

Safety improvements at Bondi Road and Wellington Street

Frequently Asked Questions

Will buses be affected by the change?

No bus stops or scheduled public transport bus services will be affected by this project.

Any school charter buses that used to turn right will need to use an alternative route.

We anticipate that bus reliability on Bondi Road will be maintained for the thousands of bus passengers who use these eastern suburb bus services.

Will parking be affected?

There are no changes being made to parking spaces on Bondi Road or Wellington Street as part of this project.

What is the safety solution that Transport for NSW is implementing?

The project to be implemented by Transport for NSW includes upgrading the intersection of Bondi Road and Wellington Street to a left in left out arrangement; upgrading the pedestrian refuge on Wellington Street; and reducing the speed along Wellington Street between Bondi Road and O'Brien Street. This option is the safest solution to address the safety issues associated with the intersection.

What other safety solution options were considered?

A number of safety solution options were investigated, including installing traffic lights or timed right turn restrictions.

The installation of traffic lights is not feasible from a safety and design perspective due to the close proximity of traffic lights at Watson Street. Installing an additional set of traffic lights would be a safety risk as there is a potential for motorists to fail to stop at the signals due to concentrating on the display of the second signal (called the 'see through effect').

Combining the intersection into one set of traffic lights is also not possible due to the extended distance between the intersections and the number of movements that would need to be operated by the signals. The design would create additional safety risks and would also increase traffic congestion.

Crashes have occurred at all times of the day and night and therefore a timed right turn restriction would not address all of these.

For more information view the Minor Works Review of Environmental Factors (MWREF).

Will traffic using alternative routes impact other local roads and intersections?

Transport has identified that the intersection of Bondi Road and Wellington Street requires safety improvements due to its crash history.

The changes are expected to significantly reduce crashes at the intersection and make it safer for all road users, including pedestrians.

Removing the right turn movements will re-route traffic, so there will be some additional traffic on other local roads. We estimate that around 3 to 4 extra vehicles per minute will take alternative routes during peak hours – and there are several alternative routes motorists may take.

Travel times on the alternative routes will vary depending on the starting point and destination.

We encourage motorists to use the suggested alternative routes and signalised intersections where possible. See map on our website.

We use traffic light phasing to manage demand at signalised intersections. Typically, the allocation of green time (when the traffic lights go green), is determined by demand for one movement compared to the others at an intersection (busier corridors tend to get more time each phase than local roads). This system is continually updated and helps to improve traffic flow and reduce congestion.

Road users are required to abide by road rules, including speed limits, for the safety of road users, including pedestrians.

We will continue to work with the community and key stakeholders through this change.

Will access to schools on Wellington Street be impacted?

Access to both schools on Wellington Street will be maintained, however, some people may need to take an alternative route when travelling to and from the schools.

Will access to homes and businesses on Wellington Street be impacted?

Access to homes and business on Wellington Street will be maintained, however, some people may need to take an alternative route.

Will there be a grace period for fines?

There will not be a grace period for fines for any road users who don't abide by the turn restriction signs.

Signs will be installed to make road users aware of the right turn restrictions and the pedestrian island on Wellington Street will be designed to guide drivers to turn left at the intersection.

We will provide advanced notice of the change via notifications, signs and other communication activities.

What is the crash summary for this location?

Crash summary

- Since 2014: 16 casualties from 20 crashes
- 75% of casualties were vulnerable road users
- 75% of crashes involve multiple vehicles
- 40% crashes involved right turning vehicles
- Other crashes types included rear end collisions and lane change crashes.
- Crashes are split throughout the week and during the day and night

Degree of crash - detailed	# Crashes	% of Total
Serious Injury	5	25.0%
Moderate Injury	5	25.0%
Minor/Other Injury	5	25.0%
Uncategorised Injury	1	5.0%
Non-casualty (towaway)	4	20.0%

Collision type	# Crashes	% of Total
Multi vehicle	15	75.0%
Single vehicle	5	25.0%

Year	# Crashes	# Casualties
2014	3	2
2015	3	3
2016	2	1
2017	3	2
2018	3	3
2019	1	1
2020	2	2
2021	1	
2023	2	2

Road user class	# Casualties
Motor vehicle driver	2
Motorcycle rider	7
P/C rider	3
Pedestrian	2
Motor vehicle passenger	2
Total	16

Data is from Transport for NSW Road Safety Project – Bondi Road and Wellington Street Intersection, Bondi, Minor Works Review of Environmental Factors, August 2024.

What was the planning approval process for this project?

This project was assessed under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Under Section 5.5 of the EP&A Act, Transport for NSW must consider to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity.

As part of this process, a report called a Minor Works Review of Environmental Factors (MWREF) was prepared (called the Road Safety Project – Bondi Road and Wellington Street Intersection, Bondi Minor Works Review of Environmental Factors, August 2024).

The MWREF considered and assessed the potential environmental impacts associated with the safety changes. It also includes information about the other options considered and the environmental mitigation measures to be implemented.

Transport for NSW was identified as the proponent and determining authority and determined/approved the proposal in August 2024.

You can read the MWREF on the project webpage.