



W A V E R L E Y
COUNCIL

FINANCE, OPERATIONS AND COMMUNITY SERVICES COMMITTEE MEETING

A meeting of the FINANCE, OPERATIONS AND COMMUNITY SERVICES COMMITTEE will be held at the
Boot Factory, Spring Street, Bondi Junction at:

7.00 PM, TUESDAY 10 MARCH 2026

Emily Scott
General Manager

Waverley Council
PO Box 9
Bondi Junction NSW 1355
DX 12006 Bondi Junction
Tel: 9083 8000
Email: info@waverley.nsw.gov.au

Delegations of the Finance, Operations and Community Services Committee

On 18 March 2025, Waverley Council delegated to the Finance, Operations and Community Services Committee the authority to determine any matter other than:

1. The matters in s 377(1) of the *Local Government Act 1993*, which are as follows:
 - (a) The appointment of a general manager.
 - (b) The making of a rate.
 - (c) A determination under section 549 as to the levying of a rate.
 - (d) The making of a charge.
 - (e) The fixing of a fee.
 - (f) The borrowing of money.
 - (g) The voting of money for expenditure on its works, services or operations.
 - (h) The compulsory acquisition, purchase, sale, exchange or surrender of any land or other property (but not including the sale of items of plant or equipment).
 - (i) The acceptance of tenders to provide services currently provided by members of staff of the council.
 - (j) The adoption of an operational plan under section 405.
 - (k) The adoption of a financial statement included in an annual financial report.
 - (l) A decision to classify or reclassify public land under Division 1 of Part 2 of Chapter 6.
 - (m) The fixing of an amount or rate for the carrying out by the council of work on private land.
 - (n) The decision to carry out work on private land for an amount that is less than the amount or rate fixed by the council for the carrying out of any such work.
 - (o) The review of a determination made by the council, and not by a delegate of the council, of an application for approval or an application that may be reviewed under section 82A of the *Environmental Planning and Assessment Act 1979*.
 - (p) The power of the council to authorise the use of reasonable force for the purpose of gaining entry to premises under section 194.
 - (q) A decision under section 356 to contribute money or otherwise grant financial assistance to persons.
 - (r) A decision under section 234 to grant leave of absence to the holder of a civic office.
 - (s) The making of an application, or the giving of a notice, to the Governor or Minister.
 - (t) This power of delegation.
 - (u) Any function under this or any other Act that is expressly required to be exercised by resolution of the council.

Statement of Ethical Obligations

Councillors are reminded of their oath or affirmation of office made under section 233A of the Act and their obligations under Council's code of conduct to disclose and appropriately manage conflicts of interest.

Live Streaming of Meeting

This meeting is streamed live via the internet and an audio-visual recording of the meeting will be publicly available on Council's website.

By attending this meeting, you consent to your image and/or voice being live streamed and publicly available.

AGENDA

PRAYER AND ACKNOWLEDGEMENT OF INDIGENOUS HERITAGE

The Chair will read the following Opening Prayer and Acknowledgement of Indigenous Heritage:

God, we pray for wisdom to govern with justice and equity. That we may see clearly and speak the truth and that we work together in harmony and mutual respect. May our actions demonstrate courage and leadership so that in all our works thy will be done. Amen.

Waverley Council respectfully acknowledges our Indigenous heritage and recognises the ongoing Aboriginal traditional custodianship of the land which forms our Local Government Area.

1. Apologies/Leaves of Absence

2. Declarations of Interest

3. Confirmation of Minutes

FC/3.1/26.03	Confirmation of Minutes - Finance, Operations and Community Services Committee Meeting - 10 February 2026	5
--------------	---	---

4. Mayoral Minutes

5. Reports

FC/5.1/26.03	Access and Inclusion Advisory Panel Meeting - 5 November 2025 - Minutes	18
FC/5.2/26.03	Multicultural Advisory Committee Meeting - 11 November 2025 - Minutes	26
FC/5.3/26.03	Council Resolutions - Status Update	31
FC/5.4/26.03	Celebrating 2026 in 2026.....	50
FC/5.5/26.03	Charing Cross Streetscape Upgrade and Festival.....	53
FC/5.6/26.03	Petition - Brisbane Street, Bondi Junction - Parking Enforcement	58
FC/5.7/26.03	Capital Works Program - Update	60
FC/5.8/26.03	Queen Elizabeth Drive, Bondi Beach - Pedestrian Crossings.....	72
FC/5.9/26.03	Oxford Street and Ruthven Street Intersection, Bondi Junction - Safety Upgrades.....	150

6. Urgent Business

7. Meeting Closure

**CONFIRMATION OF MINUTES
FC/3.1/26.03**

Subject: Confirmation of Minutes - Finance, Operations and
Community Services Committee Meeting - 10
February 2026

TRIM No: A26/0031

Manager: Richard Coelho, Executive Manager, Governance

RECOMMENDATION:

That Council confirms the minutes of the Finance, Operations and Community Services Committee meeting held on 10 February 2026 as a true record of the proceedings of that meeting.

Introduction/Background

The minutes of committee meetings must be confirmed at a subsequent meeting of the committee, in accordance with clause 20.26 of the Code of Meeting Practice.

Attachments

1. Finance, Operations and Community Services Committee Meeting Minutes - 10 February 2026



**MINUTES OF THE FINANCE, OPERATIONS AND COMMUNITY SERVICES COMMITTEE MEETING
HELD AT THE BOOT FACTORY, SPRING STREET, BONDI JUNCTION ON
TUESDAY, 10 FEBRUARY 2026**

Present:

Councillor Katherine Westwood (Chair)	Lawson Ward
Councillor Will Nemesh (Mayor)	Hunter Ward
Councillor Keri Spooner (Deputy Mayor)	Waverley Ward
Councillor Ludovico Fabiano	Waverley Ward
Councillor Dov Frazer	Hunter Ward
Councillor Steven Lewis	Hunter Ward
Councillor Paula Masselos	Lawson Ward
Councillor Margaret Merten	Bondi Ward
Councillor Joshua Spicer	Waverley Ward
Councillor Michelle Stephenson	Bondi Ward
Councillor Lauren Townsend	Lawson Ward
Councillor Dominic Wy Kanak	Bondi Ward

Staff in attendance:

Emily Scott	General Manager
Sharon Cassidy	Director, Assets and Operations
Tara Czinner	Director, Corporate Services
Tim Sneesby	Acting Director, Planning, Sustainability and Compliance
Ben Thompson	Director, Community, Culture and Customer Experience

A public forum chaired by the Mayor was held at 6.30 pm before the meeting. There were no addresses in respect of the meeting.

At the commencement of the meeting at 7.00 pm, those present were as listed above.

Following the prayer and acknowledgement of Indigenous heritage, a motion moved by Cr Westwood and seconded by Cr Masselos to allow Cr Wy Kanak to attend the meeting and the following Strategic Planning and Development Committee meeting by audio-visual link due to medical reasons was put and declared carried.

PRAYER AND ACKNOWLEDGEMENT OF INDIGENOUS HERITAGE

The Chair read the following Opening Prayer and Acknowledgement of Indigenous Heritage:

God, we pray for wisdom to govern with justice and equity. That we may see clearly and speak the truth and that we work together in harmony and mutual respect. May our actions demonstrate courage and leadership so that in all our works thy will be done. Amen.

Waverley Council respectfully acknowledges our Indigenous heritage and recognises the ongoing Aboriginal traditional custodianship of the land which forms our local government area.

1. Apologies/Leaves of Absence

There were no apologies.

2. Declarations of Interest

The Chair called for declarations of interest and none were received.

A PROCEDURAL MOTION TO ALTER THE ORDER OF BUSINESS TO CONSIDER OBITUARIES, MOVED BY CR WESTWOOD AND SECONDED BY CR NEMESH, WAS THEN PUT AND DECLARED CARRIED UNANIMOUSLY.

