction, and in the area between Bondi Road and Blair Street. On the other hand, jobs in Waverley are concentrated near Bondi Junction, Charring Cross and also the Bondi Beach area. Job clusters represent not just employment opportunities, but importantly local retail and urban amenities for residents and visitors. It is our priority to improve footpath connecting where people live with where they want to go. This means connecting population centres with employment centres, transport hubs, food and recreation clusters, and also connecting visitors with popular destinations.

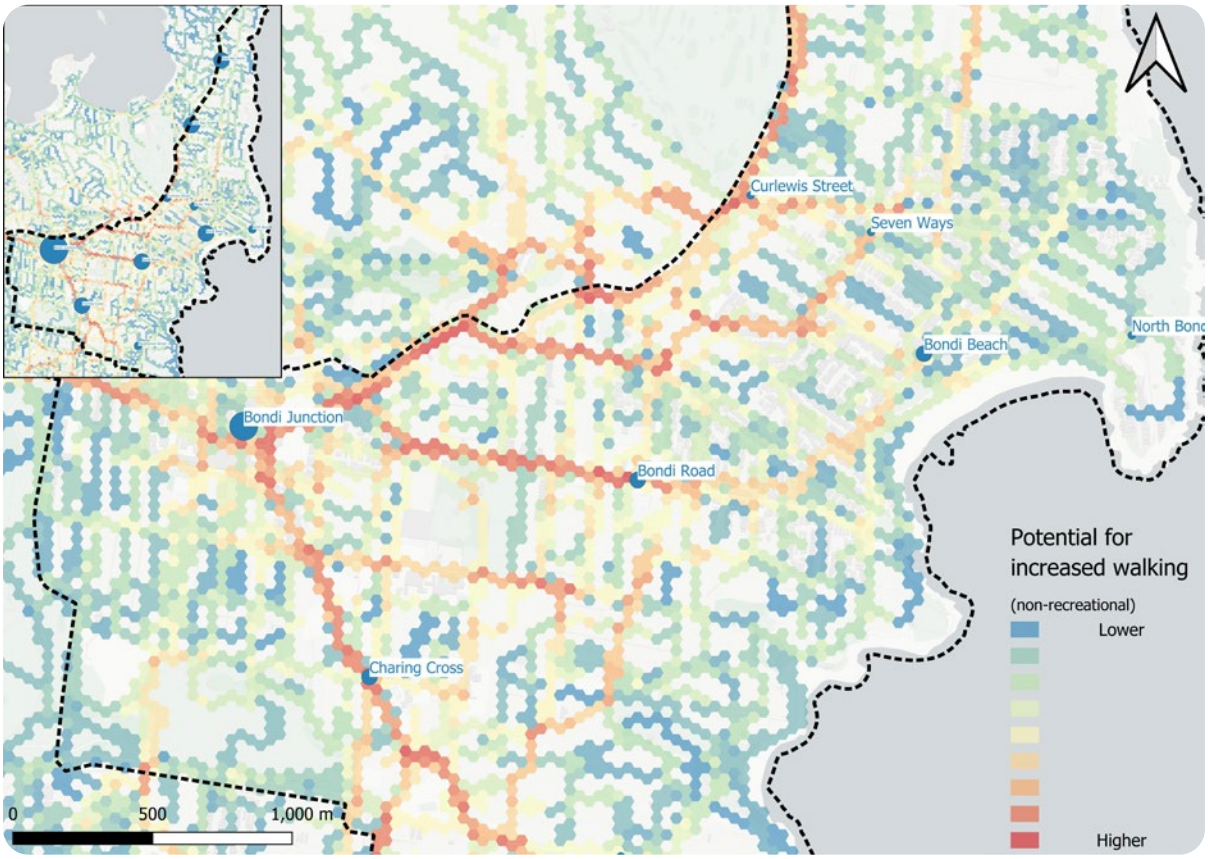
The connection between Bondi Junction and the densely populated area north of Bondi Road is among the most popular routes by walking (and by buses). Part of this connection can be made more direct, including additional entrances to the Bondi Junction transport interchange along the pedestrian desire line. As the backbone of this connection, the narrow footpath and heavy traffic on Bondi Road does not currently provide a pleasant walking experience. Footpaths near bus stops are narrow, and often do not provide sufficient space for both pedestrians and standing passengers. We will work on improving the walking experience along these routes, and explore rear laneway alternatives on either side of Bondi Road to provide a better walking experience[1].



Job (top) and population density in Waverley. Maps of walking access to shops and other amenities are included in Appendix.

1. An action in WPMP 2017 is to prepare a rear laneway strategy to provide car park / walk / cycle alternatives on either side of Bondi Road.

B5. Encourage active and public transport to replace short driving trips, incorporate provision for walking in all streetscape projects



We want more people to walk instead of driving to make our streets safer, and to reduce transport related emission.

There is strong demand from the community for more walking. Based on our community survey, about three out of four residents prefer walking (and public transport) over other modes of transport for getting around in Waverley, which is much higher than the current share of walking trips. Many residents would like to walk more, but often choose to drive due to various barriers to walking. Short distance driving trips are particularly inefficient for many reasons[1], and a key objective of this strategy is to identify 'latent' demand for walking, and make targeted improvement to walkability to enable more residents to walk.

Modelling shows which walking routes will be heavily used, if existing short driving trips were to be replaced by walking[2]. In the same vein that we wouldn't build a bridge based solely on the number of people swimming across – looking at desire lines helps identify important walking corridors, even if existing current walking demand is limited.

The permeability of the pedestrian network is key to more people walking instead of driving, particularly along walking routes where there is latent demand for walking.

Based on a sample of vehicle trips data, a significant amount of driving trips within our LGA can be replaced by walking.

1. Short car trips take up valuable street space for parking, and involve a significant amount of time spent searching for parking ,walking to and from the parking spot. Vehicles making short trips on a cold engine emit several times more pollutants than during normal operations, creating a substantial challenge for urban air quality.
2. Based on driving trips origin-destination data from Compass IoT (2024)

Goal C: **Facilitate seamless integration between walking & public transport**

Walking is closely intertwined with public transport, and the convenience of using a public transport system depends greatly on the ease of accessing bus stops. Our actions towards this goal will make it easier for people to access bus services, and to improve buses where the current level of service is inadequate. Our actions include:

C1. Improve access to and crossing opportunities near high-usage bus stops, work with developers to ensure premises are easily accessible by walking and public transport

C2. Ensure sufficient footpath space near bus stops, provide adequate shelter and seating where people wait for buses

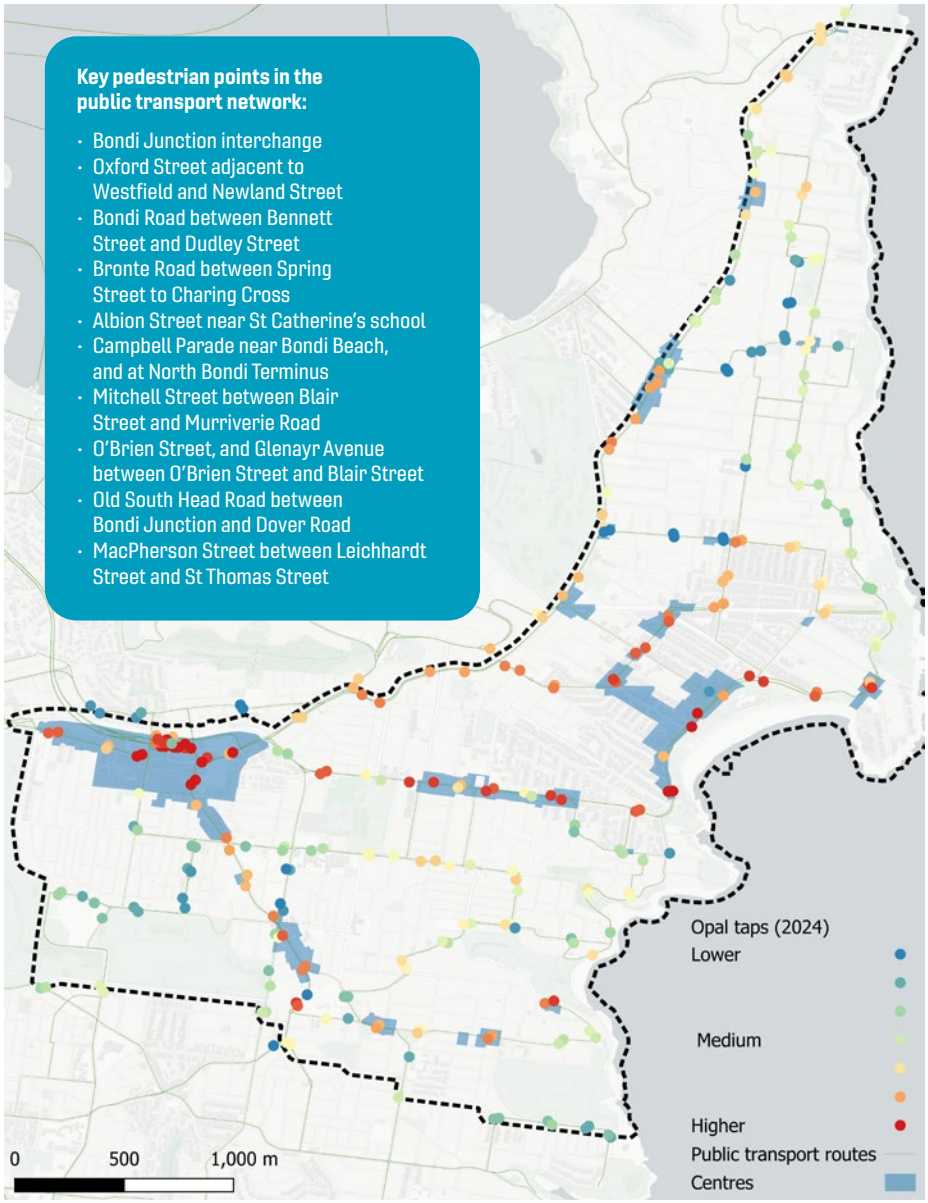
C3. Support walking and public transport to expand transport options, advocate for route change and additional services to support new and existing development

C1. Improve access to and crossing opportunities near high-usage bus stops, work with developers to ensure premises are easily accessible by walking and public transport

C2. Ensure sufficient footpath space near bus stops, provide adequate shelter and seating where people wait for buses

Walking access to bus stops. Convenient access to bus stops means ample street space to accommodate people both moving and staying, and improving the connection between bus stops and nearby residential areas, and major destinations. Walking access also includes sufficient footpath space near bus stops for both pedestrians and waiting bus passengers, and seamless connections between bus stops and final destinations and important . Parking lots, street level vehicle entrances and exits, and roads that are difficult to cross should not become barriers to waking near bus stops.

Pedestrian crossing opportunities near high usage stops is also needed to ensure that streets do not become barriers to bus riders. With strong bus travel demand between Bondi Junction and other parts of Waverley, boarding and alighting often take place on opposite sides of streets – meaning differing needs for footpath space on opposite street sides, and large volumes of people crossing during certain periods of the day.



Level of bus patronage at transit stops. More bus patronage maps in Appendix

Focus area: Bus stops improvement

While the onboard riding experience rests with TfNSW and bus operators, we can make the whole bus experience more pleasant by improving the footpath and walking infrastructure near bus stops. This aligns with Council's strategic plans to work with NSW Government to improve public transport along key routes, and to improve public and active transport connections between centres[1].

More footpath space near bus stops:

Provisions such as an in-lane bus stop (kerb extension) provide more space for both pedestrians and waiting passengers, support universal accessibility and at the same time serve as a bus priority measure that reduces bus delays. As a starting point, we will look to expand footpath space for high usage bus stops that currently lack sufficient footpath space. These include:

- Bondi Road, south side, near Dudley Street
- Bondi Road, south side, between Boonara Avenue and Denham Street
- Oxford Street, north side, near Newland Street
- Glenayr Avenue, north of Curlewis Street , east side
- Glenayr Avenue, near O'Brien Street
- Cambell Parade Opposite of Wairoa Avenue

Improve crossing between different sides of the street near popular bus stops:

We will look to improve street crossings along some of our popular bus stops:

- Bondi Road, between Flood Street and Sandridge Street
- Glenayr Avenue, between O'Brien Street and Blair Street
- Campbell Parade, between Francis Street and Ramsgate Avenue

Bus shelters

Some highly used bus stops do not current have adequate shelter. We will continue to monitor ridership at each bus stop, and provide appropriate bus shelters where necessary. We also look to provide in-lane bus stops together with bus shelters work to minimise disruption and reduce costs.

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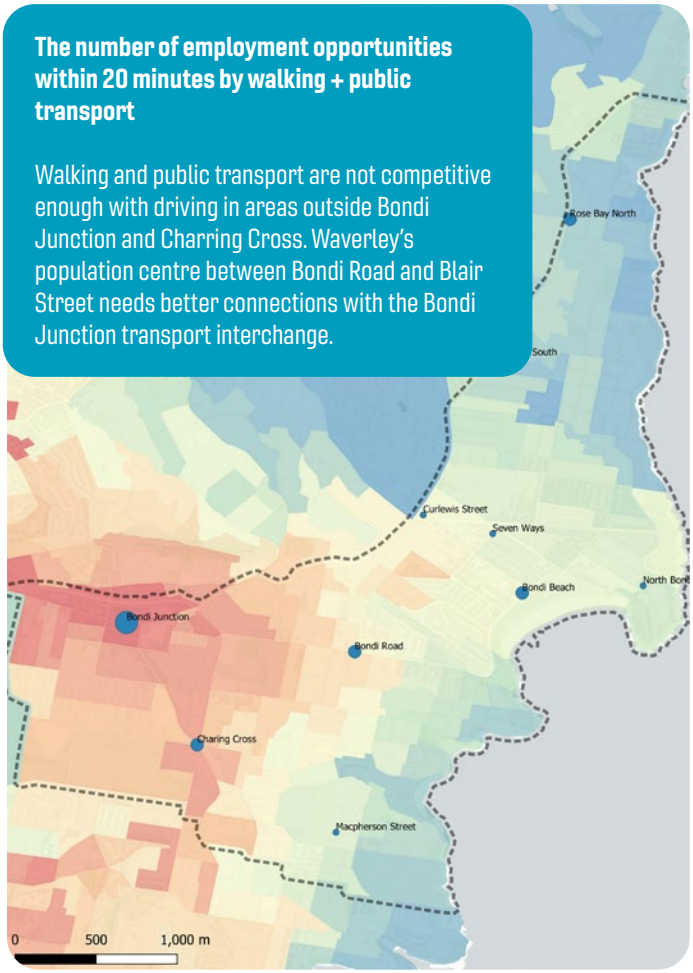
1. Waverley Local Strategic Planning Statement 2036

C3. Support walking and public transport for new and existing development, including advocating for route change and additional services, ensure that connections between bus stops and destinations are direct and seamless

We will advocate to TfNSW and bus operators for adequate services in underserved areas, and better connections with where people want to go.

