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2<sup>nd</sup> May 2023

Dear Waverley Council,

**Re: Curlewis Street streetscape upgrade – REF**

Thank you for the opportunity to provide feedback on the Review of Environmental Factors (REF) for the upgrade of Curlewis Street in Bondi with new landscaping, wider footpaths, safer crossings and a bi-directional separated bicycle path.

Curlewis Street is now the major missing link in the regional bicycle route from the CBD to Bondi Beach. As set out in our [June 2022 submission](#), **Bicycle NSW fully supports the proposed Curlewis Street cycleway**.

We expressed a strong preference for Option One (Figure 1) for the western end of Curlewis Street, removing the slip lane from the junction with Old South Head Road to improve pedestrian safety and amenity and allow much needed landscaping to be added to the streetscape.

In December 2022, [we reviewed the updated designs](#) which removed the left hand turn into Simpson St to provide a more direct route to Curlewis Street for pedestrian and bike riders (Figure 2).

The REF contains detailed plans. The plans for the western end (Figure 3) adhere to this preferred configuration but include additional landscaping, more kerb ramps and a pedestrian refuge at the junction of Old South Head Road. The plans for the remainder of Curlewis Street reinforce Waverley Council's aspiration to achieve a very high-quality cycling facility in a dense and contested urban environment.

However, Bicycle NSW still has **concerns** about aspects of the project. To ensure the best possible outcomes from the significant investment in Curlewis Street, we continue to advocate for the following:

**1. A raised pedestrian/cycle crossing where the shared path crosses Blair St.**

Cars move very fast down here after turning from Old South Head Road, although it is hoped the removal of the slip lane will tame speed. If a raised crossing isn't possible, please narrow the vehicle lane as much as possible to ensure that vehicles slow down so people of all ages and abilities can cross the road safely.

**2. A safe and clear route from Curlewis Street to Birriga Road** for bike riders using the regional route from Bondi Beach to Bondi Junction.

The complex junction of Curlewis Street with Birriga and Old South Head Roads offers poor conditions for pedestrians and cyclists. The current plans remove the short section of shared path on the south side of Curlewis just before the intersection with Old South Head Rd, making it harder to reach the signalised crossing bike riders use to access Birriga.

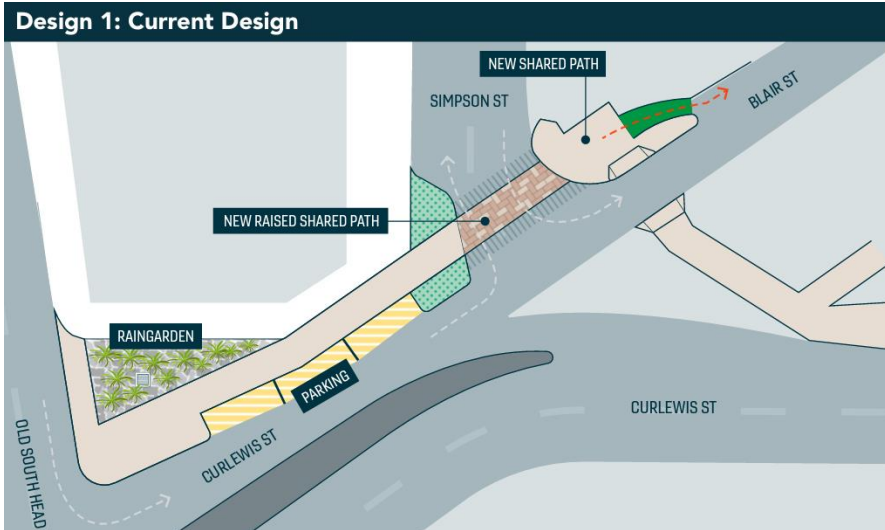


Figure 1: Option One was supported by Bicycle NSW and a majority of community respondents to the engagement survey<sup>1</sup> (Source: Waverley Council)