Obituaries

Stanley Roth AM

Dame Marie Bashir AD CVO

Nico Antic

Council rose for a minute's silence for the souls of people generally who have died in our local government area.

ITEMS BY EXCEPTION**MOTION / UNANIMOUS DECISION**

Mover: Cr Westwood

Seconded: Cr Nemesh

That the recommendations for the following items be adopted as recommended in the business paper:

- FC/5.1/26.02 Audit, Risk and Improvement Committee Meeting – 16 October 2025 – Minutes.
- FC/5.3/26.02 Waverley Art Prize – Celebrating 40 Years in 2026.
- FC/5.4/26.02 Wairoa Community Centre, 2B Brighton Boulevard, North Bondi - Lease – Exhibition.
- FC/7.1/26.02 CONFIDENTIAL REPORT – Clementson Park, Newland Street, Bondi Junction – Part Lot 1 DP 120184 – Lease.

3. Confirmation of Minutes**FC/3.1/26.02 Confirmation of Minutes - Finance, Operations and Community Services Committee Meeting - 2 December 2025 (A25/0080)****MOTION / UNANIMOUS DECISION**

Mover: Cr Westwood

Seconded: Cr Nemesh

That Council confirms the minutes of the Finance, Operations and Community Services Committee meeting held on 2 December 2025 as a true record of the proceedings of that meeting.

4. Mayoral Minutes**FC/4.1/26.02 Waverley Citizen of the Year (A26/0275)****MOTION / UNANIMOUS DECISION**

Mover: Cr Nemesh

Seconded: Cr Spooner

That Council:

1. Investigates establishing an annual Waverley Citizen of the Year Award to be presented on Australia Day each year.
2. Officers prepare a report to Council on the outcome no later than May 2026.

Background

Every year on Australia Day, Waverley Council honours and welcomes new citizens to our community showcasing the diversity and multiculturalism of Waverley and respecting the traditions and culture of First Nations people. This mayoral minute proposes that officers prepare a report to Council on establishing an annual Citizen of the Year award to be presented on Australia Day each year.

Implementing a Waverley Citizen of the Year award to be presented on Australia Day would formally

recognise a worthy resident who makes a significant contribution to our community and deserves to be recognized and celebrated.

Australia Day is an established moment of civic reflection and local pride, making it the most meaningful time to celebrate individuals who exemplify service, compassion and leadership. Highlighting positive local role models like volunteers, mentors, community builders and unsung heroes we can reinforce our shared values and remind us all that community wellbeing is driven by people, not just institutions.

It is intended that introducing this award would actively encourage greater civic participation and volunteerism across Waverley. Public recognition sends a powerful message that contributions of time, care and leadership matter and are noticed. For young people in particular, seeing a local honoured for community service helps set positive aspirations and strengthens social cohesion. Over time, the award would build a growing legacy of local achievement, fostering pride in place and a stronger sense of belonging across our suburbs and diverse backgrounds.

A Citizen of the Year award is a highly cost-effective initiative that delivers significant social value while enhancing our Australia Day program. It provides a positive, inclusive focal point that unites the community around shared achievements and local stories. By leading this initiative, we demonstrate our commitment to recognising community excellence, celebrating local identity and strengthening trust between residents and local government which are outcomes that align squarely with good governance and community leadership.

**FC/4.2/26.02 CONFIDENTIAL MAYORAL MINUTE - Bondi Junction Park - Acquisition
(A02/0237)**

Council dealt with this item in closed session.

MOTION / UNANIMOUS DECISION

Mover: Cr Nemesh
Seconder: Cr Spooner

That Council:

1. Treats the mayoral minute as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2)(c) of the *Local Government Act 1993*. The mayoral minute contains information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
2. Notes that the Bondi Junction Master Planning process has highlighted the scarcity and importance of open space within the Bondi Junction CBD and the need to identify new opportunities for open space while protecting existing assets.
3. Notes that the NSW State Government Housing targets will result in increased densification in Bondi Junction.
4. Notes the strategic importance of the site identified in the mayoral minute as a critical community asset.
5. Explores processes and options to acquire the site to secure the continued use of the land for the amenity of Waverley residents and the community, with officers to prepare a report to Council no later than June 2026.

FC/4.3/26.02 Surf Life Saving Australia Red and Yellow Day (A26/0277)**MOTION / UNANIMOUS DECISION**

Mover: Cr Nemesh

Seconded: Cr Spooner

That Council:

1. Supports and recognises the inaugural Surf Life Saving Australia Red and Yellow Day to be held on 4 March 2026.
2. Acknowledges all Surf Life Saving volunteers for their contribution to the community, including their incredible bravery and contributions displayed in response to the Bondi Beach terror attack on 14 December 2025.
3. Notes that Waverley is the home of Surf Life Saving in Australia with the Bondi Surf Bathers Life Saving Club being recognised as the oldest surf lifesaving club in the world.
4. In honour of Red and Yellow Day, works with Surf Life Saving in Australia to temporarily paint the pedestrian crossing on Queen Elizabeth Drive, adjacent to Bondi Beach Park, in red and yellow to represent the iconic colours of Surf Life Saving in Australia.
5. Officers work with Surf Life Saving Australia to implement this resolution.

Background

Waverley Council and volunteer Surf Life Saving clubs share a long and proud history in local beach culture. Council is fortunate to have four long-serving local Surf Life Saving clubs located along our iconic beaches, including the Bondi Surf Bathers Life Saving Club, Bronte Surf Club, North Bondi Surf Club and Tamarama Surf Club. Furthermore, the Bondi Surf Bathers Life Saving Club has been recognised as the oldest surf lifesaving club in the world.

Local Surf Life Saving clubs and their volunteers have continued to provide essential and valuable services to both the Waverley community and visitors at our iconic beaches. More recently, Surf Life Saving volunteers bravely responded alongside Waverley Council Lifeguards, other first responders and members of the public to provide critical first aid to save lives during the Bondi Beach terror attack on 14 December 2025.

Surf Life Saving Australia will be launching a new, annual national day Red and Yellow Day on 4 March 2026. The day will recognise the 200,000+ volunteers who help to keep the community and beaches safe each year, also making them the world's largest volunteer organisation. The Red and Yellow Day will focus on the iconic red and yellow associated with beach safety flags and Surf Life Saving volunteer uniforms.

Surf Life Saving Australia has engaged with Waverley Council to seek our support in showcasing the inaugural Red and Yellow Day as the 'home of Surf Life Saving Australia.' Surf Life Saving Australia are also seeking Council's support for a proposal to paint the pedestrian crossing on Queen Elizabeth Drive, Bondi Beach, adjacent to Bondi Beach Park, in alternating red and yellow to represent the iconic colours of Surf Life Saving. This site activation at Bondi Beach would provide great support and promotion to acknowledge and celebrate Australia's Surf Life Saving volunteers.

To support and recognise the inaugural Surf Life Saving Australia Red and Yellow Day, we request that Council writes to Surf Life Saving Australia to confirm Waverley Council's support for Red and Yellow Day. Council also acknowledges all Surf Life Saving volunteers for their contribution to the

community, including their bravery displayed in response to the Bondi Beach terror attack on 14 December 2025. It is also recommended that officers work with Surf Life Saving Australia to temporarily paint the pedestrian crossing on Queen Elizabeth Drive in red and yellow to represent the iconic colours of Surf Life Saving in Australia and celebrate Red and Yellow Day.

FC/4.4/26.02 Virgil Lane, Bronte (A03/0863)

MOTION / UNANIMOUS DECISION

Mover: Cr Nemesh

Seconder: Cr Spooner

That Council:

1. Officers prepare a report by April 2026 on the role and function of Virgil Lane, Bronte, including its use for waste collection, servicing, deliveries, pedestrian access and general traffic movements.
2. Assesses any operational, safety or amenity risks associated with the lane, particularly given its interface with nearby residential and commercial properties.
3. Provides advice on feasible improvements, where warranted, to enhance safety, amenity and operational efficiency, noting any constraints arising from existing servicing requirements and development approvals.
4. Clarifies Council's regulatory role, including the distinction between matters governed by development consents and those more appropriately addressed through traffic management, infrastructure or operational controls.
5. Identifies any short-, medium- or long-term actions, including potential costs, risks and implementation considerations.