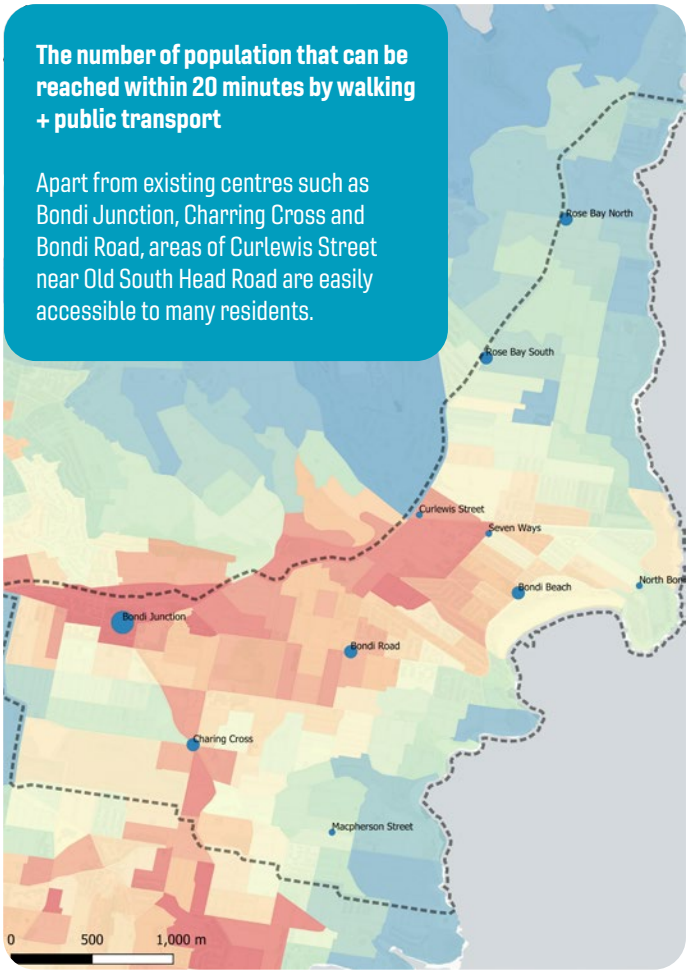
The number of employment opportunities within 20 minutes by walking + public transport

Walking and public transport are not competitive enough with driving in areas outside Bondi Junction and Charring Cross. Waverley's population centre between Bondi Road and Blair Street needs better connections with the Bondi Junction transport interchange.



The number of population that can be reached within 20 minutes by walking + public transport

Apart from existing centres such as Bondi Junction, Charring Cross and Bondi Road, areas of Curlewis Street near Old South Head Road are easily accessible to many residents.



The bus network in Waverley has good coverage. As of 2024, 94.8% of all employment opportunities, and 92.8% of all residents within Waverley are within a 5-minute walking distance to the nearest bus stop. Additionally, 22.2% of all employment opportunities, and 8.3% of all residents in Waverley are within a 10-minute walking distance to the Bondi Junction train station. This wide coverage of train and bus stops forms the backbone of the public transport network in Waverley, providing a vital link in how people access buses and trains by walking.

In Waverley, walking and public transport has a key role in supporting businesses by connecting them with a sizable number of potential patrons. Many areas of the LGA are easily accessible by residents without the need to drive.

Despite the overall convenient public transport services within LGA, some areas still lack good bus services, and their low density makes it difficult to walk to places. We will work to support new compact development in these "gap" areas, and work with TfNSW to provide faster and more frequent bus services to areas in need, and ensure adequate footpath connection to bus stops.

Walkability & public transport gap

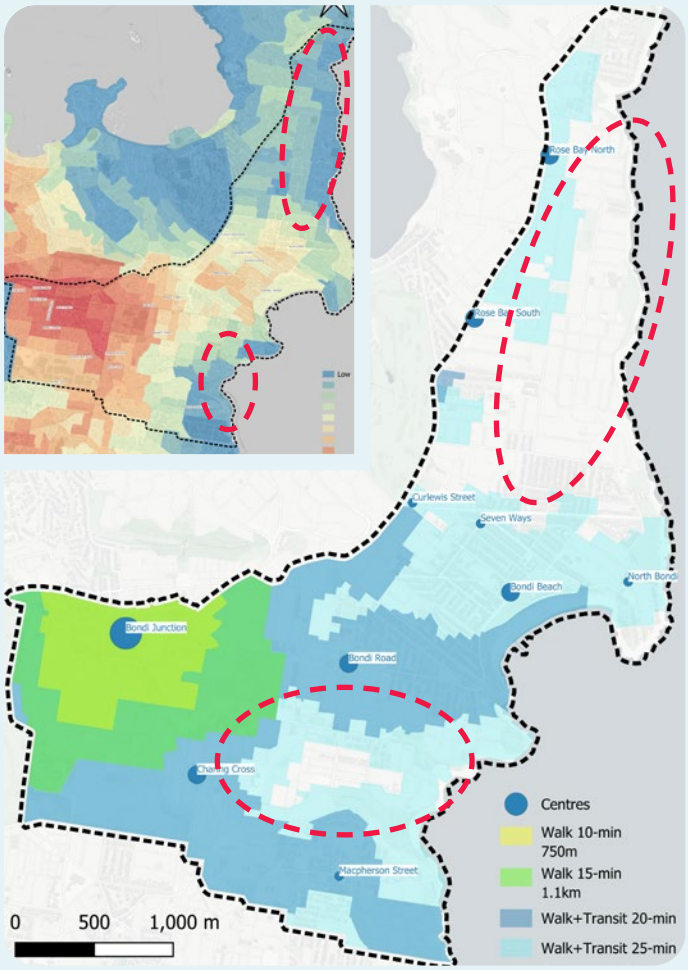
Enabling people to travel without the need to drive is a key focus of this strategy. This means being able to get to places by walking, and by taking public transport.

Walking and public transport is not yet a viable means of transport in parts of the LGA, such as parts of North Bondi, Dover Heights, Rose Bay, Vaucluse, and Bronte. These areas lack good walking access to local destinations and are not well connected by public transport with the Bondi Junction transport interchange. Low density in these areas make it more difficult for residents to walk to places, or to provide efficient public transport – low density forces buses to take circuitous routes to gather enough patronage, which also increases travel time and makes schedules less reliable.

Bus services on Old South Head Rd and Military Rd provide connection to the Bondi Junction interchange, but often incur significant delays, and on-time performance is often not satisfactory[1]. Additionally, areas of Bronte near the beach have low density and limited bus coverage. Bus routes in this area are circuitous, and travel time to Bondi Junction is considerable.

We will take the follow approaches to addressing walkability gaps:

- Seek to work with the community to encourage denser and more compact development around Bondi Junction transport interchange, and along public transport corridors such as Old South Head road[2].
- Advocate to TfNSW for better bus services along Old South Head Road, Military Road, and faster and more direct bus connections between Bondi Junction and Bronte
- For areas that are too far to walk, or too low density for public transport, we will facilitate and encourage the use of other active transport modes, such as bikes and scooters.



Top: The number of jobs within 15 minute by walking and public transport
Bottom: Connection with Bondi Junction via walking & buses
Gap in Walkability and access by transit

1. Based on analysis of 2024 BOAM data.
2. Density in this area is expected to increase following the roll out of stage 2 Low and Mid-Rise Housing Policy by the state.

Goal D: **Make walking pleasant and enjoyable**

To make walking the preferrable way of getting around in Waverley, this strategy includes actions to improve the experience with walking.

D1. Ensure footpaths are well maintained, pavement defects are repaired timely.

D2. Improve footpath conditions, minimise interruptions by traffic, remove pinch points and footpath obstructions

D3. Provide shading and weather protection along key walking routes

D4. Ensure sufficient street space for both moving and standing pedestrians, and activities on footpaths. Re-allocate space and widen footpath where appropriate

D1. Ensure footpaths are well maintained, pavement defects are repaired timely

D2. Improve footpath conditions, minimise interruptions by traffic, remove pinch points and footpath obstructions

Pavement quality

Footpath pavement quality is identified by residents as one of the most important aspects in the walking experience, and one of the areas where residents' satisfaction fell short of expectations.

Pavement in more heavily utilised footpaths deteriorate more quickly, and affect more people walking. Some of the footpaths in high pedestrian areas are already in a less than optimal conditions. With limited resources, it is important that we prioritise inspection and maintenance of these footpath sections, and to ensure footpath defects with the greatest impact on walking are repaired timely. We will incorporate footpath maintenance and upgrade into our Strategic Asset Management Plan (SAMP) for a more coherent approach.

Focus area: Footpath improvement

We will continue to monitor and audit footpath conditions[1], and implement improvements. Inspection and maintenance of footpath in high pedestrian areas will be prioritised. In addition, several locations with natural strips in need of footpath pavement have been identified.

Potential footpath renewal/upgrade projects

- Nelson Street (Waverley side across the foot bridge)
- Ebley Street southern side, between Bronte Road and Ann Street
- Bronte Road (between Ebley Street and Victoria Street)[1]
- Eastern side (Bondi Public School side) on Wellington St from Bondi Rd to Edward St[1]
- Old South Head Road south side (between Bondi Road and Bon Accord Avenue)

Through park connections – renewal/ new pavement over natural strip

We will enhance pedestrian network permeability by improving connections through parks and open space. This includes repairing and renewal of footpaths in deteriorating conditions, and paving frequently trafficked natural strips.

1. Initially in Bondi Junction and Bondi Beach, and expanding to other high pedestrian areas, including both sides on Bronte Rd from Ebley St, to Victoria St, and pavement on the eastern side (Bondi Public School side) on Wellington St from Bondi Rd to Edward St.

D3. Provide shading and weather protection along key walking routes

Shading and amenities

We heard from our residents that they want more shade to make walking comfortable during hot summer days[1]. We aim to provide more shade in areas where people walk and spend more time, such as near crossings, bus stops, and high-streets.

Trees provide both aesthetic and functional benefits to our streets. Trees and urban greenery are effective in reducing urban heat island (UHI) effects. Trees can bring down urban temperature by as much as 1.6 degrees[2]. Street trees also attenuate noise in urban areas, making streets less stressful, and more pleasant for people to spend time on. Some of our highly utilised streets do not currently have adequate shading and amenity, including

- Waverley Street
- Sections of Bondi Road
- Oxford Street (west of Denison St)
- Ebley Street
- MacPherson Street
- Campbell Parade

We will work towards providing more weather protection and other amenities at these locations.

Balancing shading and street space

Waverley has high density and narrow streets. While trees provide shading, overgrown bushes and tree roots uplifting footpath can make walking difficult. We will take a context-sensitive approach to provide shading while minimising disruption to pedestrian pathways. Where trees are not feasible due to footpath width and other limitations, we will work with developers to provide shade using awnings from adjacent buildings.

We will look at opportunities for changing the current Development Control Plan (DCP) to ensure awnings from adjacent commercial buildings provide continuous weather protection in town centres.

1. Providing more natural shading on pedestrian routes is also one of the key deliverables in our Environmental Action Plan.
2. Knight, Teri, Sian Price, Diana Bowler, Amy Hookway, Sian King, Ko Konno, and Raja Lorena Richter. "How effective is 'greening'of urban areas in reducing human exposure to ground-level ozone concentrations, UV exposure and the 'urban heat island effect'? An updated systematic review." Environmental Evidence 10 (2021): 1-38

D4. Ensure sufficient street space for both moving and standing pedestrians, and activities on footpaths. Re-allocate space and widen footpath where appropriate

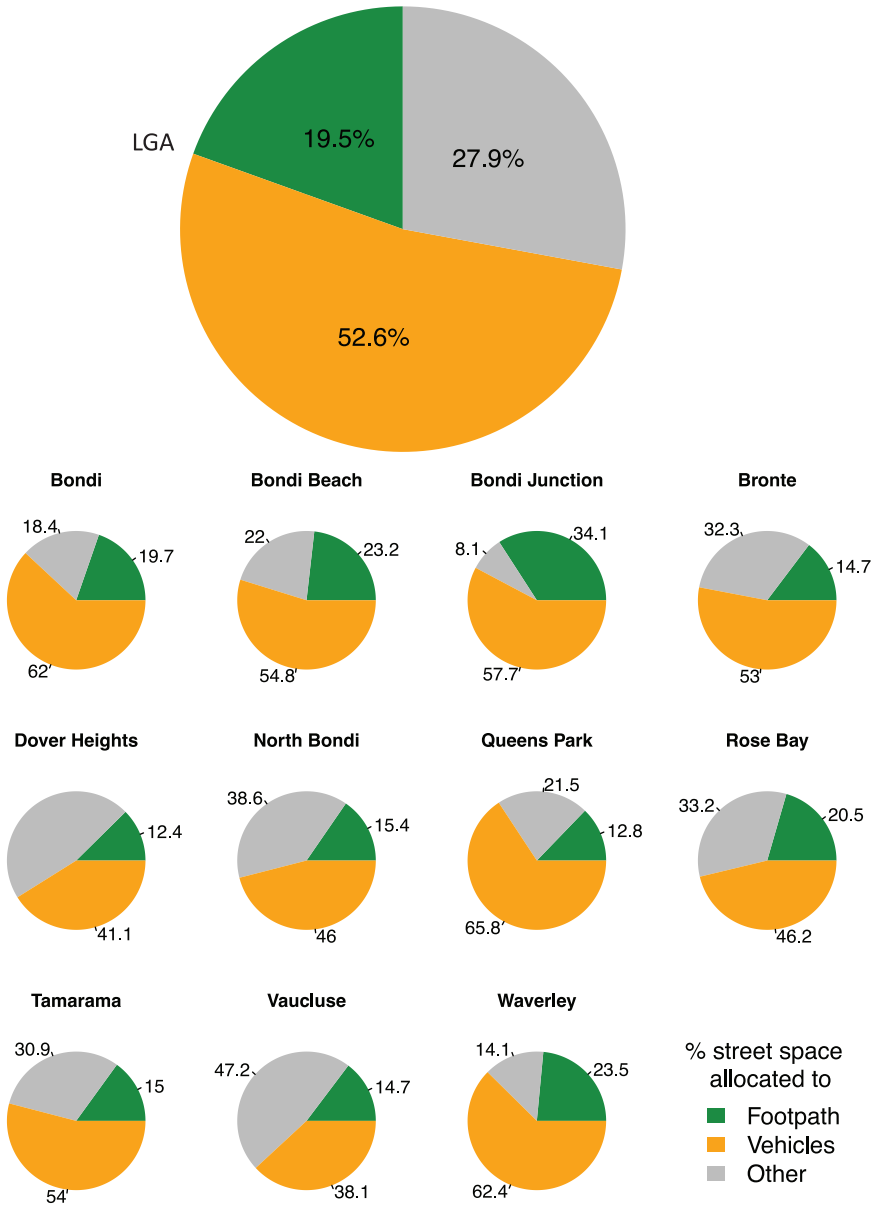
Sufficient space for people walking

All people walk for at least part of the trip, and half of all trips in Waverley are either on foot or by public transport. Despite this, the majority of road space is allocated to drivers. Across the entire LGA, only about 20% of the available road reserve is allocated to footpath[1], and 53% is allocated to vehicles.

The provision of more road space cannot scale with increase in the demand for driving. In line with our transport strategy (WPMP 2017), we will not allocate additional space from the road reserve to vehicles. Based on community survey, 62% of residents support re-allocating street space from other transport modes to walking. Where feasible, we will gradually reallocate existing space to support active and public transport when there is need for more footpath space.

Designing for peak hour pedestrian traffic

Waverley is home to some major trip generators, including the Bondi Junction commercial centre and transport interchange, bustling street level retail along Bondi Road, as well as global tourist destinations like Bondi and Bronte Beaches. Additionally, areas near schools experience high levels of traffic during peak hours. To accommodate pedestrian activities and to ensure a pleasant walking experience, we need to plan and design for the periods with the highest pedestrian activities.



Street space allocation – by suburb (%, approximate only). Dover Heights has the lowest street space allocation to footpath (12.4%). Bondi Junction has the highest % street space allocated to walking (34% - including the Oxford Street Mall)[2]

1. This limited footpath space also includes street furniture, utilities, and the actual space available to walking LGA wide is less than 20%.
2. By comparison, the centre of the City of Sydney has 40% of street space dedicated to walking (Based on City of Sydney's 2024 'A City for Walking' Strategy and Action Plan Continuing the Vision)

Footpath space in high pedestrian areas

This strategy identifies some areas in LGA where current footpath width is insufficient to support the level of activities on the footpath. This includes areas where the walkable space cannot accommodate the volume of foot traffic, and also areas where streets are narrowed by bus stops and on-street dining. Some of these locations have limited road space, and may require innovative approaches to provide additional footpath space for people walking.

