

Old South Head Road, Bondi

Bus Priority Infrastructure Program Consultation summary report

August 2025



Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

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1. Introduction

The NSW Government is committed to restoring reliability across the public transport network. The Bus Priority Infrastructure Program (BPIP) is a rolling program that delivers infrastructure improvements to address the reliability and efficiency of bus services in Greater Sydney. Transport for NSW (Transport) is delivering this program across Greater Sydney. ([Bus Priority Infrastructure Program](#) | [Transport for NSW](#)).

As part of this program, Transport is investigating initiatives in the Bondi area to improve public transport, active transport, road safety and network efficiency to support better connections to, and within, the Eastern Suburbs.

The intersection of Old South Head Road, Bondi Road, Syd Einfeld Drive and Oxford Street is a key junction for two major bus corridors in and out of Bondi Junction. Old South Head Road is a frequent bus corridor into Bondi Junction. The City to Bondi bus route is planned to be a rapid bus route by 2036.

On average, through this intersection there are:

- 564 buses carrying 9,434 weekday passengers (to/from Old South Head Road)
- 576 buses carrying 15,469 weekday passengers (to/from Bondi Road)

The intersection is congested, with long traffic queues (intersection delay ~78 seconds)

The proposal is expected to provide reduced peak queue lengths for buses and general traffic on:

- Old South Head Road - from 495 metres to 180 metres in the morning peak period and 260 metres to 110 metres in the afternoon peak period
- Bondi Road (southern leg from the Old South Head Road intersection heading back towards Council Street) from 240 metres to 150 metres in the morning peak period and 95 metres to 60 metres in the afternoon peak period.

It is also expected to reduce overall intersection delay by 18 seconds in the morning peak period and 6 seconds in the afternoon peak period.

1.1 The proposal

During peak hours, there is extensive queuing at the intersection of Old South Head Road, Syd Einfeld Drive and Bondi Road. This delays traffic and particularly buses travelling towards Bondi Junction and can lead to safety issues.

Transport is proposing to extend the third right turn lane on Old South Head Road by 65 metres (from 25 metres to 90 metres) to create a longer lane for vehicles turning right onto Syd Einfeld Drive.

Key benefits include:

- increased capacity of the lane onto Oxford Street, improved reliability and performance for more than 1,100 buses and around 24,000 passengers each day
- reduced queue lengths and fewer delays for buses and general traffic during peak hours
- improved traffic flow for all road users, reduced general traffic congestion and less traffic weaving
- safer, easier, and more reliable journeys for bus passengers.

To extend the right turn lane, we will need to:

- adjust the width of existing traffic lanes
- reduce the width of the northern footpath from about 4 metres to 2 metres over a length of about 65 metres, maintaining effective width for people walking. Pedestrian counts measured by Transport during the project development show that the reduced roadside width is sufficient for the demand to safely accommodate pedestrians in this location
- relocate electricity and light poles
- remove 2 trees along Old South Head Road and investigate retaining 2 Jacaranda trees in the cul-de-sac at Fern Place. If these trees need to be removed, we will work with Woollahra Council to relocate them, or plant new trees in an alternative location

The existing heavily used shared path on the southern side of Old South Head Road will not be impacted.

This report focuses on the community and key stakeholder feedback received about the proposed changes during the consultation period between October and November 2024.



Figure 1: proposed changes to Old South Head Road, Bondi

2. Consultation

The community and stakeholders were invited to provide feedback on the concept design from Friday 18 October to Sunday 10 November 2024. The purpose of this consultation was to:

- inform community and stakeholders of the proposal
- obtain feedback from the community and stakeholders on the proposal
- build a database of community and stakeholders interested in the project who we can continue to engage with and inform as the project progresses
- consider all feedback and provide responses to issues and questions raised.

2.1 How we consulted

During the consultation period we:

- provided an online feedback form for community feedback
- distributed a community notification to approximately 2,700 properties
- sent an email to key stakeholders
- installed posters along the route
- door knocked 60 businesses and properties along both sides of Old South Head Road
- carried out face-to-face meetings with key stakeholders
- contacted 22 respondents who requested a phone call to discuss their feedback
- provided a project webpage – [Old South Head Road Bus Priority Improvements](#).

Community members and stakeholders were encouraged to ask questions and provide feedback via:

- phone
- email
- online feedback form
- in-person during doorknocking.

3. What we heard

During consultation we door knocked and called 60 businesses and local residents along Old South Head Road and the Syd Einfeld Drive intersection, as well as Icasia Lane and Fern Place.