Background

Development application DA-409/2025 was approved by the Waverley Local Planning Panel on 26 November 2025 for the use and fit-out of the ground floor commercial tenancy as a restaurant within the approved shop-top housing development at 118 Macpherson Street. The application was assessed against the relevant matters under section 4.15(1) of the *Environmental Planning and Assessment Act 1979* and approved subject to conditions of consent. Only the applicant has the power to seek an amendment to the determination.

The proposal maintains the building configuration established under the associated parent consent and does not alter the approved commercial function of the ground floor, with the development considered acceptable subject to appropriate conditions.

Waste storage and servicing arrangements for the building were previously considered and approved under the parent consent, with the restaurant approval relying on these established arrangements and applying additional operational conditions to regulate ongoing waste management.

The approved bin storage areas are located at the rear of the site adjoining Virgil Lane. While the development consents prescribe collection frequency and permissible hours, they do not explicitly nominate the collection point or vehicle types.

Officers advise that Virgil Lane currently accommodates existing waste collection services for

multiple households and businesses, and that introducing measures such as weight restrictions could adversely affect these services.

Although a Waste Management Plan must be submitted and approved by Council's delegated officer prior to the issue of an occupation certificate, the development application has been determined. Therefore, any Plan of Management must operate within, and not be inconsistent with, the development consent.

Accordingly, this motion seeks a report back on the role and function of Virgil Lane and operational considerations regarding waste collection and whether it is feasible or not to mitigate resident concerns about amenity and operational impacts of the restaurant.

FC/4.5/26.02 Australia Day 2026 Honours (A26/0113)

MOTION / UNANIMOUS DECISION

Mover: Cr Nemesh

Seconder: Cr Spooner

That Council:

1. Congratulates Mr George Newhouse AM who was a recipient in the Australia Day honours for 2026.
2. Writes to Mr Newhouse congratulating him on his achievement and expressing Council's appreciation for the significant contributions he has made to the Waverley community and to the community more broadly.

Background

George Newhouse AM was appointed as a Member of the Order of Australia, on Australia Day 2026. This was in recognition 'For significant service to the law, to the legal profession, and to the community.'

As many here tonight are aware, George was a former Councillor and Mayor of Waverley. His term on Council spanned a 13-year period and included:

- Mayor, 2006–2007.
- Deputy Mayor, 2004–2006.
- Councillor, Hunter Ward, 1995–2008.

His contribution to Council and to the Waverley community during this time was significant and is to be commended.

As a member of the legal profession, George's service spans several roles. He is the principal solicitor of the National Justice Project and an Adjunct Professor of Law at the University of Technology and Macquarie University. He is well known for his extensive work in fighting for justice for people living with disabilities, the LGBTQI+ community, immigrants, prisoners, asylum seekers, youth detainees, and First Nations people. He also serves on the Advisory Board of Deadly Connections and is a Committee Member of the Climate Justice Program.

In addition to his expertise in social justice law, George specialises in defamation, privacy, negligence, property, finance and planning law. He is an Adjunct Professor at Macquarie University where he teaches law to the next generation of social justice advocates in the National Justice Project Social

Justice Clinic. Further details of his work and appointments are listed below.

George's tireless work and dedication have been influential, positively impacting the lives of many people. It is wonderful to see his work and contribution recognised at the national level.

We congratulate George on this special and well-deserved honour and wish him every continued success.

Summary of work and appointments – George Newhouse AM, as distributed with the Award announcement

National Justice Project

- Chief Executive Officer and Co-Founder, since 2015.
- Co-Establisher, Social Justice Clinic, Macquarie University, since 2016.
- Co-Establisher, Social Justice Clinic, Monash University, since 2020.
- Principal Solicitor, since 2016.

Tech4Justice

- Co-Establisher, Tech4Justice Clinic, Macquarie University, since 2020.
- Co-Creator, 'Hear Me Out' AI Platform Initiative, current.

First Nations

- Director, The Stolen Generations Testimonies Foundation, since 2007.
- Member, Advisory Board, Deadly Connections, 2021–2023.
- Chapter Editor, Aboriginal and Torres Strait Islander Civil Justice Issues, The Laws of Australia, Thomson Reuters, since 2011.
- Co-Founder and Director, Australian Indigenous Chamber of Commerce, 2008–2012.
- Participant, Indigenous Affairs, Australia 2020 Summit, 2008.
- Adjunct Professor, Jumbunna Institute for Indigenous Education and Research, University of Technology Sydney.

Macquarie University

- Adjunct Professor of Law, since 2016.
- Co-Establisher and Presenter, Social Justice Clinic, current.

Jumbunna Institute for Indigenous Education and Research, University of Technology Sydney

- Adjunct Professor, since 2021.
- Designer and Contributor, 'Call It Out' A First Nations Racism Register, 2022.

Law

- Principal Solicitor, Centennial Lawyers, current.
- Special Counsel, Shine Lawyers Ltd, 2011–2016.
- Corporate Counsel, Surry Partners Lawyers, 2008–2011.
- Member and Mediator, NSW Workers Compensation Commission, 2001–2007.
- Member and Accredited Mediator, Consumer Trader and Tenancy Tribunal, 1999–2007.
- In-house Legal Counsel, Marsim Corporation, 2000–2006.

- Partner, KNPW Lawyers (incorporating George Newhouse & Associates), 1993–1999.
- Lawyer, Swaab & Associates, 1990–1993.

Waverley Council

- Mayor, 2006–2007.
- Deputy Mayor, 2004–2006.
- Councillor, Hunter Ward, 1995–2008.

Community

- Committee Member, Climate Justice Programme, since 2017.
- Founding Member, The McKell Institute, since 2011.
- Advisor, Adrian Lam Foundation, 2009-2011.

Professional – Other

- Member, Advisory Board, The Alex Buzo Company, 2007–2010.
- Board Member, New South Wales Architects Registration Board, 2004–2007.
- Capital Markets Lawyer and Solicitor, Clifford Chance, 1989–1990.
- Manager, Treasury Planning and Development, JP Morgan, 1987–1988.

Awards and recognition include:

- Most Innovative Website, Australian Web Awards, 2025.
- Innovation in Legal IT, Lawtech Award, 2024.
- Impact 25 Award, Pro Bono Australia, 2021.
- Named one of the Most Influential Lawyers in Human Rights, Advocacy, and Criminal Law, Australasian Lawyers, 2021.
- Civil Justice Award, Australian Lawyers Alliance, 2019.
- Ron Castan Humanitarian Award, Stand Up: A Jewish Commitment to a Better World, 2017.

5. Reports

FC/5.1/26.02 Audit, Risk and Improvement Committee Meeting - 16 October 2025 - Minutes (A25/0077)

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood
Seconder: Cr Nemesh

That Council notes the minutes of the Audit, Risk and Improvement Committee meeting held on 16 October 2025 attached to the report.

FC/5.2/26.02 Australian Local Government Association - National General Assembly 2026 - Attendance and Motions (A13/0314)**MOTION / UNANIMOUS DECISION**

Mover: Cr Westwood
Seconder: Cr Nemesh

That Council:

1. Nominates Crs Nemesh, Westwood, Stephenson, Frazer, Spooner, Masselos and Fabiano to attend the 2026 Australian Local Government Association National General Assembly to be held at the National Convention Centre in Canberra from Tuesday 23 June to Thursday 25 June 2026.
2. Nominates Cr Nemesh as Council's voting delegate and Cr Westwood as reserve voting delegate, if more than one Councillor is nominated to attend.
3. Meets the applicable registration fees and travel, accommodation, meal and incidental expenses, in accordance with the Councillor Expenses and Facilities Policy for those Councillors nominated to attend the Assembly.
4. Approves the attendance of the General Manager and/or nominee at the Assembly.
5. Considers any motions for submission to the Assembly at the Council meeting on 24 February 2026.