While this strategy highlights specific areas where footpath space is insufficient compared to other locations in the LGA, we also recognise that, overall, the current allocation of street space in Waverley disproportionately prioritises drivers over pedestrians. Moving forward, we will explore opportunities to reallocate more street space for pedestrians. The appendix includes recommended footpath width from a review and synthesis of relevant guidelines.

Locations identified as needing more footpath space allocation:

- Bronte Road west side, between Ebley Street and Spring Street
- Hollywood Avenue west side, between Oxford Street and Waverley Street
- Oxford Street north side, between Adelaide Street and Syd Einfeld Drive (retain existing pedestrian space)
- Bondi Road south side, near the Denham Street intersection
- Campbell Parade both sides, between Francis Street and Notts Avenue
- Bronte Road south side, commercial area between Nelson Avenue and Calga Place

Goal E: **Provide accessible streetscapes that support independent access**

School children and people with disability or mobility limitations have different needs and requirements for road infrastructure. This strategy includes actions that support independent mobility for everyone.

E1. Improve walking infrastructure and crossings along "walk to school" routes, continue to work with schools to respond to and address issues (Including reducing crossing distance, and raised crossing for greater visibility for children)

E2. Support the implementation of the Waverley Disability Inclusion Action Plan (DIAP) by ensuring continuous travel paths for individuals with mobility limitations in commercial and village centres

E1. Improve walking infrastructure and crossings along "walk to school" routes, continue to work with schools to respond to and address issues

56% of Students live within 1km of schools

70% of Students live within 1.5km of schools

Walking to school, activities or friends houses makes children aware of their local neighbourhood and provides an opportunity for parents and carers to pass on road safety skills and knowledge. Walking from a young age can also form healthy walking habits, and contribute to healthy development of children and youth, raising self-esteem and happiness, and improving their physical and mental well-being.

Recognising numerous benefits of active travel to school children, we are committed to establishing safe walk to school routes[1]. Ensuring that school children can safely walk to school is an important part of this strategy, and we will work to enable and encourage more school children to active travel to school.

Roads in Waverley are under pressure from over 3,500 daily trips to public schools, and many more to private schools in our LGA. More parents driving children to school contribute to congestion and increase their own travel time. More cars on the street during school hours also makes it less safe for everyone.

Most children attending school in Waverley live within a walkable distance to schools[2], and encouraging them to walk to school will take a notable amount of traffic off the road during school hours. In addition to improving walking to school infrastructure, we will also offer safety education and lessons to students to build confidence and their ability to navigate safely.

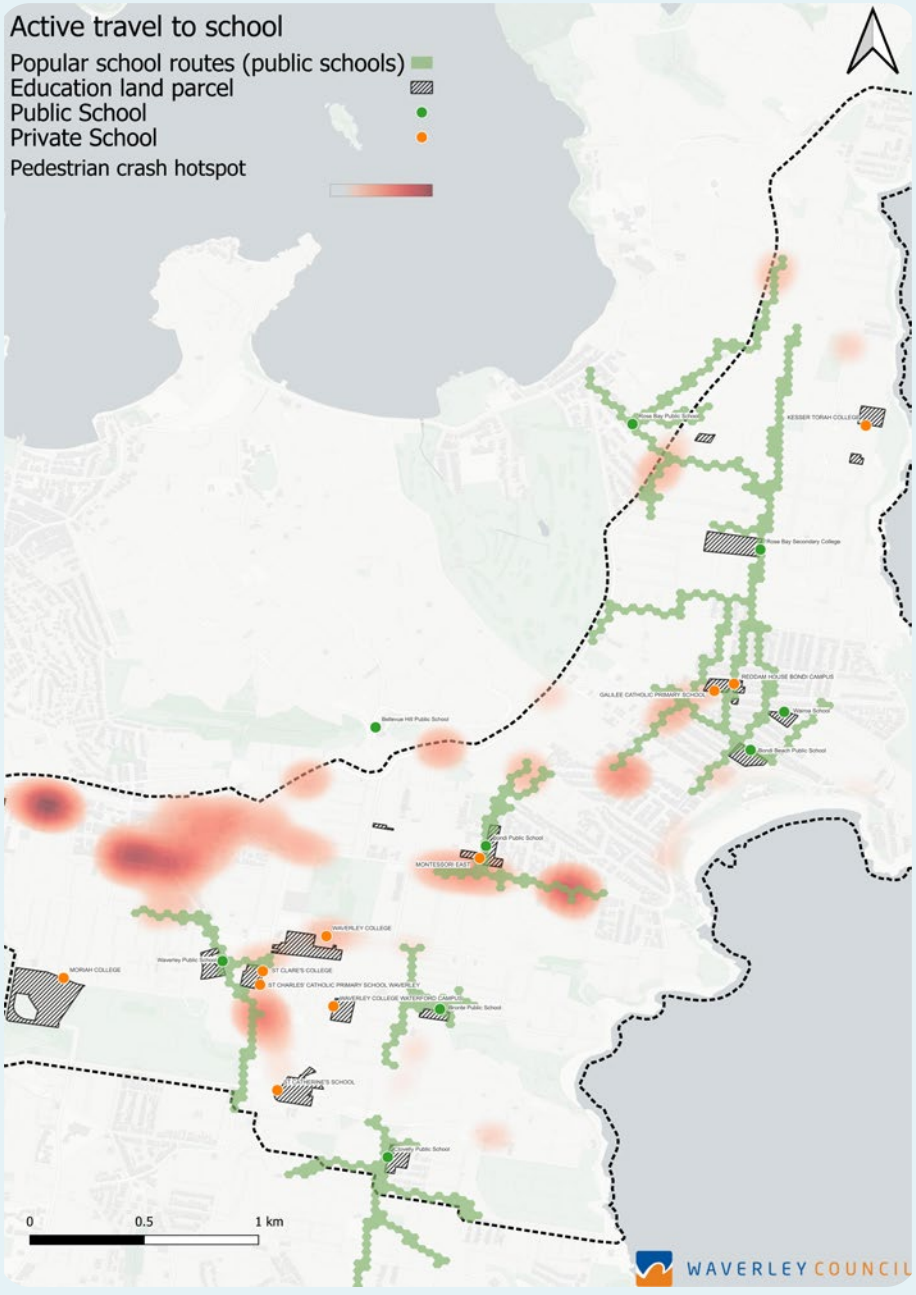
We will work to improve the safety of students both walking and riding to school. Under NSW road rules, children under 16 can legally ride on footpaths (as of 2024). Therefore, footpaths are crucial not only for children walking but also for those riding.

1. Council motion (CM/6.1/22.05)
2. Based on the shortest-path distance from students' home to schools. Public school students only.

Focus area: Active travel to school

We are committed to continuing to work with schools to improve the safety of children walking to school. In collaboration with the NSW Department of Education and local schools, a preliminary list of popular school routes have been identified. Most of these routes connect schools with nearby population centres, and some of these routes are shared by students from different schools.

To deliver safe routes to school, we will focus on these routes as a starting point, and engage with schools to better understand their needs and concerns, and apply for state and federal funding to accelerate projects. We will continue to deliver Safe Routes to School workshops at local primary schools as a springboard for ongoing collaboration with local schools .



E2. Support the implementation of the Waverley Disability Inclusion Action Plan (DIAP) by ensuring continuous travel paths for individuals with mobility limitations in commercial and village centres

Minimum passable width

People with mobility limitations need more space, and more importantly – a continuous travel path free from obstructions or pinch points. Width of a footpath at its narrowest point often matters more than the average width. While narrow or uneven footpath segments are an inconvenience for the average person, they pose greater challenges for people with mobility limitation.

We will work to ensure minimum passable width for all footpaths in our LGA, and prioritise high pedestrian areas, commercial and village centres. This includes considerations for people carrying luggage, walking with children, and for wheelchair users to pass comfortably.

Near bus stops, we aim to ensure 1.5 metres of passable space either in front of, or behind the bus shelter[2]. Where space is inadequate near bus stops, we will explore options for widening footpath.

Slopes

The hilly terrain in Waverley presents additional challenges to walking, especially for people with mobility limitations or pushing prams.

We will improve both signage and digital way-finding infrastructure to help people navigate around difficult terrain. In conjunction with this strategy, we are providing digital maps with slope gradients on council website to help the public navigate Waverley.

Kerb ramps, access to destinations and mobility parking

Missing or misaligned kerb ramps are a significant issue for individuals with mobility limitations and those using prams. In some cases, the absence of a kerb ramp in the desired direction forces people to step into busy traffic to cross the road. The lack of kerb ramps near mobility parking is a particular issue in the Bondi Beach area[3].

We will focus on addressing these issues, and provide kerb ramps that are paired with mobility parking spots.

Tactile Ground Surface Indicators (TGSIs)

The standards:

TGSIs provide cues about change in the walking environment and assist vision-impaired persons with orientation, and alter them when approaching hazards. Good designs will minimise the need for TGSIs (AS1428.4.1).

Considerations:

With future capital works, tactile pavement markers would be considered where a pedestrian crossing joins carriageway with shallow gradients (e.g. less than 1:10 from Guide to Road Design Part 6A: Paths for Walking and Cycling).

Tactile pavement markers are generally not recommended for driveways or driveway-like vehicle crossings in pedestrian space (where pedestrians are the dominant user of the street space). The presence of TGSIs conveys (incorrectly) vehicle priority. The need for tactile pavement markers will also be reviewed on a case-by-case basis.

Challenges:

We recognise that certain footpath treatments benefiting a group of users may cause issues for other road users. For instance, tactile pavement markers aid vision-impaired people in navigation and alert them near intersections, or where vehicles cross their paths, but their application may negatively impact people using small-wheeled transport, such as push prams and mobility aids. Conversely, treatments such as flush thresholds provide level and continuous travel path for pedestrians, but may cause issues for people with vision impairments.

Going forward we will work with stakeholders to establish a guideline regarding the application of accessibility treatments, learn from world best experience to ensure equitable application of these devices, and to minimise their unintended impact on other road users (e.g. small-wheeled transport, such as push prams and mobility aids).

1. Australian Standards (AS1428.2 which sets a width of 1.2 m for a wheelchair user to navigate safely, and 1.8 m for two wheelchairs to pass each other. TfNSW Walking Space Guide (2020) suggests footpath width below 1.2 m as inadequate for people with mobility limitations, and should be prioritised for action. Waverley Street Design Manual also references 1.2 m as the minimum provision.
2. Transit Cooperative Research Program (TCRP) Report 19, Guidelines for the Location and Design of Bus Stops, Transportation Research Board 1996
3. Bondi Park, Beach, Pavilion Universal Access Study by Funktion for Waverley Council (2013)
4. Including Guide Dogs NSW, bike groups, wheelchair users.

Focus area: Continuous travel paths

We are committed to ensuring continuous path of travel for people of all ages and abilities. This means all routes are passable, and people should not need to take detour or step into traffic because of something in their path.

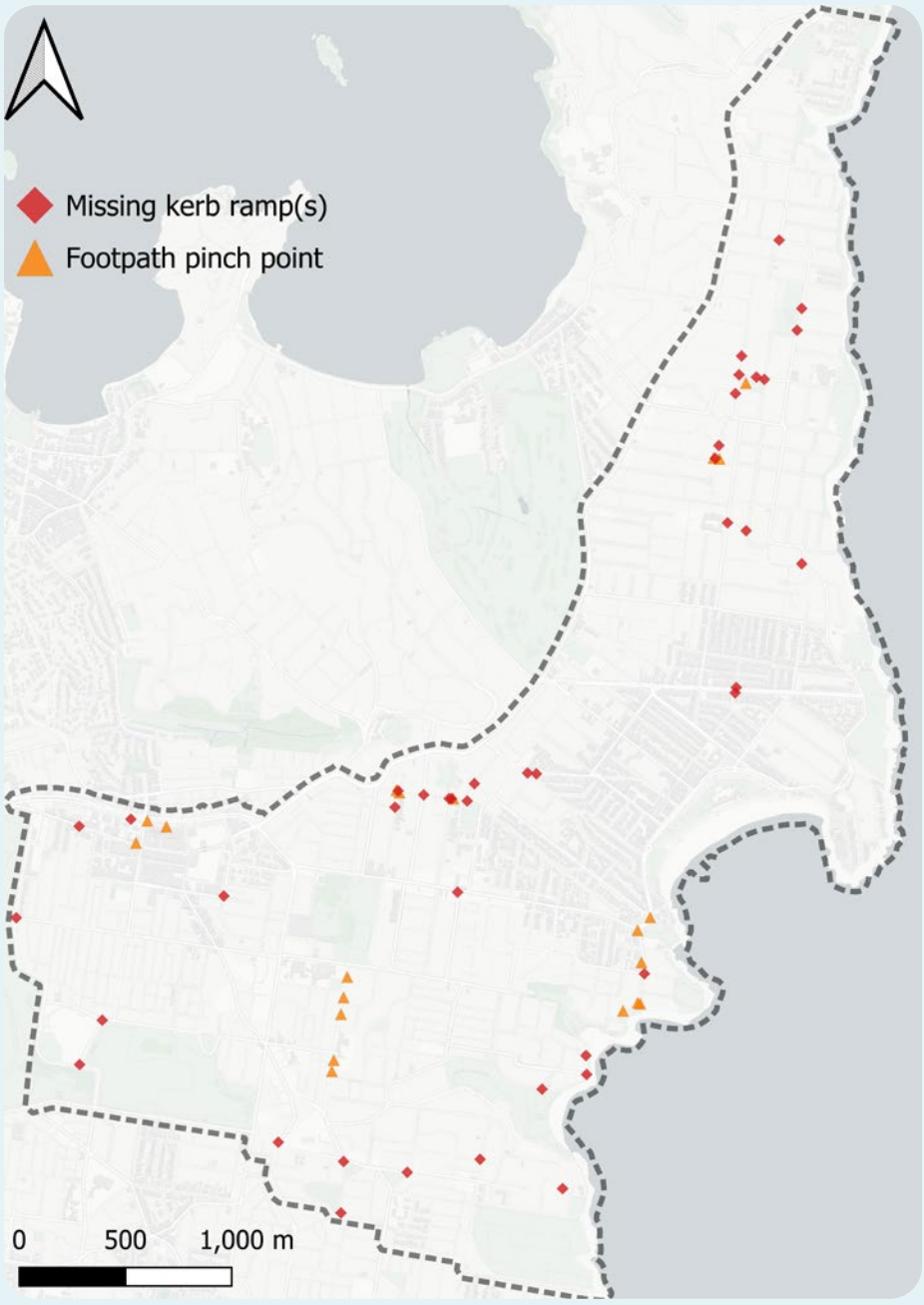
Kerb ramps program

We will progressively identify and treat missing and non-compliant kerb ramps and other pinch-points that impact the walking experience. A preliminary scoping analysis has identified locations where kerb ramps are missing along pedestrian desire lines. We will allocate funding to install missing ramps, especially those in areas with significant pedestrian activity, such as near commercial centres, bus stops, schools, hospitals, and mobility parking spots to improve accessibility.

Remove footpath obstructions[1]

We will work with stakeholders to clear footpath obstructions, especially on narrow footpath segments where such obstructions pose a greater issue.

We will also work to remove temporary obstructions that impedes continuous travel path. This includes clearing bins, illegally parked vehicles on footpaths, and working with shared bike operators to reduce instances of inappropriately parked bikes.



Issues with continuous travel paths
Identified locations are preliminary and non- exhaustive
- Does not include non-compliant kerb ramps

1. The need to remove footpath obstructions has been noted in previous plans and strategies:
Waverley Local Strategic Planning Statement 2036: Increase accountability for residents and businesses to keep bins off the footpath
Our Liveable Places Centres Strategy 2036 : Existing overhead powerlines to be undergrounded

Goal F: Improve walking to promote vitality on streets

Walking has an active role in community life, and in promoting the vitality on streets. Waverley's retail-based local economy also benefits from a pedestrian friendly environment. Research show that improving active travel facilities typically has positive economic impacts on local retail and food businesses[1].