We received 40 comments on the proposed changes to improve bus reliability and efficiency via email and the online feedback form. This feedback is included verbatim in Section 5 along with responses.

Overall, the feedback received was mixed with some supporting the improved bus performance and reduced congestion, along with concerns raised about impacts to the footpath, noise and safety.

We called 22 respondents who requested a follow up call. This provided more clarity and deeper understanding of their feedback. The calls were well received, and people appreciated the opportunity to ask specific questions and expand on their comments.

The key feedback topics raised during the consultation included:

General support for the proposal

- support for the proposal to improve bus reliability and performance
- support for the proposal to reduce congestion and improve traffic flow along Old South Head Road and across the intersection.

Pedestrian safety and footpath

- concerns for pedestrian safety and footpath access on the northern side
- concerns on reduced distance between traffic lanes and properties.

Traffic movements, lights and signals

- questions around how this proposal reduces congestion and uptake of public transport
- requests to review light phasing, signage and additional pedestrian crossings
- suggestions of other road traffic and bus movements not included in the proposal.

Design, construction, and general comments

- concern of construction impacts, particularly noise
- loss of amenity regarding tree removal, ongoing noise and pollution
- road design suggestions including active transport.

Detailed responses to community feedback have been summarised and responded to in section 5.

4. Next steps

Transport would like to thank everyone who took the time to consider the proposed concept design and provide feedback.

After carefully reviewing all feedback, Transport has decided to progress with this proposal to improve bus efficiency, reduce congestion and enhance safety.

Community and stakeholder feedback will help to inform the detailed design of the third right turn lane extension on Old South Head Road, Bondi.

We will continue to work on the detailed design and expect construction to begin later this year.

We acknowledge the concerns of construction impacts from nearby properties and will continue to engage as we work through the construction planning.

More information is available on the project webpage - [Old South Head Road Bus Priority Improvements](#).

5. Detailed feedback and responses

5.1 Feedback on pedestrian safety and footpaths

Note: The feedback below is verbatim from the comments received:

What we heard	Our responses
Pedestrian safety <i>The [northern] footpath is the main thoroughfare to Bondi Junction shopping Centre, Train and bus terminals, reducing its width puts footpath users in the main firing line should a vehicle lose control coming off Syd Einfield drive onto Old South Head Road.</i> <i>Worried for the many school children who wait for their bus each morning in front of 102 - 108 Old South Head Road</i> <i>Children walk along this footpath, it seems extremely dangerous and neglectful to put any pedestrian at more risk than they already are on such a busy street.</i> <i>It poses an unacceptable and potentially critical safety risk to pedestrians, children and residents.</i> <i>It will put pedestrians in dangerous proximity to vehicles and remove the safety buffer zone.</i> <i>There are many children who use the footpath to get to school and this change will reduce safety</i> <i>Please consider pedestrians and the impact this may have on pavements and pedestrian flows. Narrowing just makes it more difficult for pedestrians. Pavements become very congested and bikes still use them which is very dangerous</i> <i>The narrowing of the footpath to a mere 2 m is extremely dangerous and will create an eyesore for that end of Old South Head Road</i> <i>Dangerous reduction in width of busy footpath adjacent to a visibility obscured corner.</i> <i>Traffic on Old South Head Road is very heavy at certain times of the day and is often travelling at excessive speed. To reduce the width of the footpath would introduce a dangerous situation for pedestrians using the footpath</i> <i>Reducing the footpath to two meters would leave pedestrians, including young children and parents with prams closer to fast-moving vehicles.</i>	Safety is always a priority for Transport. We understand the concerns about reducing the footpath width and the perceived safety risks for people walking on the footpath. We are reducing the footpath width on the northern side of Old South Head Road to 2 metres, for about 65 metres in length. Pedestrian counts undertaken by Transport during the project development show that the reduced width is sufficient for the demand to safely accommodate pedestrians in this location. During the detail design phase for the project, we will continue to assess safety risks and investigate the feasibility of safety measures where appropriate. The sign-posted speed limit of 50 km/h for Old South Head Road has been reviewed and is considered an appropriate speed limit for this location. We will continue to monitor the safety of the network.