FC/5.3/26.02 Waverley Art Prize - Celebrating 40 Years in 2026 (A24/0018)**MOTION / UNANIMOUS DECISION**

Mover: Cr Westwood
Seconder: Cr Nemesh

That Council notes the program for the commemoration of the 40th anniversary of Waverley Art Prize in 2026, as set out in the report.

FC/5.4/26.02 Wairoa Community Centre, 2B Brighton Boulevard, North Bondi - Lease - Exhibition (A17/0117)**MOTION / UNANIMOUS DECISION**

Mover: Cr Westwood
Seconder: Cr Nemesh

That Council:

1. In accordance with section 47A of the *Local Government Act 1993*, publicly notifies and exhibits for 28 days the proposal to grant a lease of up to five years to South Eastern Sydney Local Health District for part of the Wairoa Community Centre at 2B Brighton Boulevard, North Bondi.
2. Approves in principle the granting of a lease of up to five years and authorises the General Manager or delegate to negotiate the terms of the lease with South Eastern Sydney Local Health District.
3. Officers prepare a report to Council following the exhibition period to consider any submissions and grant the lease.

6. Urgent Business

There was no urgent business.

7. Closed Session

FC/7/26.02 Closed Session

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood

Seconder: Cr Nemesh

That:

1. Council moves into closed session to deal with the matters listed below, which are classified as confidential under section 10A(2) of the *Local Government Act* for the reasons specified:

FC/4.2/26.02 CONFIDENTIAL MAYORAL MINUTE - Bondi Junction Park - Acquisition

This matter is considered to be confidential in accordance with section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of the matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

2. Pursuant to sections 10A(1), 10(2) and 10A(3) of the *Local Government Act*, the media and public be excluded from the meeting on the basis that the business to be considered is classified as confidential under section 10A(2) of the *Local Government Act*.
3. The correspondence and reports relevant to the subject business be withheld from the media and public as provided by section 11(2) of the *Local Government Act*.

At 7.36 pm, Council moved into closed session.

FC/7.1/26.02 CONFIDENTIAL REPORT - Clementson Park, Newland Street, Bondi Junction - Part Lot 1 DP 120184 - Lease (A02/0237)

Council dealt with this item in open session.

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood

Seconder: Cr Nemesh

That Council:

1. Treats the report as confidential in accordance with section 11(3) of the *Local Government Act* 1993, as it relates to a matter specified in section 10A(2)(c) of the *Local Government Act* 1993. The report contains information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

- 2. Grants a lease to The Grace Child Centre Incorporated for Part Lot 1 DP 120184, Clementson Park, Newland Street, Bondi Junction, for 12 months on the terms and conditions set out in the report.
- 3. Authorises the General Manager or delegate to complete negotiations and execute all necessary documentation to finalise the matter.

8. Resuming in Open Session

FC/8/26.02 Resuming in Open Session

MOTION / UNANIMOUS DECISION

Mover: Cr Westwood

Seconder: Cr Nemes

That Council resumes in open session.

At 7.39 pm, Council resumed in open session.

Resolutions from closed session made public

In accordance with clause 14.17 of the Waverley Code of Meeting Practice, when the meeting resumed in open session the chair announced the resolutions made by Council while the meeting was closed to members of the public and the media.

9. Meeting Closure

THE MEETING CLOSED AT 7.40 PM.

.....
SIGNED AND CONFIRMED
CHAIR
10 MARCH 2026

REPORT
FC/5.1/26.03

Subject: Access and Inclusion Advisory Panel Meeting - 5 November 2025 - Minutes

TRIM No: SF25/766

Manager: Rebecca Rodwell, Acting Executive Manager, Community Programs

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council notes the minutes of the Access and Inclusion Advisory Panel meeting held on 5 November 2025 attached to the report.

1. Executive Summary

This report provides information about the Access and Inclusion Advisory Panel meeting held on 5 November 2025. The minutes of the meeting are attached to this report.

2. Introduction/Background

Council established the Access and Inclusion Advisory Panel on 16 March 2021 to provide feedback and advice to Council about disability access and inclusion. The panel builds on the work of the former Access Advisory Committee. Its objective is to promote an inclusive community and enhance the inclusion and participation of people with disability in community life. Members provide advice from lived experience, carer or service provider perspective.

3. Relevant Council Resolutions

Nil.

4. Discussion

This report updates Councillors on items discussed at the Access and Inclusion Advisory Panel meeting held on 5 November 2025. The minutes, once noted, will be placed on Council's website.

5. Financial Impact

The support provided to facilitate Access and Inclusion Panel meetings is covered in Council's operational budget.

6. Risks/Issues

Nil.

7. Attachments

1. Access and Inclusion Advisory Panel - 5 November 2025 - Minutes [↓](#) .

ACCESS AND INCLUSION ADVISORY PANEL MINUTES

Wednesday 5 November 2025
6.00 pm – 7.30 pm
Online Meeting



Present	
<p>Community Members Riley Dunn, Rachel Lazarov, Sheron Eagar, Astrida Grigulis, Debbie Goddard, Kanae Yamamoto, Sara Chesterman, Suzanna Kertesz</p>	<p>Guests Mandy, Captioner Marcel Batrac, Director, Bridge42</p>
<p>Council Officers Sharon Cassidy, Director, Assets and Operations Rebecca Rodwell, A/Executive Manager, Community Programs Chris Bath, Manager Older people, Disability Services Annabelle Hayter, Community Development Officer, Access and Inclusion – Minutes</p>	<p>Councillors Clr Joshua Spicer, Chair Clr Keri Spooner, Deputy Mayor Clr Ludovico Fabiano</p>
Apologies	
<p>Jessica Tattersall Clr Will Nemesh, Mayor Clr Lauren Townsend, Deputy Chair Clr Michelle Stevenson Ben Thompson, Director, Community, Culture and Customer Experience Annette Trubenbach, Executive Manager, Community Programs</p>	

Item	Summary	Action officer
1. Acknowledgement of Country	Clr Spicer gave Acknowledgement of Country.	
2. Introductions and Apologies	Outlined on page 1.	
3. Declaration of Conflict of Interests	No declarations made.	
4. Meeting minutes – 24 September 2025	The draft minutes were sent to community panel members after the last meeting. Minutes were approved at the 4 November Finance, Operations and Community Services Committee meeting.	

ACCESS AND INCLUSION ADVISORY PANEL MINUTES

Wednesday 5 November 2025
6.00 pm – 7.30 pm
Online Meeting



Item	Summary	Action officer
<p>Business Arising Action Register</p>	<p>Business Arising Action Register noted.</p> <p>Item 5 Beach Accessibility – Councillor motion CM/8.4/25.07 - Update and discussion of volunteer program</p> <p>The risk assessment is complete.</p> <p>We are proposing to build an enclosure on the beach to store the beach mat so it can be rolled out easily. It needs to be designed, built and installed. It is not clear when this will be finished.</p> <p>Surf Life Saving NSW advised that surf clubs do provide support on beaches on weekends. The priority is for the beach mats to be rolled out then we can approach the clubs about any program/weekend support.</p> <p>Action: Director Assets & Operations to inform Advisory Panel about timeframe for completion of beach mat storage units and when beach mats will be rolled out.</p> <p>Question: Is there any update on the coastal reserve plan of management consultation?</p> <p>Answer Two members expressed interest in doing a site visit which is being organised. People are also being encouraged to make submissions through Have Your Say which closes 9 November.</p>	<p>Infrastructure services</p>
<p>5. Bondi Junction Master Plan – Vision Consultation</p>	<p>The Bondi Junction Masterplan sets a framework for the for the next 25 years.</p> <p>For stage one of the Masterplan, the project team has prepared a vision for Bondi Junction based on research and community engagement. There are four goals: a destination, an urban oasis, a world-class interchange and the civic heart of the east.</p>	