F1. Encourage active frontage, mixed use of commercial and residential units

F2. Provide places for people to stay and enjoy, trial re-allocating street space to on-street dining, and make permanent these changes with support from businesses

F3. Explore opportunities to pedestrianise identified street segments, focusing on access by walking and public transport

F4. Improve footpath quality and streetscape, enhance pedestrian wayfinding signages, amenities and lighting

F5. Develop a wayfinding strategy and action plan

Wayfinding and amenity [2]

Walking is part of the culture of Waverley, and a great way to explore the neighbourhood. Waverley receives a large number of visitors each year, and both residents and visitors could benefit from a complete and consistent wayfinding system. Effective wayfinding improves the walking experience by reducing confusion and points to shorter bypass and through-routes that might not be immediately obvious to visitors. A well-designed wayfinding system connects tourist attractions, major destinations, and transport hubs. Additionally, information such as slope, stairs can also be incorporated into wayfinding signages to help people with mobility limitations, and to help guide people to nearby amenities.

Places to stay and enjoy

To enhance street vitality, footpaths need to accommodate not just people passing through, but also to provide a place for people to stay. This means wider footpaths to reduce the friction between people passing by and people staying, as well as providing benches, shade, water fountains, and other amenities.

We will also look for opportunities to trial new technologies, such as noise cameras, to reduce excessive traffic noise, and make streets more pleasant to spend time in.

Sense of safety day and night

Making sure people feel safe both day and night is essential for the vitality of the streets. Most residents (95%[3]), feel safe during the day in Waverley's streets and public places. While 75% of residents feel safe during night time, the sense of safety differs significantly between genders. People feel safest in activated public spaces that are well lit and bustling with activities and people nearby. An enhanced sense of safety encourages more people, especially women - who are more likely to feel unsafe after dark, to walk more and use public transport[4]. We will continue to improve nighttime safety, especially for women and other vulnerable people.

Improving lighting is one of the most straightforward step for improving nighttime safety. While providing adequate lighting, we will also be mindful of its impact on surrounding residential properties, flora and fauna[5]. Active frontage, and buildings adjacent to public places play an important role in passive surveillance ("eyes on the street"), especially during nighttime with fewer people on the street. Mixed-use development becomes especially important in this respect, as commercial and business buildings that often closed after hours, are complemented by residential units to ensure continuous surveillance. Additionally, mixed-use brings residents closer to businesses and urban amenities, which encourages walking and less driving.

1. Volker, Jamey, and Susan Handy. "Economic impacts on local businesses of investments in bicycle and pedestrian infrastructure: a review of the evidence." Transport reviews 41, no. 4 (2021): 401-431.
2. Improving wayfinding across the LGA is also included as an action item in the Waverley Local Strategic Planning Statement 2020 - 2036.
3. Waverley Community Strategic Plan 2022 – 2032
4. TfNSW Safer Cities Survey Report
5. Waverley Creative Lighting Strategy 2018 - 2028

Goal G: **Ensure walking harmonises with other transport modes**

The high volume of people walking, riding, and narrow street space in our LGA means potentially more conflict between different active transport users. This issue was noted in WPMP, and often raised by our residents. The increasing popularity of e-bikes and e-scooters, and those used by delivery riders has amplified these challenges. Managing these conflicts requires a context-sensitive approach, as there is no one-size-fits-all solution.

G1. Implement context-sensitive approaches to reduce conflict between pedestrians and bike riders

G2. Better manage bike parking on footpaths, including both shared and privately owned bikes

G3. Consider potential effects of traffic calming devices on bike riders

G4. Signal pedestrian priority and reduce conflicts with vehicles near parking lot entrances and exits

G5. Work with the State to manage the use of e-bikes and other micro-mobility devices on footpaths

Sharing the footpath space with other active transport users

Shared zones suit low activity areas[1] but can be problematic if bike riders travel at excessive speeds, or if there is not enough space on footpath[2]. We will also consider compliance issues with dedicated bike lanes or paths where a large number of pedestrians cross path with bike riders. Low compliance with designated bike lanes in shared zones can lead to increased conflicts between pedestrians and bike riders, particularly in busy areas.

Bike speeds can be reduced more effectively where there is high pedestrian activity, and when there is need to negotiate the right-of-way with pedestrians[3]. Oxford Street Mall is a fully pedestrianised zone with a high volume of people walking and riding, and an example of conflict mitigation through "negotiated" right-of-way. The throughfare in Oxford Street Mall is narrowed by on-street amenities, and daily market which was set up to activate the space.

With the increasing popularity of e-micromobility devices and issues raised by residents about their safe use and parking on footpaths, we will work with the State to explore options for their effective management. Measures could include where these devices could operate, and at what speed (e.g. go-slow zones).

Separate bikes with pedestrians and other road users wherever suitable

On streets without substantial on-street retail and other activities, we aim to provide designated bike zones with physical or grade separation from both motor vehicles and pedestrians. We will also install "give way to pedestrians" signages where a bike lane crosses a pedestrian path.

Signages, Education campaigns

We will install signage to clearly delineate bike lanes, pedestrian paths, and shared zones. We will also engage bike riders through education campaigns to give way to pedestrians, and to discourage pedestrians from walking in bike paths.

Bike parking, bike littering

Parked bikes obstructing footpath affects the walking experience, and residents have raised concerns about bike littering, particularly with shared bikes. To address this, we will look at more on-street parking opportunities for bikes so the footpath can remain clear. We are working with shared bike operators to monitor and reduce instances of inappropriately parked bikes and e-micromobility devices obstructing public access.

Traffic calming devices sympathetic to bike riders

Treatments like chicanes, slow points, and kerb extensions can narrow the roadway, potentially forcing bike riders into traffic lanes, and increasing conflict with vehicles. This creates a trade-off between pedestrian safety and traffic stress experienced by bike riders, particularly on major cycling routes. When implementing traffic calming measures for pedestrians, we will also carefully consider their impact on bike riders to ensure a balanced approach.

Treatment of vehicle entrances and exits

Parking lots attached to commercial uses with a high number of vehicles entering and exiting is a major issue for people walking. We will signal pedestrian priority, and encourage drivers to give way to people walking.

1. TfNSW Cycleway design toolbox (2020).
2. Austroads recommends a clear width of 2 metres as the minimum width for the operation of a shared path.
3. Beitel, David, Joshua Stipancic, Kevin Manaugh, and Luis Miranda-Moreno. "Assessing safety of shared space using cyclist-pedestrian interactions and automated video conflict analysis." Transportation research part D: transport and environment 65 (2018): 710-724.

Monitoring and Evaluation Method

Measuring pedestrian activity, usage patterns, and collecting other performance metrics before and after a treatment are crucial for assessing their effectiveness and improving walking in our LGA. Data and community feedback are essential for understanding preferences and making informed decisions for the design and application of treatments. Post evaluation and monitoring help assess treatment effectiveness in the Waverley context and provide valuable insights for future projects. We will focus on the following areas going forward.

Pedestrian data

Data on pedestrians and other active transport users are more difficult to obtain compared to public transport and private vehicles that have well established data collection methods. The increasing availability of crowd-source data has improved our understanding of pedestrian movement within the LGA, though gaps remain. Going forward we will continue to monitor the movement of pedestrians and other active transport users, and explore innovative data collection methods. We will conduct regular community surveys to better understand active travel needs and preferences of our residents.

Public transport data

Trains and buses play an important role in how people get around in Waverley, and walking is part of each trip using public transport. Bus routes and schedules change from time to time, which affects their level of service and how people access bus services. We need to continuously monitor bus services in order to provide appropriate infrastructure to support people using buses in our LGA.

Better classification of roads and streets under the "Movement and Place" framework

Context-sensitive footpath treatment requires a good understanding about the functions of roads and streets, and their relative place and hierarchy in the transport network. It has been recognised that the current functional, legal, administrative classification of our roads and streets has not been consistent and not very useful for transport planning[1]. To develop street hierarchy has also been identified as an action item in the Waverley's People Movement and Places (2017). We need a better data driven approach to develop a classification framework for our roads and streets that is able to respond to changes in community needs and usage patterns.

Public Engagement Approach

Public participation and support underpin the course of transport and urban planning, and to a large extent, the success or failure of infrastructure projects. Transport projects can involve short-term disruptions and greater longer-term benefits. While active transport generally have great community support - indifference or even opposition to active transport projects for various reasons are to be expected.

Going forward we will endeavour to better communicate our projects and strategies to the community. Objectives of public engagement include:

- Communicate to residents and exhibit what we are doing to improve walking in Waverley, and why we are doing these
- Public education on transport needs and constraints
- Road safety education (including school children)
- Better understand community needs and preferences, more effectively manage and respond to opposition
- Promote the cultural significance of walking and celebrate diversity in support of a strong and cohesive community
- Build public trust

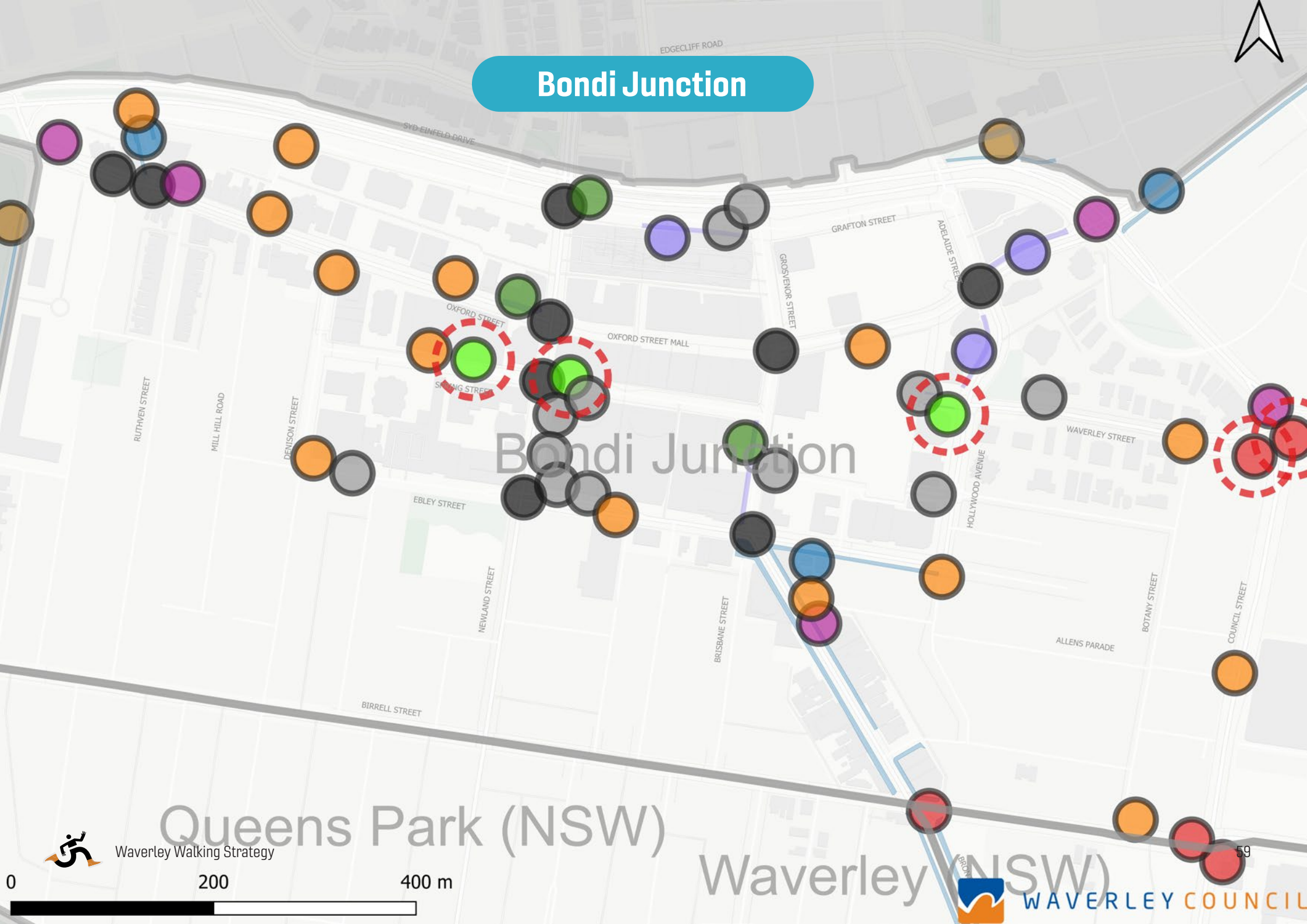
1. Roads Act 1993 Issues Paper, TfNSW (2025).

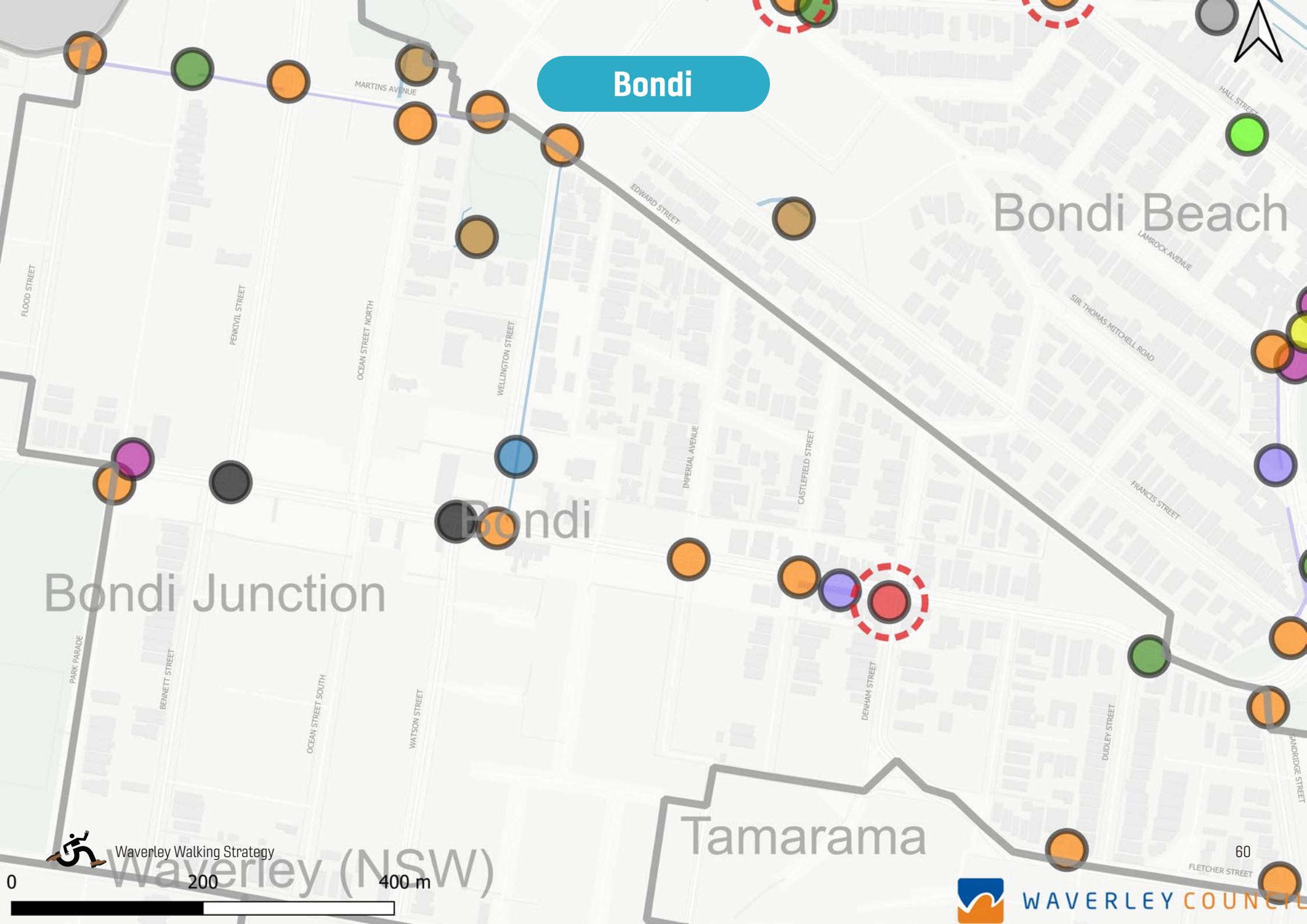
Improvement opportunities

Many of our roads are difficult to navigate on foot from historical vehicle-centric designs and planning. As Waverley's first Walking Strategy, there is a significant emphasis on improving walking related transport infrastructure, and to lay the foundation for good walkability in our LGA. This strategy identified a total of 162 walking related improvement opportunities throughout the LGA. These improvement opportunities fall into the following categories:

