

MURRIVERIE, MITCHELL AND HARDY



Community Consultation Report

September 2025



WAVERLEY
COUNCIL

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

Contents

Executive summary.....	2
Background.....	2
Engagement methodology	3
Have Your Say - Data	3
Have Your Say - Questions and Responses.....	5
Have Your Say – Comment snapshot.....	6
Resident Letter	8

Executive summary

The Mitchell Street / Murriverie Road / Hardy Street community consultation was conducted from 15 August to 11 September 2025. The project had a good number of responses (**139** completed surveys) based on:

- a mailbox drop of **571** letters to nearby properties
- **974** emails sent via the Have Your Say website to subscribers
- a story in Waverley Weekly which had an audience of **31156** people at that time and had **88** unique click through to the Have Your Say page.

Responses to the specific survey questions were:

- **33%** of people preferring the **option 1** design
- **67%** of respondents choosing the **option 2** design.

Option 1: Of those who chose option 1, 43% of respondents said they had no suggested changes to the design and 24% said they would like to see minor changes. Approximately **30%** of respondents did not support the design.

Option 2: Of those who chose option 2, 57% of respondents said they had no suggested changes to the design and 30% said they would like to see minor changes. Approximately **13%** of respondents did not support the design.

It is recommended that in addition to the votes for options one or two, that council officers review the comments that were attached to survey replies, so that they understand the specifics of voting preferences and to know of any other traffic concerns or issues.

Background

We want our local streets to be safe and fit for purpose. They need to meet the needs of residents and other users, whether you are a pedestrian, bike rider, public transport user, drive a personal vehicle, or drive a service/delivery vehicle.

The intersection of Mitchell Street / Murriverie Road / Hardy Street in North Bondi has been identified as having potential safety risks.

The key concerns about this location are:

- High traffic volumes and complex bus operations.
- Safety concerns for pedestrians, in particular crossing Murriverie Road.
- The existing pedestrian refuge is not designed to current standards.
- High vehicular speeds, in particular on Murriverie Road.
- Proximity to multiple schools and the resulting high pedestrian volumes.

Two options have been considered to provide traffic calming and improve road safety for all road users at this intersection.

Engagement methodology

In accordance with Waverley Council’s adapted IAP2 model of engagement, three methods were employed to gather community feedback:

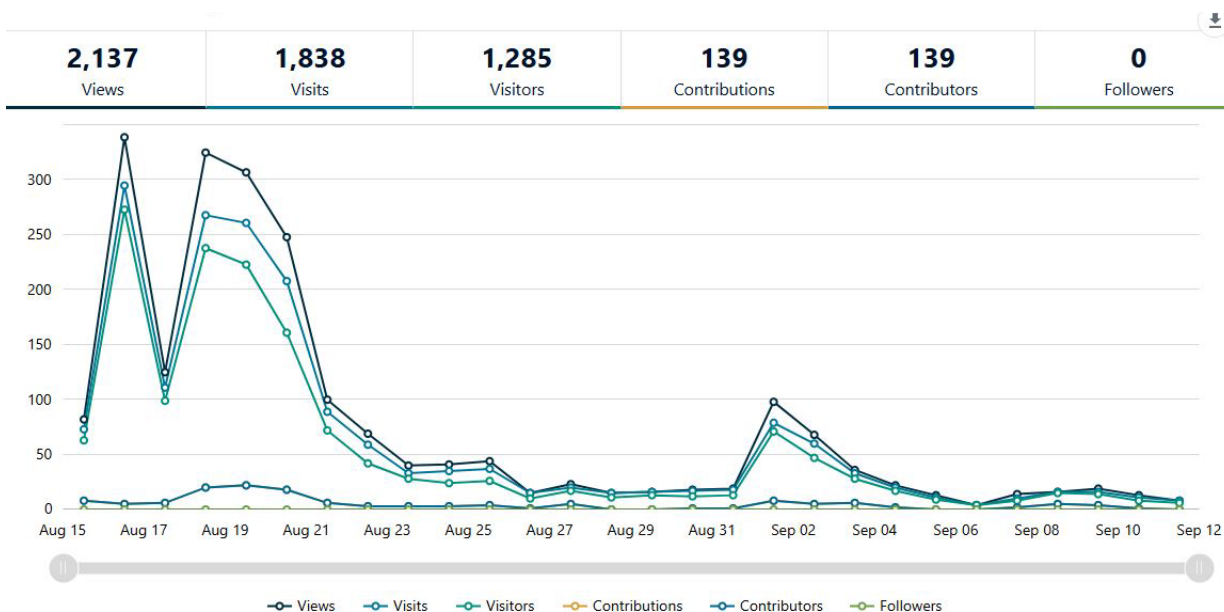
1. Online survey on the *Have Your Say* (HYS) platform
2. Emails to yourtrafficsurvey@waverley.nsw.gov.au
3. Resident letters