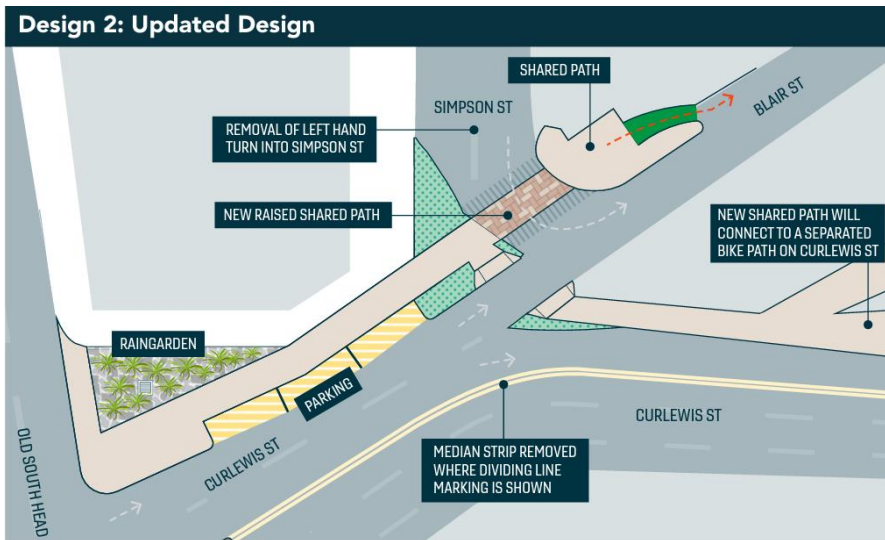


Figure 2: The removal of the left hand turn into Simpson St further improved safety, allowing a more direct route for pedestrians and bike riders to Curlewis Street (Source: Waverley Council)

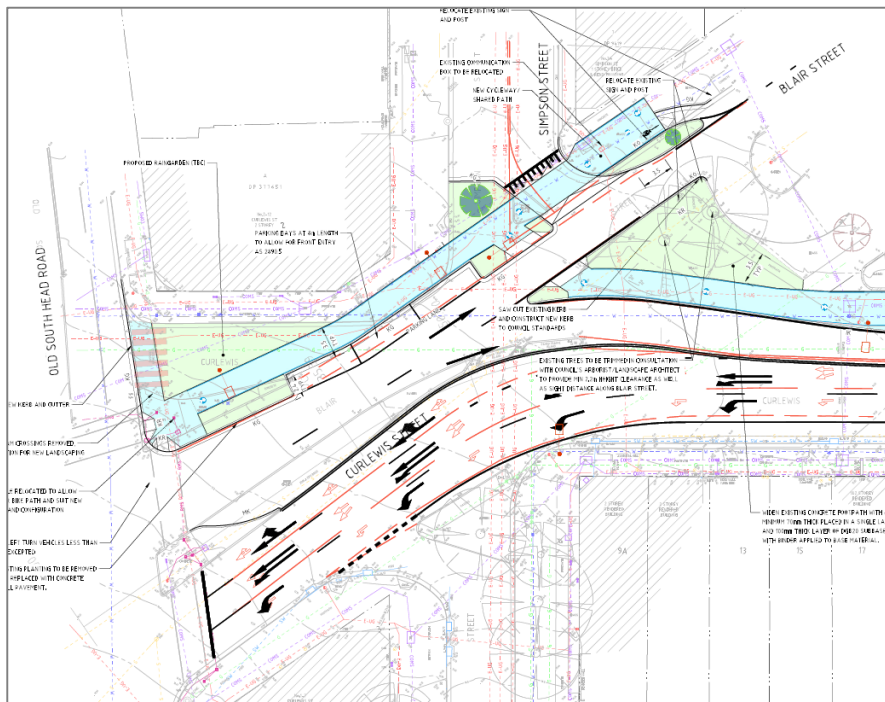


Figure 3: The civil engineering drawings adhere to the concept design with additional landscaping and a wider pedestrian refuge at the junction of Old South Head Road (Source: Waverley Council/ Northrop)

It is essential to introduce bicycle lights at the signalised pedestrian crossings of Curlewis Street and Old South Head Road so bike riders can reach Birriga from the new Curlewis Street cycleway without dismounting.

A bicycle crossing of Old South Head Road is also needed to connect with O'Sullivan Road, where we hope that Woollahra Council will soon deliver a cycleway to complete the Bondi Beach to Rose Bay connection, improving access to the ferries and reducing pressure from residents and visitors on the Bondi Road buses.