• <i>Cars speed from Sid Einfeld Drive around the blind corner into Old South Head Road. Reducing the footpath width would greatly reduce the safety.</i> • <i>Reducing the footpath to 2m will be dangerous with cars speeding around the corner.</i>	
Request for safety measures	
• <i>Install safety barrier to protect people on the northern pedestrian footpath</i> • <i>Suggested possible clear glass/perspex type sound barrier on corner of OSHR/Syd Einfeld similar to one already installed in area.</i> • <i>It would need a safety barrier to be constructed.</i> • <i>Install safety barriers to protect people on the footpath.</i> • <i>Maybe consider a crash barrier on the footpath</i> • <i>Speed cameras should be installed on the corner of Syd Einfeld Drive</i>	Installing a safety barrier on the northern side of footpath would further reduce the width of footpath and as such is not recommended. Footpath narrowing is focused along the straight section east of the existing intersection and only for about 65 metres. There is minimal impact to the footpath on Old South Head Road at the intersection where vehicles turn left from Syd Enfield Drive. During the detail design phase for the project, we will continue to assess safety risks and investigate the feasibility of safety measures.
Footpath access	
<i>There is no safe pedestrian passage from Icasia Lane which is the rear lane access to our houses on Old South Head Road</i>	Icasia Lane is a narrow lane used for vehicle access to the rear of properties with frontages on Old South Head Road and Edgecliff Road. Icasia Lane does not have sufficient width to accommodate a separate footpath. This matter will be referred to Woollahra Council for their consideration.
<i>The existing footpath is the only available surfaced footpath to access Oxford St.</i>	We will maintain pedestrian access to Oxford Street from Old South Head Road.
<i>E-bikes, fat bikes, food delivery bikes and regular cyclists use the footpath on Old South Head Road as there is no designated green cycleway. This is an existing safety issue even at the footpath's current width and will be exacerbated by any reduction in the width of the footpath.</i>	E-bike riders, along with other bike riders need to comply with the relevant road rules and regulations regarding riding on footpaths. There is a designated shared path along the southern side of Old South Head Road to accommodate e-bike riders and similar modes of transport.
<i>As there is no off-street parking ambulances can pull up in front of our house and mount the kerb and attend to our urgent needs. without this option the speedy assistance we require could be jeopardised.</i>	In emergency situations, emergency vehicles are exempt from parking rules in New South Wales and can stop in a traffic lane or mount the kerb if it's reasonable and safe for them to do so.

It will be reduced to 2 metres, but the consultation does not state the current width.

The footpath is currently 4 metres wide, and we propose to reduce it to 2 metres, over a length of 65 metres. The narrowing of the footpath on Old South Head Road will start from the east of the intersection. We are also adjusting the existing road lane widths to accommodate the extended right turn lane on Old South Head Road.

5.2 Feedback on traffic movements, lights and signals

Note: The feedback below is verbatim from the comments received

What we heard	Our responses
Proposal impact <i>The proposal will not improve congestion.</i> <i>Additional road space provided will induce more general traffic.</i> <i>The addition of an additional right turn lane into Syd Einfield Drive will make little difference to the congestion experienced along Old South Head Road.</i> <i>This is a huge imposition for not much difference - the traffic / bus impacts are only for a few hours a day - but this change is for ever.</i> <i>The junction itself is still a bottleneck for both pedestrians, cyclists, and cars.</i> <i>Doesn't encourage use of public transport</i> <i>More lanes and increased traffic flow may encourage more cars to use this route rather than increase public transport uptake.</i> <i>Employ measures to reduce congestion and prioritise public transport /active transport options -specifically discourage use of private motor vehicles for shorter journeys.</i> <i>The current design solution still does not support mode shift</i> <i>There should be more investment around Active Transport options and finding better ways to prioritise public transport options.</i> <i>Increase public transport uptake. This could potentially be improved by extending the Bondi Junction train line to Bondi Beach and Woollahra.</i>	- The intersection of Old South Head Road, Bondi Road, Syd Einfield Drive and Oxford Street is a key junction for two major bus corridors in and out of Bondi Junction. - Old South Head Road is a frequent bus corridor accessing Bondi Junction and the City to Bondi bus route is planned to be a rapid bus route by 2036. - On average, through this intersection there are: 564 buses carrying 9,434 weekday passengers (to/from Old South Head Road) 576 buses carrying 15,469 weekday passengers (to/from Bondi Road) - The proposal is expected to reduce peak period queue lengths for buses and general traffic on: - Old South Head Road - from 495 metres to 180 metres in the morning peak period and 260 metres to 110 metres in the afternoon peak period - Bondi Road (south leg)- from 240 metres to 150 metres in the morning peak period and 95 metres to 60 metres in the afternoon peak period - Improved bus reliability and efficiency supports improved public transport travel experience which is expected to uplift the mode shift towards public transport. - The shared path on the southern side of Old South Head Road is heavily used and will be maintained to meet the active transport objectives of the corridor. - Extending the train line is currently outside the scope of this project.