- **Crossing improvement:** Opportunity to install new crossing, or upgrade existing ones
- **Missing crossings (signal):** Locations identified as missing a signalised crossing in pedestrian desire line
- **Through park connection:** Improvement of walking paths in parks and open spaces to improve pedestrian permeability (inc. new connections)
- **Footpath surface treatment:** Upgrade or renewal of roadside footpath surfaces
- **More footpath space:** Street segments identified as needing more pedestrian space
- **Kerb extension/built out:** Opportunity to improve pedestrian experience and safety with extended footpath
- **Intersection normalisation:** Opportunities to redesign intersection and remove slip lanes
- **Roundabout redesign:** Roundabouts identified as causing issues for pedestrian movement, and opportunity for redesign
- **Pedestrian priority area/shared zone:** Road sections with high pedestrian activities and low vehicle movement functions that can benefit from changing how people and vehicles interact in the area
- **Street level veh access closure/treatment:** Street level parking lot entrances/exits in high pedestrian activity areas identified as needing treatment to reduce interruptions to people walking.
- **High priority projects:** Among these improvement opportunities, 15 have been identified as high priority projects. There projects are marked with red dotted circles in maps.

Bondi Junction




Bondi
Bondi Beach
Bondi Junction
Bondi
Tamarama
Waverley (NSW)
MARTINS AVENUE
EDWARD STREET
HALL STREET
LAMROCK AVENUE
SIR THOMAS MITCHELL ROAD
FRANCIS STREET
FLOOD STREET
PENKIVIL STREET
OCEAN STREET NORTH
WELLINGTON STREET
IMPERIAL AVENUE
CASTLEFIELD STREET
PARK PARADE
BENNETT STREET
OCEAN STREET SOUTH
WATSON STREET
DENHAM STREET
DUDLEY STREET
FLETCHER STREET
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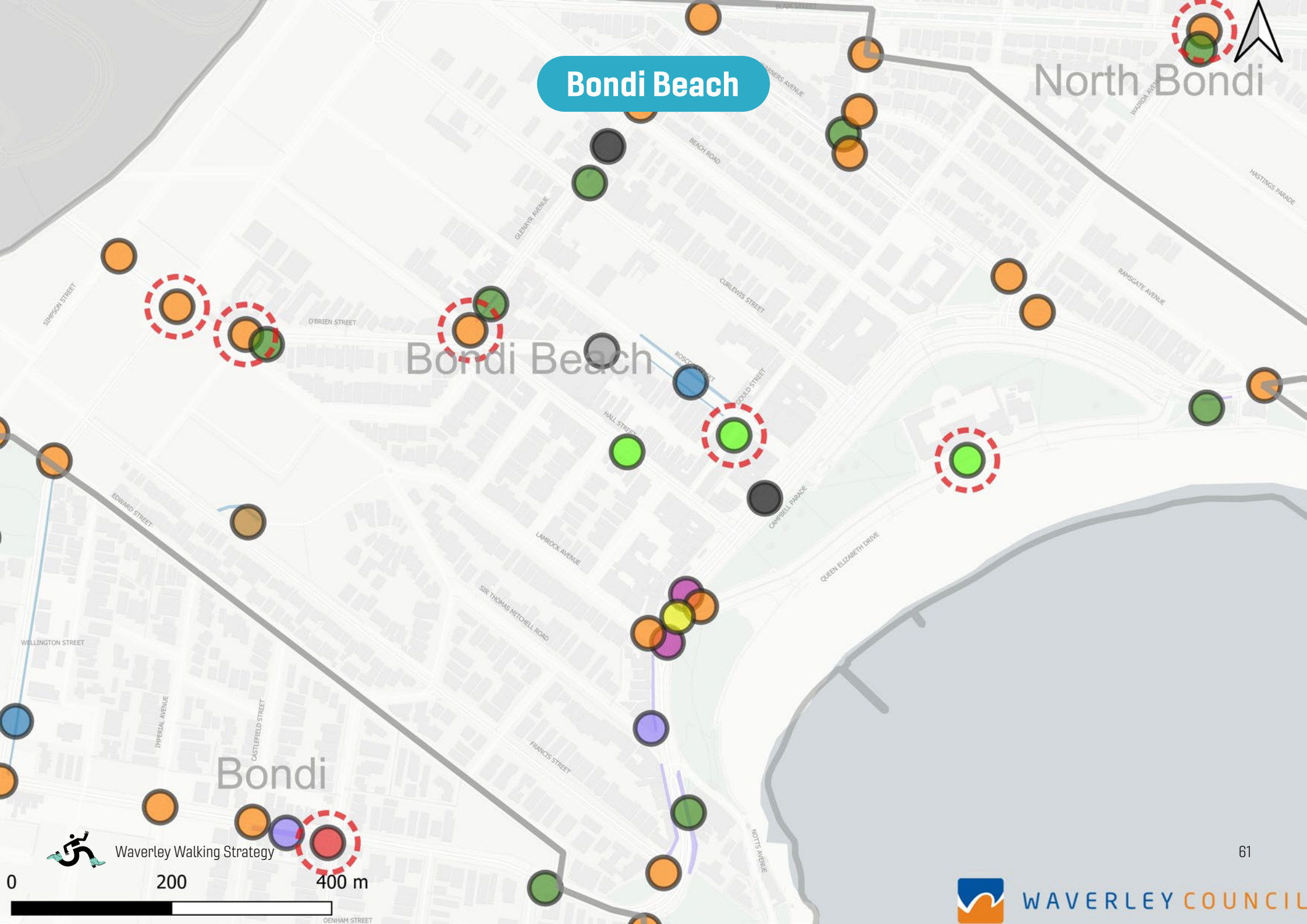
400 m


Bondi Beach
North Bondi
Bondi Beach
Bondi
BEACH ROAD
GLENAYR AVENUE
CURLEWIS STREET
O'BRIEN STREET
SIMPSON STREET
GOULD STREET
HALL STREET
CAMPBELL PARADE
RAMSGATE AVENUE
HASTINGS PARADE
QUEEN ELIZABETH DRIVE
LAMROCK AVENUE
SIR THOMAS MITCHELL ROAD
FRANCIS STREET
NOTTS AVENUE
EDWARD STREET
WELLINGTON STREET
IMPERIAL AVENUE
CASTLEFIELD STREET
DENHAM STREET
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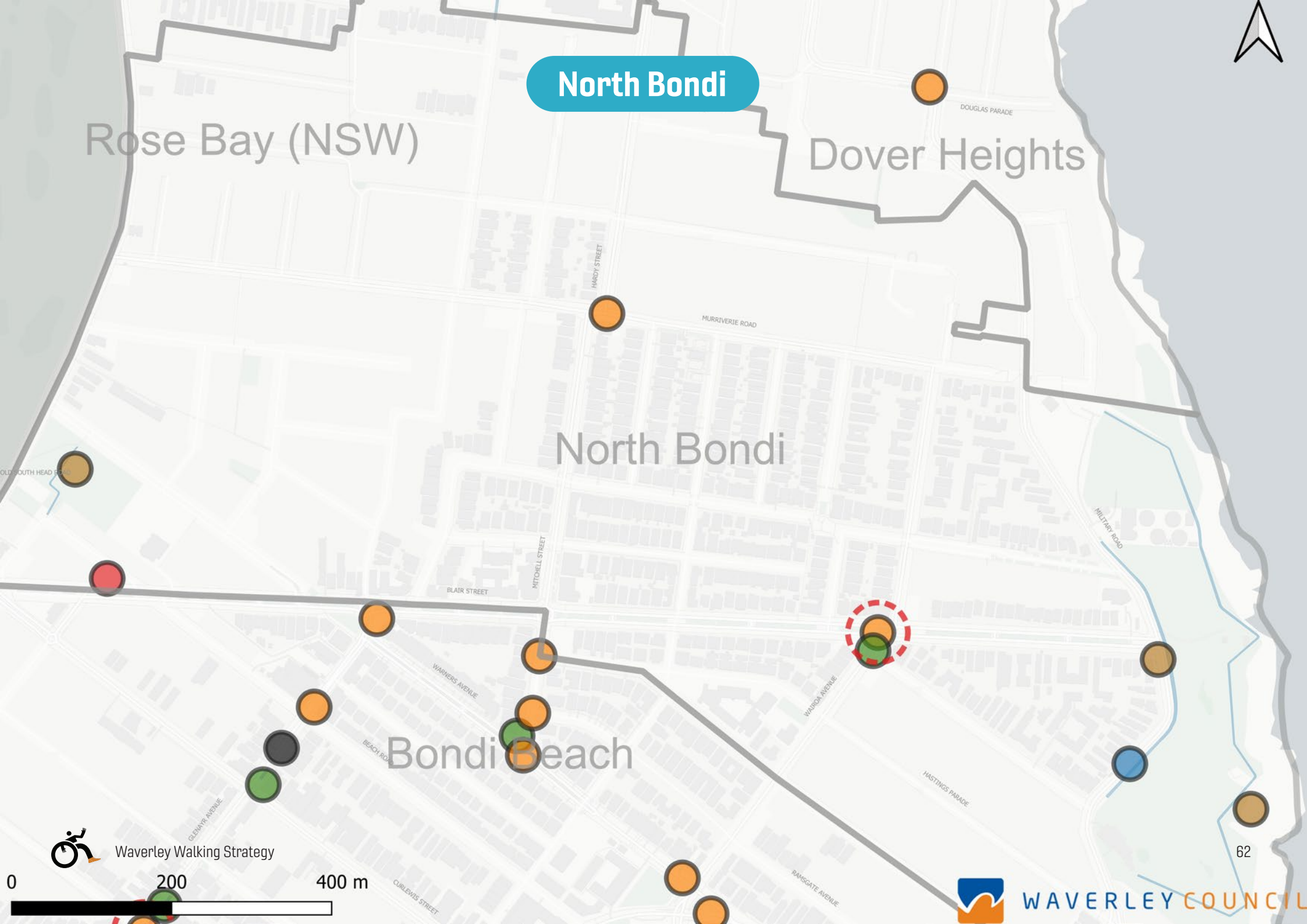

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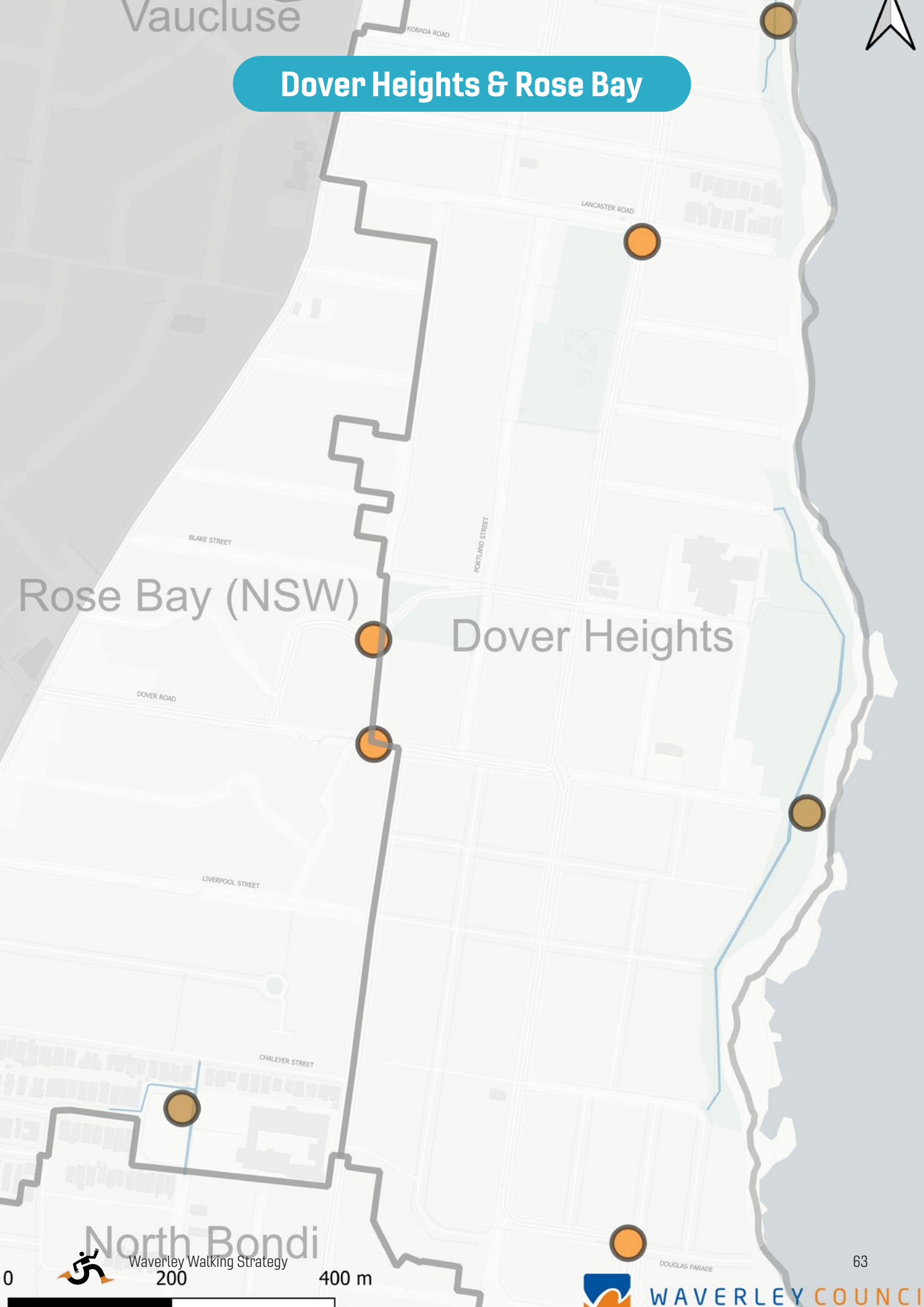
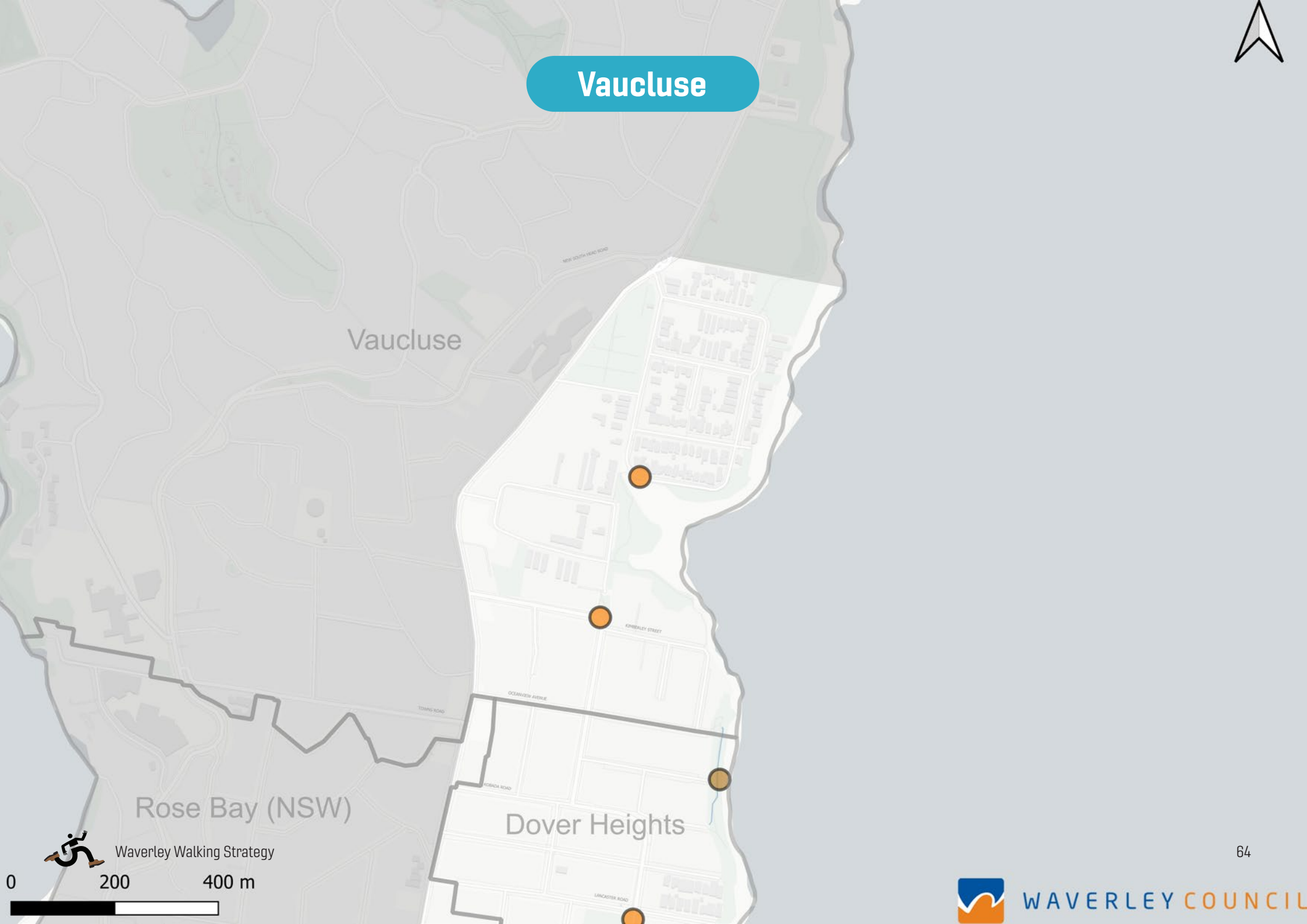
Dover Heights & Rose Bay