ACCESS AND INCLUSION ADVISORY PANEL MINUTES

Wednesday 5 November 2025
6.00 pm – 7.30 pm
Online Meeting



Item	Summary	Action officer
	<p>Feedback from the first round of consultations was more restaurants and cafes, greener streets, more walkable, more community and cultural facilities, improved safety, a different retail mix with more options. Better community activities, transport connections and more housing options.</p> <p>The vision is currently on public exhibition until 24 November. There will be two more rounds of consultations which will involve community panels, and everyone is invited to be involved.</p> <p>Questions Panel member Are there opportunities for inclusive employment as part of the masterplan?</p> <p>Answer We could include that as part of the masterplan, some of the policies or frameworks that could be implemented for procurement.</p> <p>Panel member Bondi Junction is a true 30-minute suburb, it is easy to get around, there are shops, transport, and everything you need. Perfect for people with disabilities or people who are ageing, who want to age in place and not end up in residential care. Is the masterplan considering having a higher than the BCA stipulated level of liveable housing within that precinct? And what stage of the masterplan does that come in, or does it play a part at all?</p> <p>Answer If the masterplan outlined there was a significant need and demand for that type of housing, one of the recommendations might be that there could be an amendment to the planning controls for Bondi Junction.</p>	

ACCESS AND INCLUSION ADVISORY PANEL MINUTES

Wednesday 5 November 2025
6.00 pm – 7.30 pm
Online Meeting



Item	Summary	Action officer
	<p>Panel member</p> <p>It's positive that the connection between Bondi Junction interchange and Bondi Junction needs to be improved, because it is difficult for people who walk, but for people in wheelchairs it is even harder to get out of the interchange and on to the street.</p> <p>It was also discussed that people using the lift at Bondi Junction Interchange do not give priority to wheelchair users and wheelchair users can wait a long time for the lift. The lift also wasn't operational for six months and it meant people with mobility issues could not use the station.</p> <p>Answer</p> <p>Good public and urban design are important so it is easy for people to enter and exit the station, this will discourage lift use. Now the lifts are used as a short cut for all passengers.</p> <p>Action: Council to approach Transport for NSW and Meriton to discuss installing signage near the lift to give people with mobility issues priority.</p> <p>Panel member</p> <p>There is also high demand for lifts at Bondi Junction Westfield and people with mobility issues must wait a long time for lifts particularly when the shopping centre is busy. It was noted that when Westfield was being built Access Committee members advised there would not be enough lifts.</p> <p>Action: Contact management at Westfield to discuss lift access.</p> <p>Other comments</p> <p>Between Governor Street, Oxford Street mall and Spring Street there are many buildings and shops that do not have step free access.</p>	<p>Integrated Transport team</p> <p>Community Programs</p>

ACCESS AND INCLUSION ADVISORY PANEL MINUTES

Wednesday 5 November 2025
6.00 pm – 7.30 pm
Online Meeting



Item	Summary	Action officer
<p style="text-align: center;">Plan 2026 – 2030</p>	<p>with the NSW Disability Inclusion Plan and are similar to the last plan however are strengthened by a rights based approach. We are consulting with the community about the priorities and will also build in the issues identified by the Access and Inclusion Advisory panel.</p> <p>A Have Your Say survey will be launched mid-November. We will also be consulting with local groups, speaking with service providers, community members with disability out and about in commercial areas, speaking with older people, engaging with people who are neuro diverse through online groups administered by a panel member and speaking with key staff members.</p> <p>We will report back to the panel about the identified issues, next year and have a discussion about the priorities with the panel.</p>	
<p>8. General Business Driving Change</p>	<p>Driving Change – there is a national summit at Bondi Pavilion, promoting disability inclusion and employment across film, TV, and advertising. This is being hosted by Bus Stop Films and is not a Council event.</p>	
<p>9. Suggested agenda items for next meeting</p> <p>DIAP 2026 - 30 Wheel Easy</p> <p>Other Items</p>	<p>Summary of key issues and priorities</p> <p>Wheel Easy will attend to present their online platform and the project they will be working on in Waverley LGA next year.</p> <p>It was agreed that the meetings will be in person next year and people will be able to join online if they are not able to attend in person. It was noted that a few people can only attend online.</p> <p>Annabelle is going on leave for two months. Chris Bath or Bronwyn Elbourne can be contacted during this period. Thank you to panel members for all their work this year.</p>	
<p>10. Next Meeting</p>	<p>To be confirmed – February or March 2026</p>	

REPORT

FC/5.2/26.03



Subject: Multicultural Advisory Committee Meeting - 11 November 2025 - Minutes

TRIM No: A25/0221

Manager: Rebecca Rodwell, Acting Executive Manager, Community Programs

Director: Ben Thompson, Director, Community, Culture and Customer Experience

RECOMMENDATION:

That Council notes the minutes of the Multicultural Advisory Committee meeting held on 11 November 2025 attached to the report.

1. Executive Summary

This report provides information about Council's Multicultural Advisory Committee (MAC) meeting held on 11 November 2025. The minutes of the meeting are attached to this report.

2. Introduction/Background

The MAC has been established in support of Council's vision and strategies that:

- Promote human rights, address discrimination and disadvantage.
- Actively encourage participation, social connections and a sense of belonging.
- Deliver fair and equitable services, facilities and resources to our culturally diverse community.
- Promote relationships based on understanding and respect.

3. Relevant Council Resolutions

Nil.

4. Discussion

This report updates Councillors on items discussed at the MAC meeting held on 11 November 2025. The minutes, once noted, will be placed on Council's website.

5. Financial Impact

The operations of the MAC are covered in Council's operational budget.

6. Risks/Issues

Nil.

7. Attachments

1. MAC - 11 November 2025 - Minutes [↓](#) .

MULTICULTURAL ADVISORY COMMITTEE MINUTES

Tuesday 11 November 2025



1. Welcome and Acknowledgement of Country

Acknowledgement of Country was conducted by Councillor Lewis.

Present

Councillors	
Clr Steven Lewis	Councillor/Deputy Chair
Clr Keri Spooner	Councillor
Clr Ludovico Fabiano	Councillor
Clr Margaret Merten	Councillor
Community Members	
Anna F.	Community Member
Lana K.	Service Representative
Rozy D.	Community Member
Elena S.	Community Member
Raphael C.	Community Member
Florence K.	Community Member
Jingmin R.	Expert
Robert G.	Service Representative

Council officers in attendance to support the meeting, including:

- Rebecca Rodwell, Acting Executive Manager, Community Programs
- Ben Thompson, Director, Community, Culture and Customer Experience

2. Apologies

Angela W., Katrina W., Emmanuel D., Clr Stephenson, Mayor Nemes (Chair)

3. Acceptance of previous minutes & business arising

The minutes were accepted via email.



No business arising.