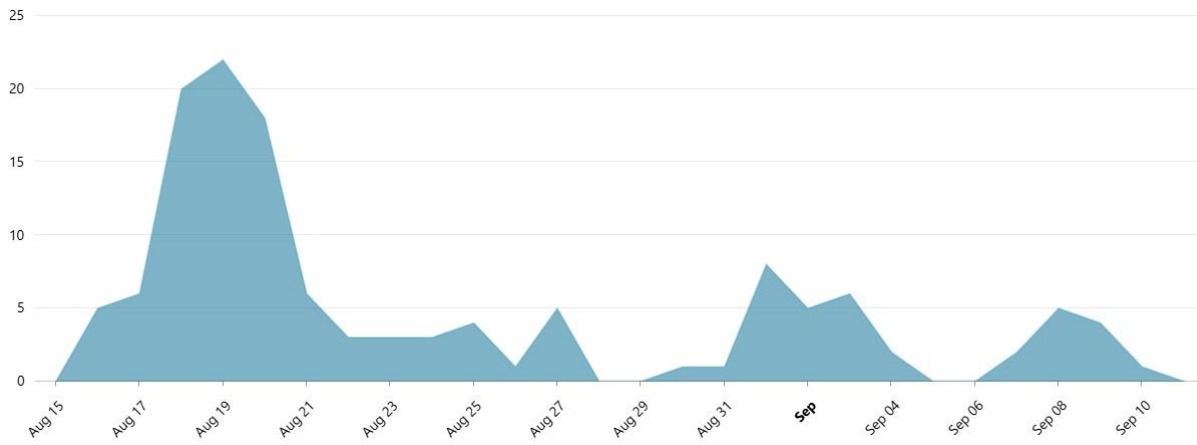
A multi-channel approach was used to reach and encourage residents to participate.

ENGAGEMENT	AUDIENCE	OVERVIEW
Have Your Say Online Survey	2137 overall page views	The engagement method was primarily aimed at directing people to the survey on Have You Say. There were 139 online completed surveys and 1285 unique visitors to the HYS page. A HYS campaign email was also sent to 974 subscribers with a 5% (49) click through rate.
Emails From Community	NA	6 emails were received at yourtrafficsurvey@waverley.nsw.gov.au
Resident Letters	571	571 non-addressed resident letters were distributed via APA (Advertising Printing Australia) GPS tracking was provided. The letters contained a QR code for the Have Your Say page with 180 scans in total.
Have Your Say auto email	974	An automatic HYS email was sent to 974 members with 49 clicks through of the survey page.
COMMUNICATIONS	AUDIENCE	OVERVIEW
Waverley Weekly	31156	88 unique clicks