Traffic movement	
<i>Most of the congested traffic there is not turning right, it's nearly all going straight into the junction.</i> <i>Traffic is primarily in lanes going straight into Bondi Junction</i> <i>There is no city-bound traffic in the evening</i> <i>I don't believe there is an issue of congestion going towards the city during the evening.</i> <i>Majority of traffic is travelling towards Bondi Junction on Old South Head Road rather than coming down Bondi Road.</i> <i>Why is there only a focus on AM congestion, at the end of the day, during peak times it's slow moving with or without an extra lane</i>	Traffic lights in NSW are controlled by the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on real time traffic flows. The length of time the light stays green varies in response to changing traffic conditions. Whilst westbound traffic on Old South Head Road is not the heaviest movement in the afternoon peak, the proposal is expected to get the same vehicles through the green light phase using less green time for the westbound movements and can reallocate the saved green time to another priority movement at this intersection. Traffic studies show that most vehicles travelling west on Old South Head Road turn right (82%) onto Syd Einfeld Drive during the morning peak period (7-10am) and 68% of vehicles turn right during the afternoon peak period (3-7pm). All buses on Old South Head Road proceed straight through the intersection into Oxford Street, Bondi Junction. Traffic modelling indicates that only 14% of vehicles travel straight through the intersection onto Oxford Street during the morning peak and 21% during afternoon peak hours. The extension of the right turn bay will increase the capacity of the right turn movement and help to free up westbound through buses and traffic.
<i>There does not need to be two lanes to filter from Syd Einfeld Drive to Old South Head Road which would free-up more pavement/greenery on the north side</i> <i>Suggestion to reduce the south-bound lanes from Syd Einfeld Dr onto Old South Head Rd from two to one</i>	Traffic studies indicate that a significant number of vehicles (more than 50%) travel from Syd Einfeld Drive to Old South Head Road during peak hours. Maintaining two lanes of traffic through the intersection is crucial to ensure smooth traffic flow.
Bus movements	
<i>Despite the lights turning green buses cannot travel across the intersection as there is a traffic jam on the other side of the intersection entering Bondi Junction.</i> <i>Improvements over the other side at Oxford St would make a bigger difference - allowing buses across the intersection and reduce queuing</i>	On Old South Head Road, three lanes allow a right turn onto Syd Einfeld Drive. One of these right-turn lanes is shorter, and this lane will be extended by 65 metres, increasing its length from 25 to 90 metres. By extending the lane, more vehicles will move through the intersection, thereby increasing the capacity for buses to reliably travel into Oxford Street. As a result, bus journey times

	will improve for more than 24,000 bus passengers, and traffic flow will be improved for all road users. Traffic signal coordination will also be reviewed as part of the implementation of this project, to ensure the traffic signal operations are optimised for the new lane arrangements. We will pass relevant feedback to Waverley Council on suggestions for Oxford Street, Bondi
• <i>Install a designated bus lane</i> • <i>Left lane from the service station to Bondi Road just for buses</i> • <i>creation of buses only lane for the last hundred metres prior to the intersection and on the southern side and with no left turn into Bondi Road during peak periods.</i> • <i>Why were dedicated cycle paths and dedicated public transport lanes not included in the design</i>	We investigated a dedicated bus lane on Old South Head Road however, this would potentially worsen traffic congestion along the corridor and have a detrimental impact on buses. We also investigated a bus jump lane (also known as a queue jump lane, that allows buses to bypass queued traffic at signalised intersections) closer to the intersection, however it would be difficult for buses to effectively use this as they would be delayed by queued traffic on Old South Head Road on approach to it (currently up to a 495 metre queue length during peak hours). There is already an existing shared path on the southern side of Old South Head Road which facilitates both walking and bike riding.
• <i>Increase bus capacity and frequency of the 379 bus route.</i>	The proposal focuses on improving the reliability and travel times of existing bus services travelling along Old South Head Road. Changes to the 379 bus service is outside the scope of this proposal however we have passed this feedback on to the Transport bus planning team.
Signage	
• <i>Adequate signage, Make the sign clear in a way that the driver know they can use all the three lanes.</i>	We will review signage and pavement markings during detail design.
Other road traffic movements	
• <i>Heavy congestion in peak hours in the intersection of Old South Head Road x Victoria Road. Public transport on Victoria Road is a major issue as 386 387 goes past many residential areas, and is usually stuck at the intersection.</i> • <i>Look at traffic and the lights near Edgecliff and Victoria Road, as the right turn blocks traffic. Consider removing the right turn.</i>	Traffic modelling indicates that the queue length on Old South Head Road is expected to be reduced from 495 metres to 180 metres during the morning peak. This will also benefit vehicles travelling from Victoria Road into Old South Head Road.