Vaucluse
Vaucluse
Rose Bay (NSW)
Dover Heights
0
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400 m


Queens Park
Bondi Junction
BRONTE ROAD
CHURCH STREET
CARRINGTON ROAD
CUTHBERT STREET
QUEENS PARK ROAD
BARONGA AVENUE
DARLEY ROAD
Waverley (NSW)
Queens Park (NSW)
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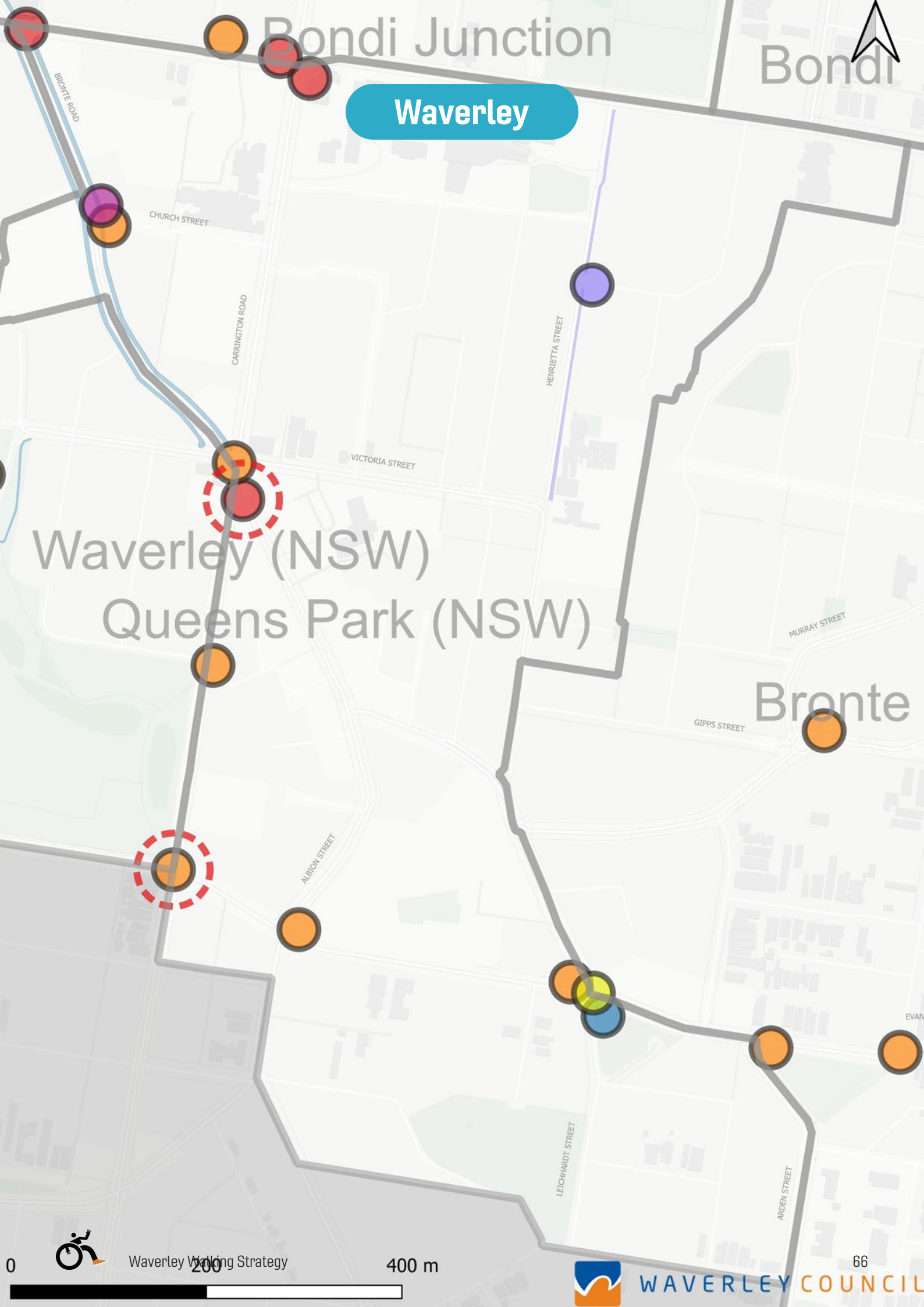
Bondi Junction
Bondi
Waverley
BRONTE ROAD
CHURCH STREET
CARRINGTON ROAD
HENRIETTA STREET
VICTORIA STREET
Waverley (NSW)
Queens Park (NSW)
MURRAY STREET
Bronte
GIPPS STREET
ALBION STREET
LEICHHARDT STREET
ARDEN STREET
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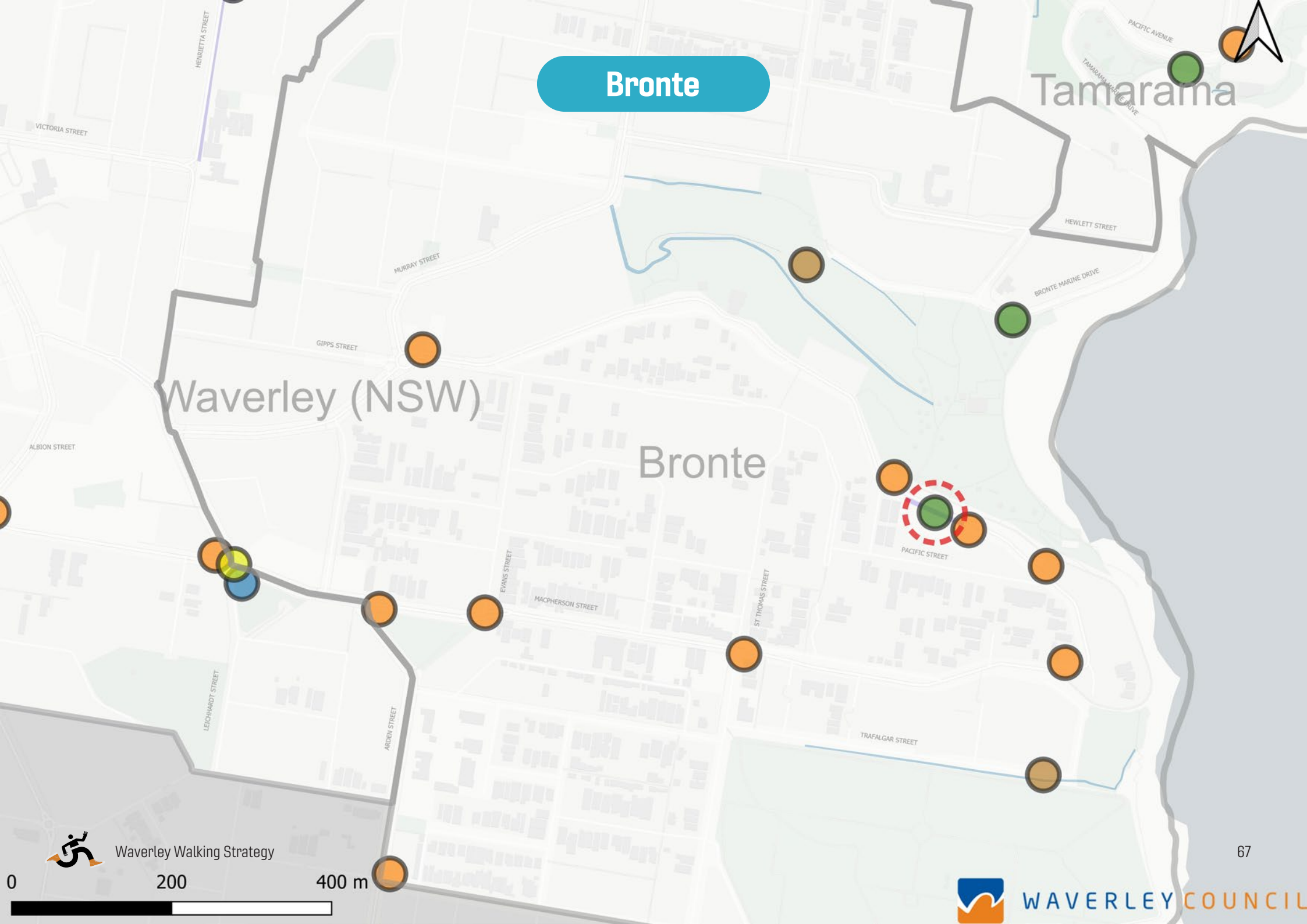
Bronte
Tamarama
Waverley (NSW)
Bronte
HENRIETTA STREET
VICTORIA STREET
MURRAY STREET
GIPPS STREET
ALBION STREET
PACIFIC AVENUE
TAMARAMA MARINE DRIVE
HEWLETT STREET
BRONTE MARINE DRIVE
PACIFIC STREET
EVANS STREET
MACPHERSON STREET
ST THOMAS STREET
TRAFALGAR STREET
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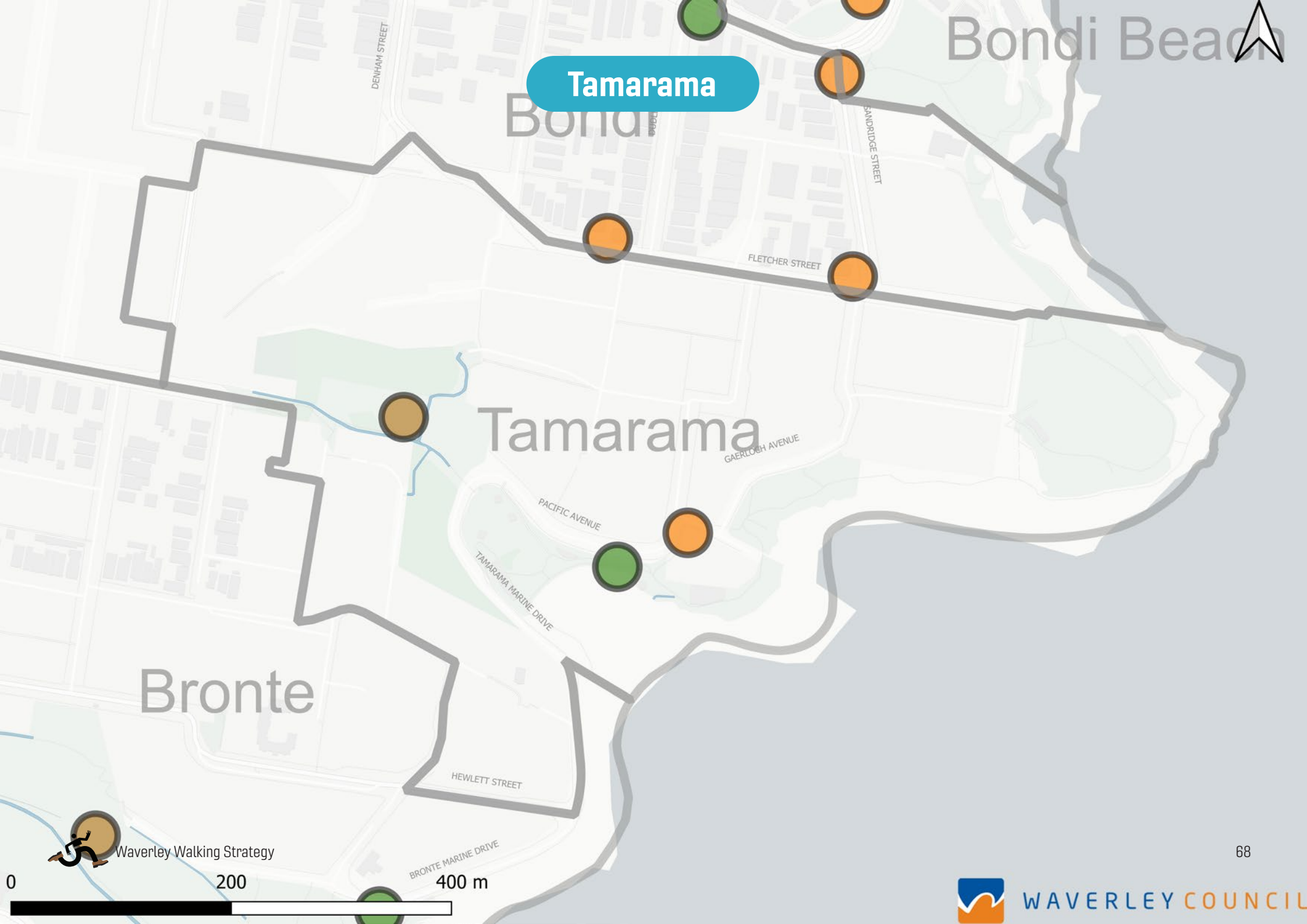

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Project Prioritisation

While all improvement opportunities benefit the community, not all projects can be carried out all at once. We will prioritise walking related improvements with the most significant impact and benefits.