Have Your Say - Data

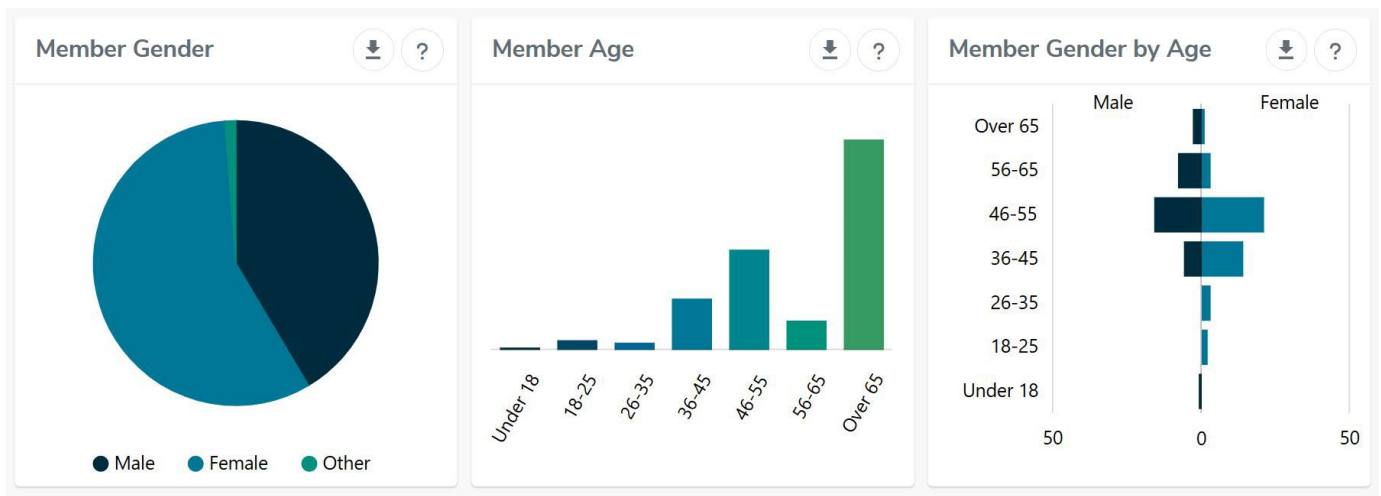
Visits, views, contributions



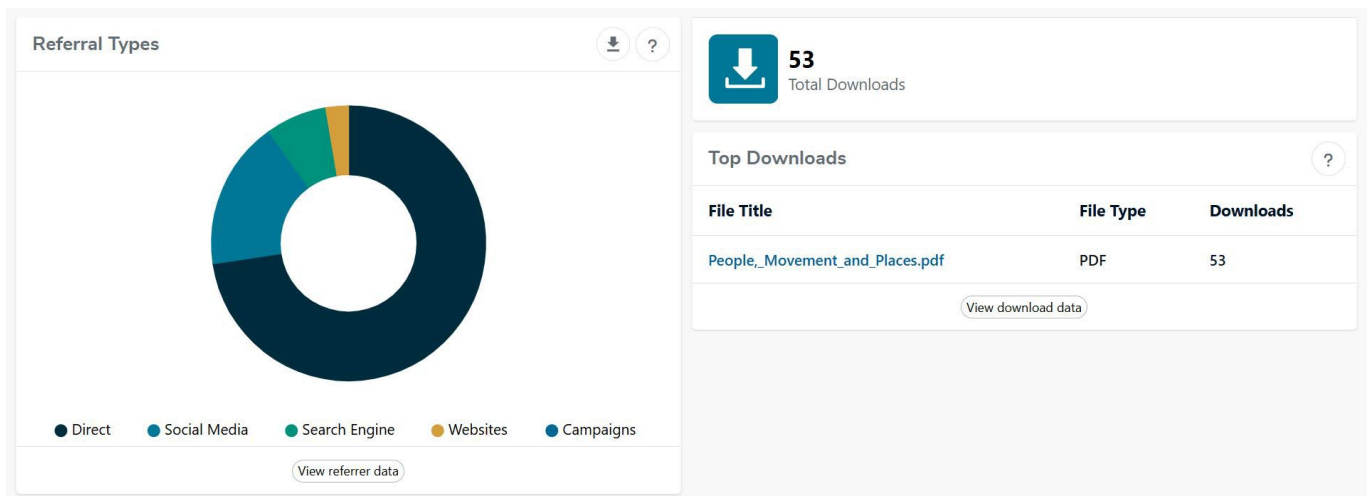


Member demographics

Age and gender



How members were referred to Have Your Say (HYS)



Have Your Say - Questions and Responses

1

Please select your preferred design for Mitchell Street / Murriverie Road / Hardy Street

Multi Choice | Skipped: 10 | Answered: 129 (92.81%)

Answer Choices	Percent	Count
Option 1	32.56%	42
Option 2	67.44%	87
Total	100.00%	129

*Note that some people skipped choosing an option to provide comments only.

2

Please take a few moments to complete this short survey on OPTION 2 of the proposed design for Mitchell Street / Murriverie Road / Hardy Street

Multi Choice | Skipped: 55 | Answered: 84 (60.43%)

Answer Choices	Percent	Count
I support the design. No changes	57.14%	48
I support the design. Minor changes needed	29.76%	25
I do not support the design. Major changes needed	11.90%	10
I do not support the design with or without changes	1.19%	1
Total	100.00%	84

3

Please take a few moments to complete this short survey on OPTION 1 of the proposed design for Mitchell Street / Murriverie Road / Hardy Street

Multi Choice | Skipped: 97 | Answered: 42 (30.22%)

Answer Choices	Percent	Count
I support the design. No changes	42.86%	18
I support the design. Minor changes needed	23.81%	10
I do not support the design. Major changes needed	28.57%	12
I do not support the design with or without changes	4.76%	2
Total	100.00%	42

Have Your Say – Comment snapshot

The full commentary extract can be found in the excel data spreadsheet. There were 96 comments made from the total of surveys submitted. These are examples only of the full set of contributions.