	Changes to road traffic conditions at Edgecliff and Victoria Roads intersection is out of the scope of this proposal.
Only certain number plates travel at certain times in the mornings to go towards the city [on Old South Head Road]	This is outside of the project scope.
Speed reduction along OSHR where lanes are narrowed.	The sign-posted speed limit of 50km/h for Old South Head Road has been reviewed and is considered an appropriate speed limit for this location. The design of this project has been carried out based on the 50 km/h speed limit on Old South Head Road.
Parents are dropping their kids right outside Reddam school causing traffic to back up Edgecliff Rd, onto Old South Head and sometimes in extreme situations, all the way back to the traffic lights by Flood Street. Consider moving the drop off spots to reduce congestion in the area	Changes to the drop off zone at Reddam House School is outside the scope of this project. Any school drop off in local streets are reviewed by the local council and in consultation with the school. We will pass this feedback to Woollahra Council.
Many near misses and bad congestion around Bellevue Hill PS when turning right into OSHR during peak times.	Investigation about traffic movements at this location is outside the scope of this proposal.
Light phasing	
- The cause of any traffic jams is the extremely poor timing of the lights particularly in allowing traffic to travel in a westerly direction on Old South Head Road. - More time should be allowed for the traffic to enter Bondi Junction and Sid Einfeld Drive from Old South Head Road. Also the traffic lights at the intersection of Old South Head Road and Edgecliff Road need re-timing - Lights at the intersection could be better managed to improve traffic flow - Longer right-hand turn timings are needed from Bondi Road into Old South Head Road, and similarly for Sydney Einfeld Drive turning into Oxford Street. - It would also be great to extend the length of the right hand turn lane heading south on Bondi Rd and turning into Old South Head Road, as well as a longer green right-turn phase.	Traffic lights in NSW are controlled by the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on real time traffic flows. Sensors embedded beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly. In peak periods this intersection is operating more than its current capacity, which results in queueing and delays. This project will increase the capacity of the intersection. The length of time the lights stay green varies in response to changing traffic conditions. Transport will review the traffic signal performance to optimise the phasing and coordination around this intersection as part of the project.

Signalised crossing

- *Install a four-way pedestrian crossing at Old South Head Rd/Syd Einfield Dr/Bondi Rd /Oxford St intersection*
- *Make a four way pedestrian crossing at that intersection I would be strongly in favour of that proposal. Every day I see people crossing syd einfeld drive with no pedestrian crossing, it's really dangerous.*
- *Signalised crossing for pedestrians and cyclists at the intersection of Syd Einfeld Dr and Old South Head Rd*
- *There should be an extra pedestrian crossing with lights across the entrance of Syd Einfield Drive ie on the northern side of Old South Head Rd to the northern side of Oxford St -or, alternatively an underpass.*
- *Urgent need for pedestrian crossing lights on northern side of Einfield Drive with Old South Head Rd/Oxford St.*

A four-way pedestrian crossing requires additional signal phase time and green time. This would impact vehicle movement and increase congestion as well as intersection delays. This would also impact bus service reliability.

During the detail design phase for the project, we will continue to assess safety risks and investigate the feasibility of safety measures where appropriate.

Transport currently has no plans for a pedestrian underpass at this location.

5.3 Feedback on the design, construction, and general comments

Note: The feedback below is verbatim from the comments received

What we heard	Our responses
Support for the proposal <i>Extension of the right-hand lane is a great idea</i> <i>Better for public transport and less congestion.</i> <i>Reduces queueing and danger to cars changing lanes.</i> <i>Motorists will experience smoother traffic flow onto Sydney Einfeld Drive as you head towards the city. This improvement will make the journey more efficient.</i> <i>Road and traffic conditions always remain a key challenge for bus drivers in their occupation. The intersection in question has long been the subject of discontent on part of bus drivers and the local community at large</i> <i>The current weaving of traffic is dangerous and clearly exasperates the traffic and delays. Anything that can be done to improve the flow of traffic on this busy and clogged road is needed</i> <i>Faster traffic movement for those turning is good and will be less noise and pollution.</i> <i>This would help the cars moving onto Syd Einfeld Drive to better move across without congesting the lanes moving straight</i> <i>Extension of the right-hand lane is a great idea</i> <i>Better for public transport and less congestion.</i> <i>Reduces traffic and delays.</i> <i>Reduces queueing and danger to cars changing lanes.</i> <i>Motorists will experience smoother traffic flow onto Sydney Einfeld Drive as you head towards the city. This improvement will make the journey more efficient.</i>	We note your comments and thank you for your feedback in support of the proposal.
Footpath and shared path design suggestions <i>Install an angled kerb ramp at the intersection of Fern Pl and OSH Rd to enable people riding from Bondi Junction towards Bellevue Hill to exit the traffic lane and transition safely to the shared path.</i>	The reduced width of the existing northern footpath means that it would not be suitable to function as a shared path.