4. Declarations of Pecuniary and Non-Pecuniary Interests

NIL

5. Cultural Diversity Strategy Update

Council officers provided an update on the following projects:

- **Perfect Strangers**
140 people have registered to receive Perfect Strangers event updates. Council officers shared motivations for joining and some demographic data.
Feedback from the first event, held as part of the Festival of Winds, was very positive and showed there was a need to support connections between community members.
Participants are matched across difference, based on the demographic data collected at the time they registered. Elena participated and shared that she had a very good experience.
The next Perfect Strangers event is a Philosophy Soiree scheduled on Thursday 20 November to coincide with World Philosophy Day.
- **Community education workshops**
As part of the social cohesion grant received from the NSW Government, Council officers also organised a sports active inclusion workshop and an upstander anti-racism workshop in the last week of October. Attendance was lower than hoped however feedback was positive, especially from sporting club group.
Florence participated in both workshops and shared that the content was valuable. There is also an opportunity for Council to build on its relationship with sports groups in the future.
Council officers will explore the opportunity to hold the active sports inclusion workshop online and host it in partnership with neighbouring councils and how to embed education as part of broader or more attractive events, including one centred on food.
- **International Friends in Bondi**
Council held annual 2h meetup during Sculpture by the Sea, which consists of a tour followed by some drinks and nibbles. The event specifically targets newly arrived migrants. Council officers shared attendance and demographic data. Feedback was also very positive. Discussion took place on how to address registration drop off. Council officers send text reminders the day before the event. There is also an opportunity to connect with boarding schools to promote this opportunity to newly arrived high school students next year.
- **Walking in two Worlds event**
Council organised a mental health event, Walking in Two Worlds, in partnership

2

MAC Minutes 11 November 2025



with Randwick City Council, Headspace Bondi Junction, Souths Cares, and Kevin Heath. The event was open to First Nations high school students from the Eastern Suburbs and was very well attended.

Discussion on lower school student numbers at Remembrance Day. Ben shared that schools are busy with their curriculum priorities and Council organises specific youth events, such as the upcoming Youth Summit.

- **Update on Culture Waves**
Council is continuing to recruit volunteer community mentors for next year's program. EthicalJobs (online noticeboard) has proven to be very effective to promote this opportunity. In addition to the standard after-school Culture Waves program, Council will partnership with Liverpool City Council to organise a two-day cross-city program: the first day will be hosted in Liverpool and the second day will be hosted in Bondi Beach.
The cross-city program is also funded through the social cohesion grant received from the NSW Government. A consultant was engaged to develop and test additional content.
Council officers will report back on the two programs next year.

6. Council's broader diversity initiatives

Council outlined other and broader diversity initiatives as requested at the first MAC meeting. These include the Waverley Community Living Program which started 40 years ago, Council's Disability Inclusion Action Plan, events scheduled during Mardi Gras, and inclusive volunteering programs and student placements for First Nations students.

7. Bondi Junction Vision and Strategy Presentation

Waverley Council is currently working on a Bondi Junction Vision and Strategy to transform Bondi Junction into a sustainable, liveable and vibrant urban centre in Sydney. Feedback gathered from community and stakeholder engagements has led to the development of a draft vision statement for Bondi Junction's future called Bondi Beyond and available on the Waverley Council Have Your Say website.

MAC members were encouraged to share their feedback on the Draft Vision by 23 November.

Following this, a masterplan will be developed and presented to Council for adoption by June 2026. There will be further opportunities to be involved in consultation.

8. Events coming up

Upcoming events were shared. MAC members are encouraged to subscribe to our various newsletters



9. Other business

Jingmin thanked Waverley Council for the opportunity to be an artist in residence at the Bondi Pavilion for a month. Jingmin shared local residents' reactions with the committee and offered small bookmarks, in keeping with her long-standing habit of offering calligraphy and artworks as tokens of appreciation.

Following an interest in visiting other Council areas, Council officers informed the MAC that Fairfield City Council had organised a free bus trip to Cabramatta for Bondi residents in late January. The bus trip follows a trip from Cabramatta to Bondi Beach for Cabramatta residents. Council officers are exploring the opportunity to host a water safety session on that day.

Actions:

- Officers will share the links to the consultations and upcoming events.

10. Next Meeting

2026 meeting dates to be confirmed by email.

Meeting closed at 7.07pm.

REPORT

FC/5.3/26.03



Subject: Council Resolutions - Status Update

TRIM No: SF25/4815

Manager: Richard Coelho, Executive Manager, Governance

Director: Tara Czinner, Director, Corporate Services

RECOMMENDATION:

That Council notes the status of outstanding resolutions from September 2021 to January 2026, as set out in the attachment to the report.

1. Executive Summary

This report provides an update on the status of outstanding resolutions from September 2021 to January 2026.

2. Introduction/Background

Officers report to Council every quarter on the status of all outstanding Council resolutions. The date range progresses as older resolutions are finalised.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 9 December 2026	CM/7.7/25.12	That Council notes the status of outstanding resolutions from September 2021 to October 2025, as set out in the attachment to the report.

4. Discussion

The attachment to this report contains all outstanding Council resolutions from September 2021 to January 2026. It covers resolutions from mayoral minutes, notices of motion and officer reports passed at both Council and Council Committee meetings (the Finance, Operations and Community Services Committee and the Strategic Planning and Development Committee).

The status and comments for each resolution have been supplied by the Executive Leadership Team (ELT) and their respective departments.

In the period September 2021 to January 2026, Council passed 1,476 resolutions, comprising 70 mayoral minutes, 232 notices of motion and 1,174 officer reports. Of the 1,476 resolutions, officers have implemented 1,405 (95%), and 71 remain active. The 71 active resolutions comprise five mayoral minutes, 25 notices of motion and 41 officer reports. Once a resolution is finalised, it is no longer reported.

A table of all resolutions, including finalised resolutions, from February 2018 onwards is available on Council's website. The table is updated regularly. It does not include comments or status.

5. Financial Impact

There is no unbudgeted cost to Council to prepare this report.

6. Risks/Issues

A resolution tracking sheet is maintained to mitigate the risk of resolutions not being actioned. It is also a useful reference point for Councillors, staff and members of the public. Only outstanding resolutions are reported on.

7. Attachments

1. Outstanding resolutions - September 2021 to January 2026 [↓](#) .

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	18/02/2025	Notice of Motion	CM/11.4/25.02	CONFIDENTIAL REPORT - 63A Wairoa Avenue, North Bondi - Lease - Exhibition (A25/0282)	<ol style="list-style-type: none"> 1. Treats the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(c) of the Local Government Act 1993. The report contains information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business. 2. In accordance with section 47 of the Local Government Act 1993, publicly notifies and exhibits for 28 days the proposal to grant a lease of up to five years with a five-year option to Waverley Action for Youth Services (WAYS) for 63A Wairoa Avenue, North Bondi. 3. Approves in principle the granting of a lease of up to five years with a five-year option to WAYS for 63A Wairoa Avenue and authorises the General Manager or delegate to negotiate with WAYS on the terms of the lease. 4. Officers prepare a report to Council following the exhibition period to consider the submissions and grant the lease. 	<p>20/2/2026</p> <p>Item 4 - Council officers in discussions with tenant in relation to final lease terms. It is anticipated Leases to go to Council in March for approval.</p>
Council Meeting	18/03/2025	Notice of Motion	CM/8.2/25.03	Public Artwork - Dion Horstmans (A25/0485)	<ol style="list-style-type: none"> 1. Notes the artistic legacy of renowned Bondi artist Dion Horstmans. 2. Investigates: <ol style="list-style-type: none"> (a) Costings to acquire a sculptural artwork by Dion Horstmans. (b) Locations for the placement of the artwork within the Bondi area. 3. Officers prepare a report to the Arts, Culture and Creativity Advisory Committee with options to then provide a recommendation to Council. 	19.05.25 Officers have reached out to family representatives
Council Meeting	18/03/2025	Notice of Motion	CM/8.8/25.03	Hunter Ward - Local Area Traffic Management Study (A25/0474)	<ol style="list-style-type: none"> 1. Notes that the Bondi Local Area Traffic Management (LATM) Study will be presented to Council for adoption this financial year. 2. Prioritises delivery of a Hunter Ward LATM Study for the 2025-26 financial year and allocates funds as part of the budget development process. 3. Defines the Hunter Ward LATM as the area between Old South Head Road and the coastline and Blake Street and Blair Street. 4. Considers the following scope as part of the LATM: <ol style="list-style-type: none"> (a) Sightlines at intersections. (b) Passing bays and street-widening options in narrow streets. (c) Traffic congestion. (d) Speeding and speed limit reduction options. (e) Reducing cut-through traffic. (f) Clearer signage within streets. (g) Traffic directional flow. 5. Undertakes immediate line marking where road markings have faded within the scope area to reinforce current controls. 6. Officers prepare a report with the finalised Hunter Ward LATM Study in the 2025-26 financial year, including options and recommendations that have considered feedback from community consultation. 7. Refers this motion to the Waverley Traffic Committee for its consideration. 8. Informs the Hunter Ward Precincts of this motion. 	<p>19/02/2026</p> <ol style="list-style-type: none"> 1. Noted 2. Ongoing. Included in team workplans and budgets 3. Defined within scoping document 4. Considered within scoping document 5. Completed 6. Ongoing 7. Noted 8. Completed