We ask Waverley Council to recognise the importance of this intersection and align with Woollahra Council to lobby Transport for NSW to develop and fund an appropriate design solution as soon as possible.

### 3. Low speed limits for the full length of Curlewis Street.

It is alarming to see a sign proposed for "50 - Local Traffic Area" on the civil engineering plans. Only 20% of pedestrians survive being hit by a large SUV or small truck at 50km/h; 50% survive being hit by a car at 50km/h; 80% survive at 40km/h; and 95% survive a collision at 30km/h<sup>ii</sup>. The whole of Curlewis St should be 30km/h, although 40km/h would be acceptable in the short term.

In its Integrated Transport Strategy, People, Places and Movement<sup>iii</sup>, Waverley Council committed to reducing speed limits throughout the LGA to 40km per hour or less.

There is sufficient evidence from Sydney and overseas that low speed environments improve both safety and amenity, and encourage more people to walk and cycle. The Vision Zero goal of lowering speed limits to 30 km/h on residential streets and around schools and town centres is considered international best practice and is gaining momentum in Australian and New Zealand. This approach includes pedestrian zones, physical separation between bicycle and car traffic, data-based traffic enforcement and behaviour-change education<sup>iv</sup>. Most Australians already support lowering speed limits in neighbourhoods<sup>v</sup>. Acceptance usually increases after implementation, as has been the case in countries like the UK and Germany. Several 30km/h trials run in Melbourne and New Zealand before 2020 have been successful. Popularity increased further after people experienced the benefits<sup>vi</sup>. The UN resolution of August 2020<sup>vii</sup> urged all countries to adopt 30 km/h limits in areas where people are walking and playing.

We note that the REF concludes that impacts due to noise during construction, disruptions to pedestrian and vehicular movements during construction, and intersection performance during operation are **not expected to be significant**.

Bicycle NSW is very excited to see Waverley Council making such progress to deliver high-quality active transport infrastructure. The reconfiguration of streets to provide more space for walking and cycling does not only achieve transport objectives. Projects such as the Curlewis Street upgrades are significant urban design proposals with a vision to deliver quieter, calmer, leafier streets that benefit every resident and visitor.

We can't wait to ride from the city centre to Bondi Beach via the completed safe cycleway on Curlewis Street. Please now get on and build it!

Yours faithfully,



Sarah Bickford

Active Transport Planner  
Bicycle NSW



Peter McLean

Chief Executive Officer  
Bicycle NSW

*Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.*

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<sup>i</sup> Waverley Council. 2022, July. Curlewis Street consultation report.  
[https://haveyoursay.waverley.nsw.gov.au/download\\_file/3190/1005](https://haveyoursay.waverley.nsw.gov.au/download_file/3190/1005)

<sup>ii</sup> Waverley's People, Movement and Places, 2017.  
[https://www.waverley.nsw.gov.au/\\_\\_data/assets/pdf\\_file/0006/160584/People,\\_Movement\\_and\\_Places.pdf](https://www.waverley.nsw.gov.au/__data/assets/pdf_file/0006/160584/People,_Movement_and_Places.pdf)

<sup>iii</sup> Waverley's People, Movement and Places, 2017.  
[https://www.waverley.nsw.gov.au/\\_\\_data/assets/pdf\\_file/0006/160584/People,\\_Movement\\_and\\_Places.pdf](https://www.waverley.nsw.gov.au/__data/assets/pdf_file/0006/160584/People,_Movement_and_Places.pdf)

<sup>iv</sup> Vision Zero Network. (2015, April 13). European Cities Lead the Way Toward Vision Zero.  
<https://visionzeronetwork.org/european-cities-lead-the-way-toward-vision-zero/>

<sup>v</sup> What Australians want report, [https://irp.cdn-website.com/541aa469/files/uploaded/What\\_Australia\\_Wants\\_Report\\_.pdf](https://irp.cdn-website.com/541aa469/files/uploaded/What_Australia_Wants_Report_.pdf)

<sup>vi</sup> [https://www.20splenty.org/20mph\\_choice](https://www.20splenty.org/20mph_choice)

<sup>vii</sup> 20's Plenty. 2020, August. General Assembly of the United Nations says 20's plenty.  
[http://www.20splenty.org/un\\_says\\_20splenty](http://www.20splenty.org/un_says_20splenty)