• <i>Upgrade the existing kerb ramp enabling a transition between the shared path and the bike route on Fern Pl.</i> • <i>Provide an on-road lane extending from Oxford St for bikes approaching the kerb ramp from Bondi Junction.</i> • <i>Consider improvements to Old South Head Rd crossings and traffic islands to improve the transition between the shared paths on either side of Old South Head Rd</i>	Providing an on-road bike lane is not feasible without significant property acquisition and is outside the scope of this proposal. We suggest that bike riders not wishing to ride on the road, to safely cross to the southern side of Old South Head Road and continue their journey on the active transport link.
• <i>Complete the shared path linking Fern Pl (and the Old South Head Rd shared path) to Adelaide St near the SED underpass</i> • <i>A properly surfaced and lit path from Fern Place to Adelaide St</i>	We acknowledge there is community interest to see a footpath created from Fern Place towards Adelaide Street. We are investigating options in consultation with Woollahra Council and will update the community if a project is progressed.
• <i>Consideration should given to re-opening access to Fern Place (formerly part of Grafton St) in view of poor and often obstructed access via Magney Lane off Edgecliff Rd.</i> • <i>Fern Close (or Grafton St) could be opened up to OSHR again</i>	There are no plans to reopen access to Fern Place.
• <i>Why wouldn't you reduce the footpath on the southern side of the road? put the crosswalk on the northern side of the road</i>	The shared path on the southern side of Old South Head Road is heavily used and will be maintained to meet the active transport objectives of the corridor.
• <i>The Road User Space Allocation Policy/Procedure (RUSAP) is not being adhered to</i>	The purpose of this project is to provide improved reliability and efficiency of bus services along this extremely important and busy bus corridor to support current and future Public Transport users. The Road User Space Allocation Policy notes that balance between place and the movement of people and goods should be realised when planning a project. This project prioritises bus movement along the corridor and retains the shared path on the southern side of the corridor in a balanced way, which aligns with the policy.
Amenity	
• <i>Removing the only public green canopy on this block of Old South Head Road will contribute to heat generated from asphalt and reduce the air quality</i> • <i>it will also reduce the appeal of the street scape in this conservation area.</i> • <i>The likely removal of four mature Jacaranda trees necessitated by the proposed footpath reduction is environmental vandalism.</i>	We are still investigating the need for the removal of trees at the end of Fern Place. If the trees need to be removed, we will work with Woollahra Council to relocate or plant new trees in alternative locations.

<i>I am very worried the current down the trees will make the noise and air pollution much worse for those of us that live nearby, especially for the two neighbouring schools.</i> <i>removal of 3 wonderful trees is unconscionable</i> <i>1 tree removed and maybe 3 more - this is not environmentally friendly and may reduce the street appeal</i> <i>the removal of trees to the detriment of surrounding residences</i> <i>There will be trees removed and this may reduce the street appeal</i>	
<i>Increasing another lane, would only increase noise levels, air pollution and add to the shaking and rattling our home already incurs when large buses pass by</i> <i>Increased proximity of the huge number buses ...will have potentially serious health impacts for us and our children.</i> <i>The residents of Old South Head Road already have to contend with, at times, extreme vehicle noise</i> <i>Quality of life for our family and our neighbours in the area would be severely impacted regarding safety, accessibility, air quality and noise</i> <i>The air pollution on this stretch of the neighbourhood is getting increasingly worse along with the traffic noise levels. This major change would only make matters worse</i> <i>The change will result in a loss of amenity to residents of the precinct from increased noise, vibration and pollution.</i> <i>Increased noise, exhaust pollution and vibration</i> <i>Existing road noise levels (excessive Db) and cannot use front veranda. Investigate other ways to mitigate noise increase.</i>	We acknowledge this location receives a lot of road traffic. The proposal aims to reduce the number and length of queuing vehicles and have fewer delays for buses and general traffic. This is expected to result in improvements to noise, vibration and pollution by reducing traffic congestion.
Property	
<i>Many of the homes along this strip, have very small yardage between their front door and the footpath. Having 5 lanes of traffic in such a high foot traffic area with a reduced footpath and no safety boundaries leaves me extremely worried</i> <i>Narrowing the footpath on this sharp Syd Einfeld turn would both increase the danger to properties on this stretch of road</i> <i>The proposed changes would also put large vehicles alarmingly close to our homes.</i>	We acknowledge that the proposal will reduce the footpath width, thereby reducing the distance between property frontages and the road by up to 2 metres over a length of 65 metres. This change may impact amenity, and we will monitor noise levels upon completion of the works to determine if mitigation measures need to be investigated.