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	18/03/2025	Confidential Report	CM/11.2/25.03	CONFIDENTIAL REPORT - CCTV Network Review Outcome (SF25/651)	<ol style="list-style-type: none"> 1. Treats the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(e) of the Local Government Act 1993. The report contains information that would, if disclosed, prejudice the maintenance of law. 2. Notes the CCTV Network Review attached to the report and that any new CCTV camera locations must be approved by Council. 3. Approves the Phase 1 expansion of CCTV cameras, as set out in the report, subject to: <ol style="list-style-type: none"> (a) The development of a funding strategy. (b) The adoption of an updated CCTV Code of Practice and Policy in May 2025. (c) The cameras being located in Oxford Street Mall only. 4. Undertakes the following: <ol style="list-style-type: none"> (a) Develop a strategic roadmap with a 12-month horizon to deliver against the opportunities for improvement in the report with a funding strategy. (b) Undertake a technical network architecture review to develop a formal proposal to transition Council's existing network to a modern, standardised design, focused on futureproofing. (c) Review and update Council's current CCTV Code of Practice and Policy by May 2025, with a focus on better defining data retention, access permissions to the CCTV network and privacy implications. (d) Ensure all registers are maintained and kept up to date; specifically, the CCTV Asset Register, the Graffiti Register (with a focus on antisemitic graffiti) and the NSW Police CCTV Request Register. (e) Formalise a budget proposal for the Phase 1 expansion of Council's CCTV network into the public domain. 	20/02/2025 Item 3 - ongoing however currently no grant funding available. Item 4 - Network Architecture review contract awarded and in progress.
Council Meeting	29/04/2025	Mayoral Minute	CM/6.3/25.04	Hungarian Revolution of 1956 - Memorial (A23/0678)	<ol style="list-style-type: none"> 1. Notes correspondence from the Trade and Consular Office of Hungary in Sydney to the Mayor seeking in-principle support to have a memorial placed within the Waverley local government area (LGA) to commemorate the 70th anniversary of the Hungarian Revolution of 1956. 2. Recognises the many Hungarian refugees who settled within the Waverley LGA, as referenced in Council's Cultural Diversity Strategy 2021-2031. 3. Recognises the suffering and sacrifices of the Hungarian people during the 1956 revolution and the ongoing contributions of Hungarian refugees and their descendants to Australian society. 4. Extends its support to the Hungarian community's efforts to preserve the memory of the 1956 revolution and inspire future generations to remember the sacrifices and lessons of that period. 5. Provides in-principle support for a memorial to be placed within Waverley Park. 6. Notes that funding will be provided by the Hungarian Government. 7. Notes the precedent of the Greek Government's Battle of Crete memorial within Waverley Park. 8. Calls on local Australian Hungarian community groups to be consulted. 9. Officers liaise with Trade and Consular Office of Hungary in Sydney and prepare a report to Council on the design and installation of the proposed memorial. 	3/3/26 1. Noted 2. Noted 3. Noted 4. Noted 5. Complete 6. Noted 7. Noted 8. Complete. Report to Council completed in December. Funding is currently being sought by the Hungarian community.
Council Meeting	29/04/2025	Report	CM/7.18/25.04	Tender Evaluation - Alexandria Integrated Facility (AIF) Wash Bay (A24/1081)	<ol style="list-style-type: none"> 1. Treats the tender evaluation attached to the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(d)(i) of the Local Government Act 1993. The tender evaluation contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person(s) who supplied it. 2. Declines to accept any of the tenders for the design and construction of a wash bay at the Alexandria Integrated Facility, in accordance with section 178(1)(b) of the Local Government (General) Regulation 2021. 3. Declines to invite fresh tenders or applications as referred to in section 178(3)(b)-(d) of the Local Government (General) Regulation 2021, as Council has tested the market via specialised contractors. 4. In accordance with section 178(3)(e) of the Local Government (General) Regulation 2021, authorises the General Manager or delegate to enter into negotiations with the top ranked tenderer with a view to entering into a contract for the design and construction of a wash bay at the Alexandria Integrated Facility, as the top ranked tenderer scored highly and had a high quality submission, but the various options put forward in the tender submission and the final location of the wash bay need to be further discussed and clarified during negotiations. 5. Authorises the General Manager or delegate to complete negotiations and execute all necessary documentation to finalise the matter. 6. Notifies unsuccessful tenderers of the decision in accordance with section 179 of the Local Government (General) Regulation 2021. 	19/02/2026 Items 4 & 5 - Negotiations nearing completion. Contract circulated, expected execution February 2026.

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	29/04/2025	Notice of Motion	CM/8.6/25.04	Bondi Beach Beautification (A25/0484)	<ol style="list-style-type: none"> 1. Notes that some streetscape areas within the Bondi Basin are in poor condition and in need of an upgrade. 2. Installs fairy lights in: <ol style="list-style-type: none"> (a) Hall Street, between Glenayr Avenue and Campbell Parade. (b) Roscoe Street, between Gould Street and Campbell Parade. 3. Funds the installation of the fairy lights from existing 2025-26 capital works budget allocation for the Campbell Parade streetscape upgrade. 4. Officers investigate the cost of, and prepare a report to Council on, replacing dilapidated pavers, fixing the walls and replanting the garden beds to improve natural landscape at the corner of O'Brien Street and Glenayr Avenue. 5. Plants appropriate native vegetation within Biddigal Reserve to improve the natural landscape and amenity, to be funded through the existing budget allocation for tree planting in 2025-26. 6. Informs the following stakeholders of this motion: <ol style="list-style-type: none"> (a) Bondi and Districts Chamber of Commerce. (b) Businesses in Hall Street, Roscoe Street and Glenayr Avenue in the vicinity of Hall Street. (c) Friends of Biddigal Reserve. (d) Bondi Ward Precincts. 	<p>30/01/2026</p> <ol style="list-style-type: none"> 1. Noted 2. Complete 3. Complete 4. This location included as a priority location in the Bondi LATM and was approved on 1 April 2025, consultation will be carried out in early- mid 2026 with a report submitted to council post consultation. The renewal/ upgrade of the public domain is contingent on road layout and pedestrian safety, therefore needs to be coordinated with the LATM project. 5. Complete 6. Complete
Council Meeting	29/04/2025	Notice of Motion	CM/8.7/25.04	Blair Street and Wairoa Avenue Intersection, North Bondi - Pedestrian Crossing (A03/0579)	<ol style="list-style-type: none"> 1. Notes that Council has received a petition with over 500 signatures calling for a pedestrian crossing at the corner of Blair Street and Wairoa Avenue, North Bondi. 2. Notes that Council has received the Bondi Local Area Traffic Management (LATM) Study's recommendations for: <ol style="list-style-type: none"> (a) Holistic safety and amenity upgrades. (b) Priority locations for enhancing pedestrian safety. 3. Notes that officers have advised that the upcoming Walking Strategy, to be presented to Council, identifies Blair Street and Wairoa Avenue as a location requiring a safety upgrade. 4. Includes Blair Street and Wairoa Avenue in the list of priority locations for funding and upgrades in the LATM works. 5. Applies for funding from the Active Transport program in December 2025 to deliver pedestrian safety at Blair Street and Wairoa Avenue. 6. Urgently installs clear signage as an interim measure at the intersection, with signs showing how to get to Bondi Beach (like the signs at the northern end of Blair Street). 	<p>22/01/2026</p> <ol style="list-style-type: none"> 1. Noted 2. Noted 3. Noted 4. Included 5. Application to be made after consultation. Consultation currently scheduled for Feb-March 2026.
Council Meeting	29/04/2025	Notice of Motion	CM/8.9/25.04	Campbell Parade, Gould Street and Hall Street, Bondi Beach - Revitalisation (A25/0484)	<ol style="list-style-type: none"> 1. Notes the dilapidated and unattractive state of Hall Street, Campbell Parade and Gould Street, Bondi Beach. 2. Notes that Council has received the Bondi Local Area Traffic Management (LATM) Study's recommendations for safety and amenity upgrades in a separate report. 3. Notes that Council has approved the Campbell Parade Streetscape Master Plan and that this is funded in the Long Term Financial Plan (LTFP) 6.2, including upgrades to the North Bondi bus terminus and the remaining sections of Campbell Parade. 4. Notes that the LTFP 6.2 includes funding for a streetscape upgrade of Hall Street. 5. Includes \$65,000 in the 2025-26 capital works budget as part of the draft LTFP 7 for a beautification upgrade of Hall Street, with consideration given to new streetscape elements like: <ol style="list-style-type: none"> (a) Seating. (b) Creative lighting. (c) Planting/planter boxes. (d) Outdoor dining areas. (e) Public art. 6. Undertakes these upgrades within the 2025 calendar year. 	<p>20/02/2025</p> <ol style="list-style-type: none"> 6. The RFQ process for the lighting is currently in progress. We expect installation in March/April. Once we have the pricing confirmed we will finalise the scope of the other works on Bondi Road.