This strategy sets project priorities based on the level of pedestrian activities, nearby bus usage patterns, school student traffic, speed and volume of vehicular traffic, and potential safety risks. We have developed a data-driven prioritisation framework to prioritise projects with the greatest benefit to Waverley residents, while balancing the need of different road users, input and feedback from residents. Based on these metrics, improvement opportunities are categorised into:

- High-priority projects/Critical fixes – Improvements aimed at issues affecting a large number of people walking, along key walking corridors, with significant benefits and impacts, and those with significant safety implications
- Important improvements – Improvements aimed at addressing issues affecting many people walking, potentially in areas with high vehicular speeds and traffic
- All improvement opportunities – Including improvements that make walking more pleasant and enjoyable

High-priority projects/Critical fixes

Pedestrian priority areas

- Spring Street
- Waverley Street
- Gould Street
- Hall Street

These opportunities are intended to encourage additional pedestrian movement and activity, provide attractive social spaces for people to walk, stay and enjoy, and promote economic vitality in commercial centres.

Key intersection improvements

- O'Brien Street & Wellington Street
- O'Brien Street & Barracluff Avenue
- O'Brien Street & Glenayr Avenue
- Blair Street & Wairoa Avenue
- Charing Cross
- Carrington Road & Darley Road

These opportunities are intended to facilitate pedestrian crossings at key intersections and ensure formal crossing points along pedestrian desire lines to minimise stress and risks for people of all ages and abilities.

Intersection normalisation

- Corner of Waverley Street & Council Street
- Corner of Bondi Road and Denham Street

These opportunities are intended to reduce the complexity of intersections and higher-speed vehicle turning movements, to improve pedestrian safety and experience, and to provide more footpath space.

Pedestrian-friendly enhancements

- Queen Elizabeth Dr at Bondi Pavilion
- Campbell Parade & Queen Elizabeth Dr Roundabout

These opportunities are intended to transition the locations to more people centric designs and enhance walking experience by better managing vehicular traffic.

Delivering improvement opportunities

Indicative cost of project delivery

Cost estimates for delivering improvement opportunities identified in this strategy are based on estimated scale of projects, and unit rates based on previous projects undertaken by Council. Although actual costs may vary depending on market conditions, cost of traffic management and other contingencies, these estimates help shape our financial strategies and community expectations for the delivery of walking related projects.

(Million AUD)	Total	Kerb ramps program	Lighting compliance (existing)	Footpath pavement renewal/ upgrade	Ped crossing improvement	Associated earth work	Ped/Shared zone
High-priority projects/ Critical fixes	7.5	0.8	0.7	0	2.1	2.3	1.6
Important improvements	27.2	0.8	0.7	0.4	18.2	5.5	1.6
All improvement opportunities	70.6	0.8	0.7	4.9	21.5	8.7	34

Financial Strategy

On a per person basis, it will take about $11 per resident per annum to deliver critical fixes identified by this strategy over the next 10 years (and $ 101 per resident to deliver all improvement opportunities over the next 10 years). This is a highly achievable target. By comparison, in the past 20 years, the federal government spent $ 714 per person annually on roads, with just 90 cents on walking and riding[1]; most walking and cycling infrastructure were funded by state and local governments.

State and federal grants

A large number of international and domestic tourists visit Waverley each year, and walking has a significant role for everyone getting around in Waverley. In addition to local funding sources, we will seek external funding to accelerate projects. As of 2025, eligible external funding sources include:

- Active Transport Fund, ATF (Federal)
- Australian Government Black Spot Program, AGBS (Federal)
- Get NSW Active program (State)
- Safer Local Roads and Infrastructure Program (Federal)

Walking and cycling projects that improve connectivity to park lands are also eligible under the Metropolitan Greenspace Program (State)

Development Contributions and Voluntary Planning Agreements (VPA)[2]

We will explore ways to include funding for active and public transport projects in development contribution and voluntary planning agreements, which are aimed directly at improving transport options, and mitigating negative impacts of new developments.

Stable funding for walking infrastructure

- While state and federal grant funding and support from VPAs can help accelerate projects, a stable funding source will be more beneficial for a number of reasons, namely,
- More control over prioritising projects based on local needs rather than the specific requirements of grant programs. This also means a focus on long-term, sustainable development rather than short-term, grant-dependent initiatives.
- Less project delays while waiting for grant application outcomes
- More flexibility in project timeline, opportunities to negotiate better contracts, and greater flexibility in combining with other projects.

We will seek to allocate a fixed budget to deliver walking infrastructure for the community, and explore options to fund transport projects with more stable funding sources, especially for high priority projects that bring significant benefits our residents, but are less likely to get funding support at state or federal levels.

1. The Conversation - Australia spends $714 per person on roads every year – but just 90 cents goes to walking, wheeling and cycling (2025)
2. In alignment with Waverley Planning Agreement Policy 2014 (Amendment No. 4) , walking infrastructure quality as “infrastructure required directly as a result of density increases experienced or expected from the redevelopment of a site”.

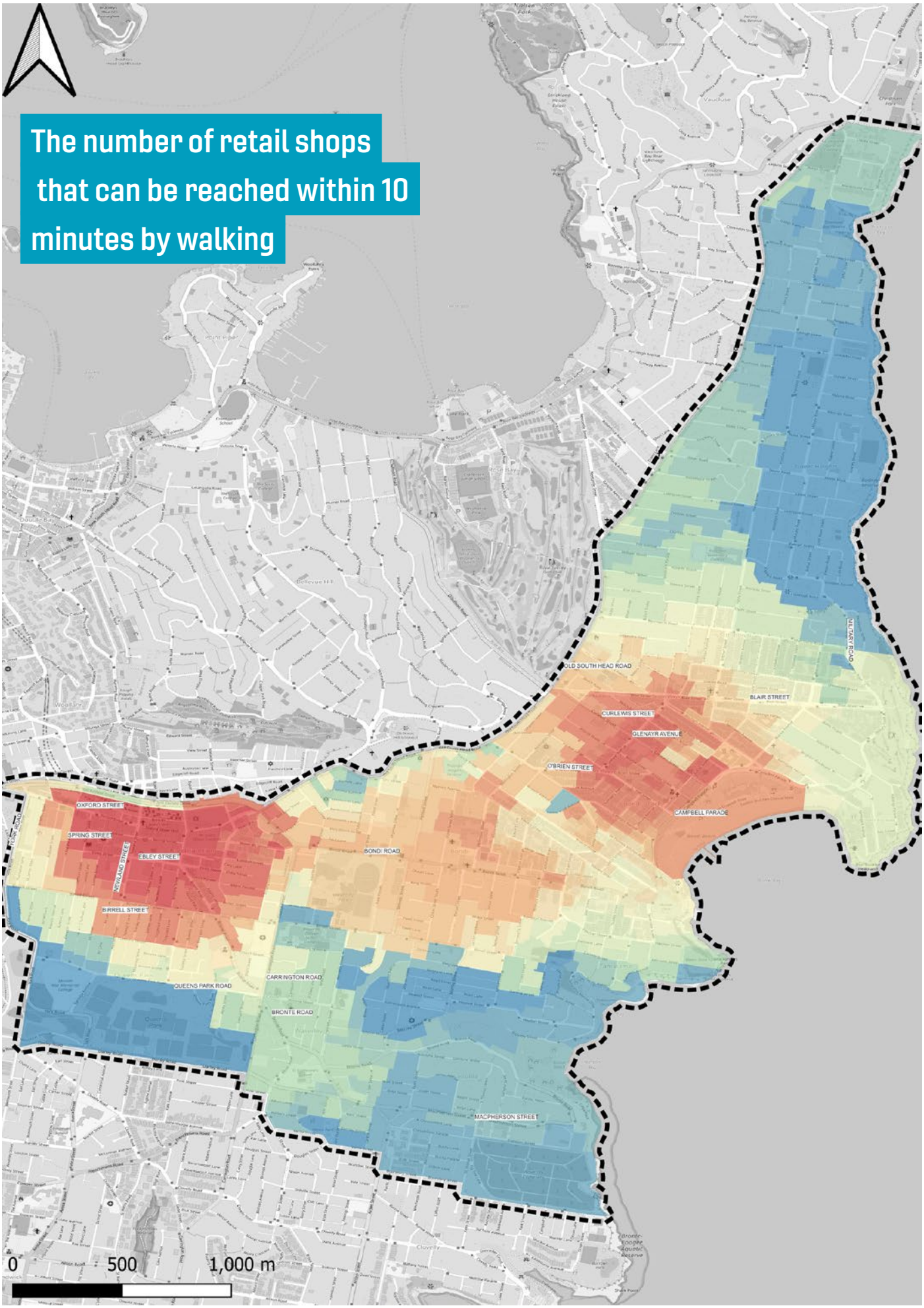
Appendix

Setting our strategy

	Goal	Action	Evaluation
A	Make walking safe for all people, at all times. The safety of pedestrians is prioritised and risks from vehicular traffic is mitigated.	**A1.** Continue to reduce vehicular speeds, mitigate risks and impacts to pedestrians. **A2.** Reduce excessive vehicular traffic on residential streets and near town centres **A3.** Indicate pedestrian priority, manage driver expectations and readiness to give way to pedestrians **A4.** Transition from vehicular centric to people centric design, make every street walkable **A5.** Improve pedestrian safety at identified collision hotspots, proactively address locations with potential for collisions **A6.** Combine traffic calming with pedestrian crossings whenever possible	**EA1.** Vision zero – no pedestrian fatality by 2035 **EA2.** Reduced vehicular traffic volume near town centres **EA3.** Reduced traffic speeds **EA4.** Greater satisfaction with the walking environment (Waverley is considered a safe area for pedestrians by 65% of residents in 2021, with a target of 70% in 2032 - CSP)
B	Improve the permeability of the pedestrian network through streets and open space. Walking routes are direct, without unnecessary detour or difficult crossings. Walking is convenient, and the preferred transport option for short trips.	**B1.** Provide more pedestrian crossing opportunities, ensure all desire lines at intersections have crossings, facilitate informal crossings where conditions permit **B2.** Add cut throughs and modal filters to reduce walking distance. Improve connectivity through parks and coastal walk **B3.** Strongly advocate to TfNSW to improve timing at key crossings to prioritise pedestrians, and introduce pedestrian scramble signals **B4.** Support the Local Strategic Planning Statement's vision of a 30-minute city by promoting active and public transport, and encouraging compact and walkable development **B5.** Encourage active and public transport to replace short driving trips, incorporate provision for walking in all streetscape projects	**EB1.** Reduced pedestrian wait times at crossings **EB2.** Walking accounts for a higher share of all trips within Waverley (HTS 36.3% walking along - target for 50% by 2035) **EB3.** The number of urban amenities and employment opportunities reachable by walking
C	Facilitate seamless integration between walking & public transport	**C1.** Improve access to and crossing opportunities near high-usage bus stops, work with developers to ensure premises are easily accessible by walking and public transport **C2.** Ensure sufficient footpath space near bus stops, provide adequate shelter and seating where people wait for buses **C3.** Support walking and public transport to expand transport options, advocate for route change and additional services to support new and existing development	**EC1.** Public transport ridership in Waverley **EC2.** The number of urban amenities and employment opportunities reachable by public transport

Setting our strategy

	Goal	Action	Evaluation
D	Make walking pleasant and enjoyable for people of all ages and abilities	**D1.** Ensure footpaths are well maintained, pavement defects are repaired timely. **D2.** Improve footpath conditions, minimise interruptions by traffic, remove pinch points and footpath obstructions **D3.** Provide shading and weather protection along key walking routes **D4.** Ensure sufficient street space for both moving and standing pedestrians, and activities on footpaths. Re-allocate space and widen footpath where appropriate	**ED1.** A greater percentage of street space allocated to people walking **ED2.** A higher portion of footpath with tree cover or weather protection **ED3.** Higher pedestrian satisfaction with footpath quality (64% satisfied in survey – target for 75% by 2035)
E	Provide accessible streetscapes that support independent access by school children and people with disability	**E1.** Improve walking infrastructure and crossings along "walk to school" routes, continue to work with schools to respond to and address issues (Including reducing crossing distance, and raised crossing for greater visibility for children) **E2.** Support Support the implementation of the Waverley Disability Inclusion Action Plan (DIAP) by ensuring continuous travel paths for individuals with mobility limitations in commercial and village centres	**EE1.** Percentage of school children walking or riding to school **EE2.** Greater satisfaction from people with mobility limitation
F	Improve walking to promote vitality on streets, enhances social connection, and contributes to a sense of place and the local economy.	**F1.** Encourage active frontage, mixed use of commercial and residential units **F2.** Provide places for people to stay and enjoy, trial re-allocating street space to on-street dining, and make permanent these changes with support from businesses **F3.** Explore opportunities to pedestrianise identified street segments, focusing on access by walking and public transport **F4.** Improve footpath quality and streetscape, enhance pedestrian wayfinding signages, amenities and lighting **F5.** Develop a wayfinding strategy and action plan	**EF1.** More active frontage, greater mixed-use development **EF2.** Less noise and transport related pollution **EF3.** Residents' perception of night time safety (75% residents feel safe in CSP 2022-2032 – CSP has a goal of 78% by 2032)
G	Ensure walking harmonises with other transport modes	**G1.** Implement context-sensitive approaches to reduce conflict between pedestrians and bike riders **G2.** Better manage bike parking on footpaths, including both shared and privately owned bikes **G3.** Consider potential effects of traffic calming devices on bike riders **G4.** Signal pedestrian priority and reduce conflicts between pedestrians and vehicles near parking lot entrances and exits **G5.** Work with the State to manage the use of e-bikes and other micro-mobility devices on footpaths	**EG1.** Percentage of people view bike riders and bike parking as a significant concern for walking (future community survey)