<i>The houses that border this section of the proposal will be open to danger if a car veers off the road and into a house.</i> <i>Adding this additional lane would significantly decrease the value of properties who would face the reduced footpath</i> <i>Adverse impact on value of adjacent properties and reduction in rental value because of adverse impacts.</i>	Transport does not speculate on property values.
Construction and operation	
<i>As this is a very busy traffic area, how would re construction work?</i> <i>Construction impacts will be large eg moving power poles and utilities. There are also storm water drains near Fern Place</i> <i>The relocation of the street light could potentially cause light pollution into houses due to the close proximity to windows.</i>	We will work closely with key stakeholders to relocate electricity and light poles, signage and stormwater drains to suitable positions which minimises the impact for adjoining properties. Further updates will be shared with the community and key stakeholders before construction starts.
Other comments	
<i>The proposal for the narrowing of the footpath on the northern side of Old South Head Road will be a tremendously expensive and a huge detriment to the local residents.</i> <i>It's going to be an expensive disruptive work.</i> <i>the expense involved in undertaking this project is unjustified</i> <i>The cost to the taxpayers cannot be justified merely on the basis to alleviate congestion.</i> <i>Not good value for money</i>	Funding for this proposal has been allocated under the Bus Priority Infrastructure Program which is a program that delivers infrastructure improvements to address the reliability and efficiency of bus services in Sydney. This proposal is expected to result in improved reliability and efficiency for buses travelling through the Old South Head Road and Syd Einfeld Drive intersection, which will positively impact more than 1,100 buses and around 24,000 passengers each day. The narrowing of the footpath on the northern side of Old South Head Road by up to 2 metres, is isolated to about 65 metres in length.
<i>Limit development to reduce congestion</i>	This suggestion is outside the scope of the proposal. We have passed your feedback onto Waverly and Woollahra councils.
<i>If the proposal is aiming to lower emissions, the bus target of all-electric buses must be faster as it would mean cleaner, greener streets and quicker!</i>	Reduced general traffic congestion and less traffic weaving would see an improvement to pollution from vehicle emissions.

	We have passed your feedback onto the Zero Emissions Buses team.
<i>My suggestion is pedestrians on South footpath only and any other modes of transport are for the northern footpath.</i>	Changes to the mode use on the existing shared path and footpath is outside the scope of this project.
<i>The current 4 lanes at the lights do not necessarily fit 4 cars all the time so for this next upgrade ensure the spacing of each lane is checked and doesn't create the same situation</i>	This proposal will be designed to comply with the current Austroads Road Design standards.

6. Appendices

6.1 Community Notification

The Transport website and pdf copy of the notification can be viewed at: transport.nsw.gov.au/oshr-bondi

Transport for NSW



Have your say – Old South Head Road, Bondi

Bus Priority Infrastructure Program

October 2024



Transport for NSW acknowledges the Bidjigal and Gadigal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

Transport for NSW is proposing improvements to make bus services more efficient and reliable for our passengers.

Transport is investigating initiatives in the Bondi area to improve public transport, active transport, road safety and network efficiency to support better connections to, and within, the Eastern Suburbs.

During peak hours, there is extensive queuing at the intersection of Old South Head Road and Bondi Road. This delays traffic and buses, and weaving traffic also causes safety issues.

As part of the Bus Priority Infrastructure Program, we are proposing to adjust a section of Old South Head Road to reduce delays for buses travelling towards Bondi Junction.

What are the proposed changes?

We are proposing to extend the third right turn lane on Old South Head Road by 65 metres (from 25m to 90m) to create a longer lane for vehicles turning right onto Syd Einfeld Drive.

Benefits

Key benefits of this change include:

- reduced queue lengths and fewer delays for buses and general traffic during peak hours
- improved reliability and performance for more than 1,100 buses and around 24,000 passengers each day

- reduced general traffic congestion and less traffic weaving
- safer, easier, and more reliable journeys for bus passengers
- less pollution from vehicle emissions.