- I drive this intersection at least six times each day. The curb extension, new garden, new rain garden, and street tree on Mitchell Rd outside Basger's pharmacy is a huge problem. It is very difficult for the 379 bus to turn from Murriverie Rd onto Mitchell St. Usually the bus needs to wait for a break in the traffic on Mitchel or for a car to stop where the proposed rain garden is in order for there to be enough turning space for the bus. This new proposal will result in the busses not having enough space to turn the corner. It will cause major traffic issues. The roads are already narrow enough in this area. Extending the foot path and reducing the road is not a feasible solution for this area.
- So grateful for council to finally improve this intersection. The raised design naturally creates the slowing and respectful approach of regular and new traffic and safety of pedestrians that I see daily risk occurring.
- Limit the buses. 379 is an extremely busy route plus all the school buses. The small roads can't handle all the buses plus the extremely poor condition of mitchell street which is over 100 years old pieces of concrete that's been patched together. Why doesn't 379 bus route continue on blair street where the street is divided into two safe lanes and where the road is smooth and new? Mitchell street / murriverie road / hardy street cannot handle all the traffic and buses, there is not enough room for two sides of traffic at once, someone always has to pull over, there is no flow and it's dangerous.
- We live in Mitchell street, near the corner. It is dangerous now. Cars just fly around the corner. Since SHUK has been here, the parking has been atrocious, customers park anywhere. I don't know how the buses get around with the cars parking in the no area. The issue with both proposals is the traffic build up due to the crossings. We will never get out.
- Crossing lights/indicators might be helpful to determine when it is ok to cross as sometimes cars/busses come seemingly out of nowhere.
- Great proposal, Hardy St needs treatment to slow vehicles on the turn. (Hence my support over Option 1). Mitchell St should also have a wombat.
- Hello there, I reckon option 1 helps reduce the rust for pedestrians. The zebra is very good however it may cause congestion in rush hour and heavy traffic bumper and number in Hardy St & Mitchell Road. So I'd vote for option 1.
- I am all in favour of improving safety for pedestrians at this intersection, it is an awful one and I avoid it when I can. However, I am very concerned about the in-lane bus stops with either option. Why is it necessary to hold up traffic to improve pedestrian safety? These streets are narrow and busy (hence the original problem with safety) and having buses stopping in-lane will cause unworkable delays during peak hour. I am happy with either Option 1 or Option 2, as long as the bus stops are not changed to be in-lane.

Conclusion and Recommendation

The community consultation for **Murriverie, Mitchell and Hardy** had a good number of responses to the survey. 571 letters were sent via Australia Post to residents in the local area and there was accompanying promotion throughout the 28-day consultation. With 139 submissions, this represents an excellent conversion rate.

Two thirds of people - **67%** - chose the **option 2** design, with **33%** of people preferring the **option 1** design.

Option 1: For those people who chose option 1; 43% of respondents said they had no suggested changes to the design and 24% said they would like to see minor changes. Approximately **30%** of respondents did not support the design.

Option 2: For those people who chose option 2; 57% of respondents said they had no suggested changes to the design and 30% said they would like to see minor changes. Approximately **13%** of respondents did not support the design.

The intersection that characterises these three streets has been an ongoing concern to those that live and or drive through the area. Buses, school students, parents, bike riders and other road users make up the dominant local traffic.

Representatives from the area's bus operator, Transdev John Holland, were also consulted, as changes to this intersection would directly impact school and public bus routes. Contributions included comments relating to bus swept path, intersection configuration, in-lane bus stops and feedback to assist in not only pedestrian safety, but also improve overall bus movements through the intersection.

There are multiple and diverging needs and uses of the area, so it is recommended that the council staff review the preferred design, considering the suggested changes and concerns, and present a report to Council.

Resident Letter



Our ref: D2025/115948

Re: Community Consultation – Murriverie Road, Mitchell Street and Hardy Street intersection

Dear resident / business owner

Waverley Council invites you to 'Have Your Say' during the Murriverie Road, Mitchell Street and Hardy Street intersection community consultation. Feedback is open from: **15 August – 11 September 2025**.

Background information

The intersection of Murriverie Road, Mitchell Street, and Hardy Street has been identified as having potential safety risks. This has been indicated through feedback from residents and concerned stakeholders (Rose Bay Secondary College, Bus Operators).

Key concerns in this location:

- High traffic volumes and complex bus operations
- Safety concerns for pedestrians, in particular, crossing Murriverie Road. The existing pedestrian refuge is not designed to current standards and is often struck by vehicles
- High vehicular speeds, particularly on Murriverie Road
- Proximity to multiple schools, and the resulting high pedestrian volumes.

Council has resolved to investigate traffic calming measures at this intersection to address these concerns. **Two options** have been considered to provide traffic calming and improve safety for all road users at this intersection.

Visit Have Your Say (<https://haveyoursay.waverley.nsw.gov.au/mitchell-murriverie-hardy>) to see the concept designs, more details and complete the survey. You can also scan the QR code on this page. For further enquiries email YourTrafficSurvey@waverley.nsw.gov.au

We look forward to your feedback.

Jae Morse
Senior Traffic Engineer
Infrastructure Services
Waverley Council

To submit your
feedback, please
scan the QR code.