The number of retail shops that can be reached within 10 minutes by walking
OLD SOUTH HEAD ROAD
BLAIR STREET
CURLEWIS STREET
GLENAYR AVENUE
O'BRIEN STREET
CAMPBELL PARADE
OXFORD STREET
SPRING STREET
EBLEY STREET
NEWLAND STREET
BIRRELL STREET
BONDI ROAD
QUEENS PARK ROAD
CARRINGTON ROAD
BRONTE ROAD
MACPHERSON STREET
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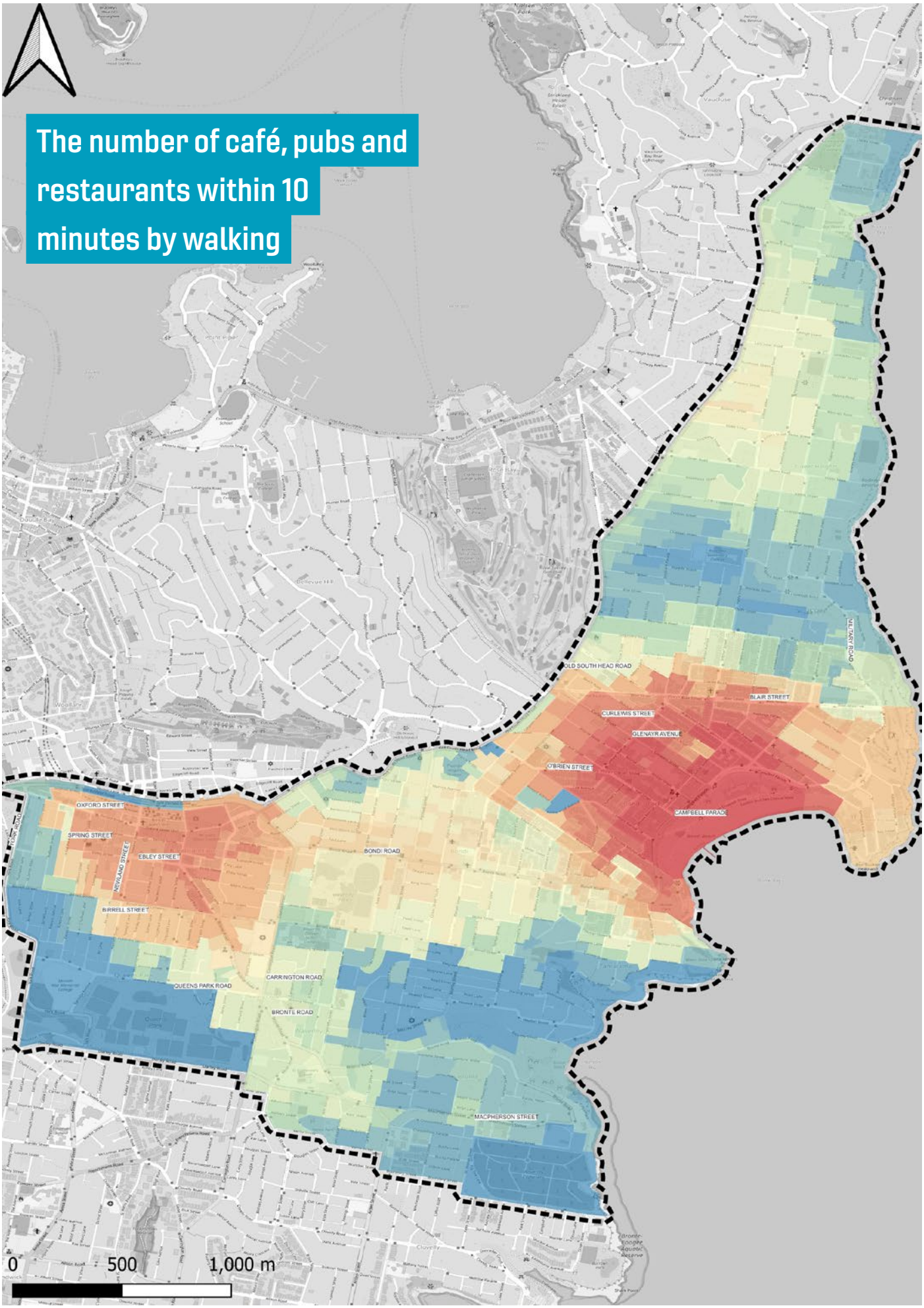
1,000 m


The number of café, pubs and restaurants within 10 minutes by walking
OLD SOUTH HEAD ROAD
BLAIR STREET
CURLEWIS STREET
GLENAYR AVENUE
O'BRIEN STREET
CAMPBELL PARADE
MILITARY ROAD
OXFORD STREET
SPRING STREET
EBLEY STREET
NEWLAND STREET
BONDI ROAD
BIRRELL STREET
QUEENS PARK ROAD
CARRINGTON ROAD
BRONTE ROAD
MACPHERSON STREET
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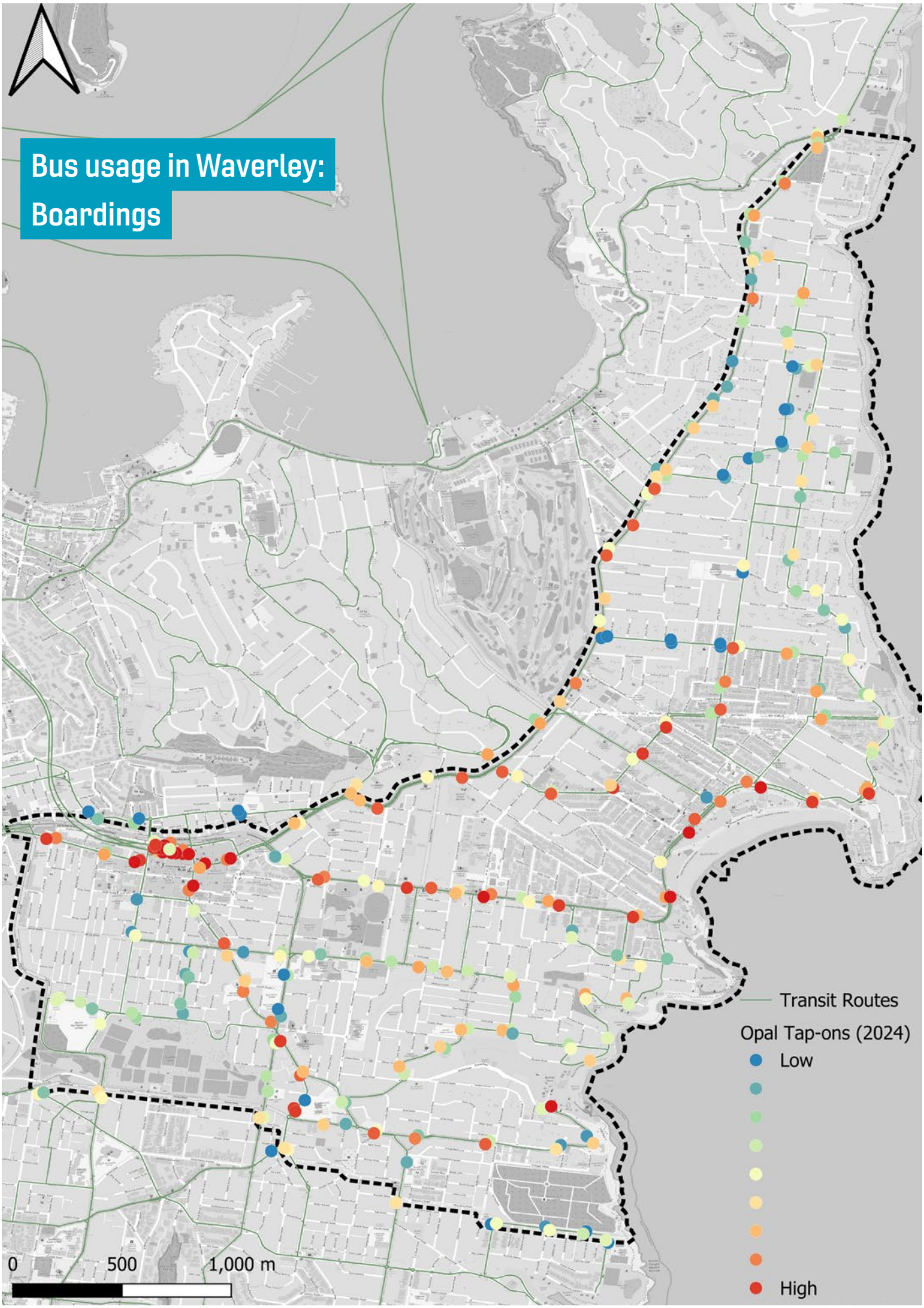
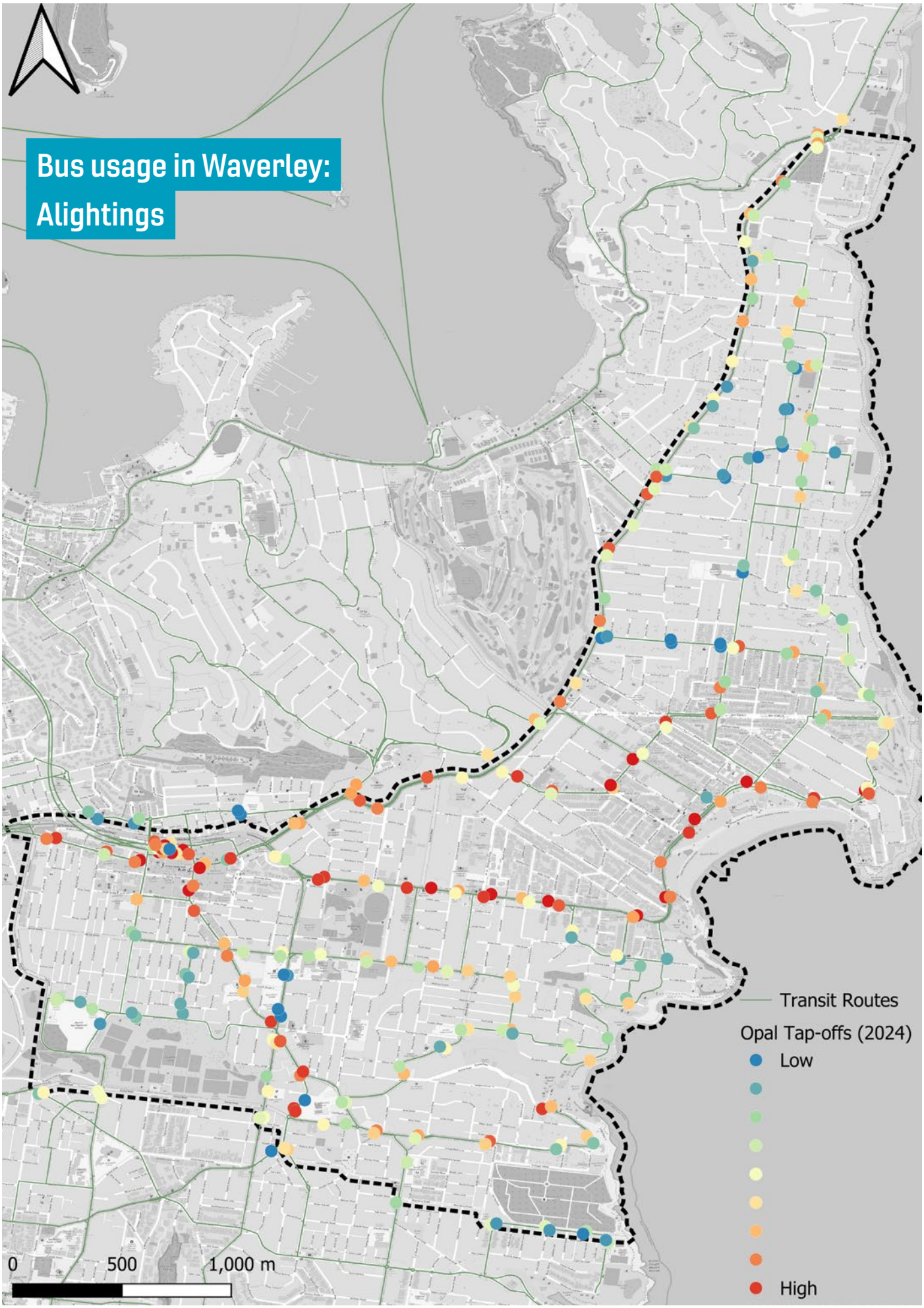
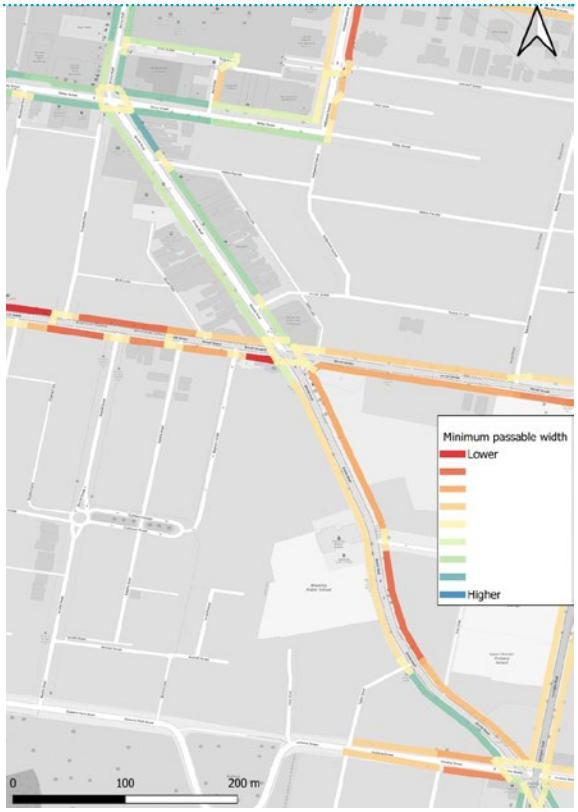

Bus usage in Waverley:
Boardings
Transit Routes
Opal Tap-ons (2024)
Low
High
0
500
1,000 m


Bus usage in Waverley:
Alightings
Transit Routes
Opal Tap-offs (2024)
Low
High
0
500
1,000 m

Footpath audit & evaluation

Over the last few years, there has been specific community interest to better understand footpath quality. Council officers investigated footpath quality using audit data. Results from footpath audits were further consolidated by pedestrian activity data to inform the need and priority for improvement. Examples of footpath auditing were presented in maps below.



A review of guidelines for recommended footpath width under different scenarios

Street Type	Description	Recommended Walkable Width* (metres)
Low activity, residential streets	Streets in a low density residential area that do not provide area-wide connections and mostly serve nearby residents. There is no major trip generators nearby. Occasionally there are bus stops along these streets, but generally do not have significant usage.	• 1.0 – 1.2 (Austroads 2021, Guide to Road Design Part 6A: Paths for Walking and Cycling) • 1.2 as minimum for a person with mobility aids (TfNSW Walking Space Guide (2020)) • 1.2 for a wheelchair user to navigate safely (Australian Standards AS1428.2) • 2.0 (TfNSW Walking Space Guide 2020 for low activity streets)
Medium to high density residential /Mixed-use streets/Pedestrian movement corridor	Streets that are used both by people passing through and nearby residents. There can be occasional but not continuous ground level retail activities along these streets. POIs with significant trip attractions might be nearby, but with no continuous shop front or on-street activities. The primary function of streets should be for people passing through, with occasional need for on-street activities.	• 1.5 (Healthy Streets checklist for new developments (2024) suggests this width as required by a single person with mobility aids) • 1.5 (TfNSW Walking Space Guide 2020 suggest that passing others is uncomfortable for most people on footpath less than 1.5 wide) • 1.5 either in front of, or behind bus shelters(Transit Cooperative Research Program (TCRP) Report 19, Guidelines for the Location and Design of Bus Stops, Transportation Research Board 1996) • 1.8 (Australian Standards for 2 wheelchairs to pass each other) • 2.0 (Healthy Streets checklist for new developments (2024) recommends this for all streets in order to accommodate people with different needs) • 2.3 -3.2 (TfNSW Walking Space Guide 2020 for medium activity streets)
High pedestrian activity, high streets	These streets are located in commercial and shopping areas, with a high pedestrian volume. There can be substantial ground level retail activities, with continuous shopfront or on-street dining. These streets need to accommodate both people moving and staying.	• 2.4 and above, based on volume (Austroads 2021, Guide to Road Design Part 6A: Paths for Walking and Cycling) • 2.5 (Waverley DCP 2022) • 2.85 (TfNSW Walking Space Guide 2020, most people feel comfortable passing others at this footpath width) • 3.9 - 4.5 (TfNSW Walking Space Guide 2020 for high activity streets)

•As a baseline, a person walking needs a width of 70cm (Healthy Streets checklist for new developments, May 2024), and people with mobility aids (1.5 m), carrying luggage, or walking with children would need more space (Healthy Streets checklist for new developments, 2024). In addition to the general footpath width above, a "minimum passable width" at the narrowest point along a footpath also needs to be considered for people with mobility limitations.

Footpath space includes street furniture, bus stops, poles, trees, utility boxes, and other obstacles, and not all footpath space is walkable. We will work with stakeholders to ensure adequate width for people of all ages and abilities, and for people moving and staying. People need more than the physical space to be able to comfortably pass each other. There is no one-size-fits-all footpath width for all streets, and much of the width consideration depends on the context of the street. The table summarises recommended footpath width from a review of guidelines and standards. The Waverley's Street Design Manual (2020) also includes a review of minimum provisions for footpath width.

The recommended minimum width of a traffic lane is 3 metres [1], which is wider than existing footpaths in many parts of the LGA, including high pedestrian areas. We aim to provide more space for people walking whenever possible. We will work towards making walking pleasant and enjoyable for all people, regardless of their age or abilities.

1. Austroads 2021, Guide to Road Design Part 3: Geometric Design

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