Impacts

To extend the right turn lane, we will need to:

- adjust the width of existing traffic lanes
- reduce the width of the northern footpath to 2 metres for about 65 metres, maintaining effective width for people walking
- relocate electricity and light poles
- remove one tree along Old South Head Road and investigate retaining three Jacaranda trees in the cul-de-sac at Fern Place. If these trees need to be removed, we will work with Woollahra Council to relocate them, or plant new trees in an alternative location.

The shared path on the southern side of the road will not be impacted.



Traffic queuing along Old South Head Road



To subscribe to the email distribution list for this project, please contact CBD-and-East@transport.nsw.gov.au

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Location of work area



Have your say

Scan the QR code to share your feedback

Comments close **Sunday 10 November 2024**

If you have any questions or comments, please contact us via:

- Phone: **1800 491 566**
- Email: **CBD-and-East@transport.nsw.gov.au**



Site investigations

During the consultation period, we may need to carry out site investigations to locate existing utilities and inform the detail design.

Next steps

All feedback received will be considered and summarised in a consultation report that we will publish on our project website.

Contact us



Project Infoline **1800 491 566**



CBD-and-East@transport.nsw.gov.au



PO Box K659 Elizabeth Street
Sydney, NSW 2000



Visit the project webpage go to
transport.nsw.gov.au/oshr-bondi



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6.2 Posters

Four posters were installed on Old South Head Road.

Transport for NSW

Have your say Old South Head Road

Transport for NSW is proposing to extend the third right turn lane on Old South Head Road to create a longer lane for vehicles turning onto Syd Einfeld Drive.

The proposal will make bus services more efficient and reliable for more than 1,100 buses and around 24,000 passengers each day, and help ease traffic congestion for all road users. We are seeking feedback on the proposal until **Sunday 10 November**.



Scan the QR code to
share your feedback.

For more information please contact

Project Infoline
1800 491 566

CBD-and-East@transport.nsw.gov.au

transport.nsw.gov.au/osh-r-bondi



Transport for NSW acknowledges the Gadigal and Bidjigal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

6.3 Media release



Transport for NSW Media Release

18 OCTOBER 2024

Community invited to give feedback on proposed changes to Old South Head Road

Sydney's eastern suburbs community is invited to have their say on proposed changes to Old South Head Road near Bondi Junction to improve the reliability and travel times of buses.

The proposal is to extend the third right-turn lane on Old South Head Road by 65 metres - from 25 metres to 90 metres - to create a longer lane for vehicles turning right onto Syd Einfeld Drive.

Transport for NSW Deputy Secretary Trudi Mares said the planned improvements would improve bus reliability and journey times for more than 24,000 bus passengers each weekday, as well as improve traffic flow for motorists.

"Especially during peak periods, there is congestion at the intersection of Old South Head Road and Bondi Road that delays traffic and can lead to motorists weaving across lanes," said Ms Mares.

"This proposed work is expected to improve traffic flow and safety for all road users and make bus services more efficient and reliable for our passengers travelling towards Bondi Junction and the city.

"We look forward to receiving feedback from the community on the proposed change."

This road upgrade would require adjusting the width of the existing traffic lanes to accommodate the lane extension. The northern footpath of Old South Head Road would need to be reduced to a two-metre width for about 65 metres, maintaining a safe footpath width for pedestrians.

One tree along Old South Head Road would need to be removed and Transport will investigate retaining three Jacaranda trees in the cul-de-sac at Fern Place. If these trees need to be removed, Transport will work with Woollahra Council to relocate them, or plant new trees in an alternative location.

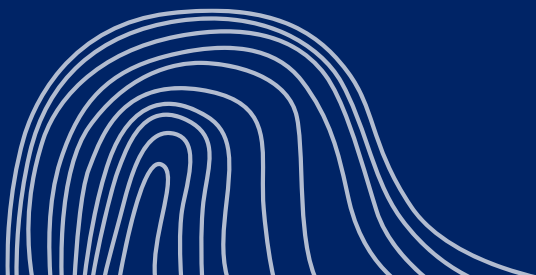
Funding for this project would be provided via the Bus Priority Infrastructure Program.

The Have Your Say period will run from Friday, 18 October to Sunday, 10 November 2024. More information about the proposal can be found at www.transport.nsw.gov.au/oshr-bondi.

The community can provide comments by completing a feedback form, calling 1800 491 566 or by emailing CBD-and-East@transport.nsw.gov.au.

Transport for NSW will carefully consider all feedback before making a decision on the proposal.

Media contact: media@transport.nsw.gov.au (02) 8265 6555



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