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	29/04/2025	Notice of Motion	CM/8.11/25.04	Victoria Street, Charing Cross - Angle Parking and Tree Planting (A18/0541)	<ol style="list-style-type: none"> Notes that in some areas of Waverley, the demand for parking spaces on the streets exceeds the available supply on most days. Waverley's parking system comprises paid and permit parking, as well as residential zones, and is regularly reviewed and adjusted to ensure fair and equal access to spaces for residents, visitors, commuters and business operators. Investigates the possibility of implementing angle parking in Victoria Street once the Charing Cross Streetscape works have been completed. Officers prepare a report to Council within six months, outlining a timeline and allocated budget for the project. 	19/02/2026 <ol style="list-style-type: none"> Noted Preliminary investigation undertaken yielding challenges. Understood given change of scope to Charing Cross streetscape works this initiative may not proceed. Report to be prepared once investigation complete
Council Meeting	29/04/2025	Notice of Motion	CM/8.12/25.04	Oxford Street and Ruthven Street Intersection, Bondi Junction - Safety Upgrades (A20/0069)	<ol style="list-style-type: none"> Notes that: <ol style="list-style-type: none"> The intersection of Oxford Street and Ruthven Street, Bondi Junction, was upgraded as part of the cycleway installation, but as a result the intersection is now much wider. As a result of this widening, residents have reported the intersection as being unsafe for pedestrians trying to cross and for vehicles and cyclists trying to navigate the intersection. Investigates strategies for making the intersection safe, including but not limited to: <ol style="list-style-type: none"> Installing temporary structures (such as planter boxes) on both sides of the northern edge of the pedestrian crossing and any line marking as appropriate. This is expected to reduce turning radius, which may help slow down turning vehicles and improve pedestrian safety. This would be implemented as a trial measure subject to ongoing monitoring, with a view to the implementation of a more permanent solution. Subject to the outcome of the monitoring of the temporary structures, other measures to reduce speed with which traffic traverses this intersection. Officers prepare a report to Council by July 2025 detailing options, timelines and the upgrade's inclusion as a priority in the Strategic Asset Management Plan (SAMP) budget. 	20./02/2025 <ol style="list-style-type: none"> Report summarising works completed and effectiveness scheduled for Committee on 10 March 2025.
Finance, Operations and Community Services Committee	06/05/2025	Report	FC/5.3/25.05	Pedestrian Crossings - Macpherson Street, Bronte, St Thomas Street, Bronte, and Warners Avenue, Bondi Beach (A25/0213)	<ol style="list-style-type: none"> Installs three at-grade pedestrian crossings and additional warning line markings at the following locations, as set out in the report: <ol style="list-style-type: none"> Macpherson Street, in front of Bronte Woolworths Metro (113 Macpherson Street, Bronte). St Thomas Street, in front of Bronte Early Education Centre (42 St Thomas Street, Bronte). Warners Avenue at Gould Street (as a refinement to the previously approved and funded design). Authorises the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes. 	19/02/2025 <ol style="list-style-type: none"> (a) & (b) Works included in next linemarking package being sent to contractors in accordance with procurement requirements (c) Installed
Council Meeting	20/05/2025	Report	CM/7.11/25.05	Waverley Park - Pick-Up and Drop-Off Zones (PUDO) (A20/0336)	<ol style="list-style-type: none"> Approves the following changes, to better support the parking and drop-off/pick-up needs of visitors to Waverley Park: <ol style="list-style-type: none"> Extend the Birrell Street pick-up/drop-off (PUDO) zone eastwards towards Park Parade, removing two unrestricted parking spaces. Removes the 'Council Authorised Vehicle Only' limitations in Waverley Park car park and: <ol style="list-style-type: none"> Installs three unrestricted disabled spaces. Installs two P10 minute short stay spaces with restrictions of 6.30 am–10 pm, Mon–Sat. Installs 11 2P spaces with restrictions of 8 am–6pm, Mon-Sat. Installs two 4P electric vehicle parking spaces with restrictions of 8 am–6 pm, Mon–Sat. Replaces the disabled parking space in the Council Chambers driveway with a 1P parking space. Officers liaise with Transport for NSW to determine its support for timed pick-up/drop-off (PUDO) and 10 minute spaces in Bondi Road adjacent to Waverley Park and implement changes should support be obtained. Notes that additional PUDO informational signage will be installed in Birrell Street as part of the roll-out to improve visibility, with line markings to follow upon confirmation that the PUDO zone is functioning as intended. Authorises the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes. 	19/02/2026 <ol style="list-style-type: none"> Noted Installed Completed Completed Ongoing Ongoing Noted Noted

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	20/05/2025	Report	CM/7.12/25.05	Bondi Pavilion - Internal Space Optimisation (A15/0272)	<ol style="list-style-type: none"> Replaces the Bondi Story Room at Bondi Pavilion with a community gallery space Constructs a new Customer Service and Venue Office adjacent to the High Tide Room at Bondi Pavilion, including the installation of interactive screens that allow the public to continue to access the Bondi Story Room exhibit. In respect of the existing Welcome Centre and Venue Office: <ol style="list-style-type: none"> Publicly notifies and exhibits for 28 days the proposal to grant a lease of the space up to a maximum of ten years for the provision of beach related refreshments, in accordance with section 47 of the Local Government Act 1993. Officers prepare a report to Council following the exhibition period. Lodges a development application to change the use of the space to enable the commercial provision of beach related refreshments. Notes that Council officers will notify Friends of Bondi Pavilion and local Precinct Committees of replacing the Bondi Story Room with a community gallery space. 	<p>20/2/2026</p> <ol style="list-style-type: none"> Major Projects have commenced a project to install community gallery, currently addressing heritage considerations. Project to install new customer service office in the high tide storeroom is being progressed. Exhibition completed Report to be presented to upcoming Council meeting Refer 2 above. completed
Council Meeting	20/05/2025	Notice of Motion	CM/8.4/25.05	RESCISSION MOTION - CM/6.3/25.04 - Hungarian Revolution of 1956 - Memorial (A23/0678)	<ol style="list-style-type: none"> Notes correspondence from the Trade and Consular Office of Hungary in Sydney to the Mayor seeking in-principle support to have a memorial placed within the Waverley local government area (LGA) to commemorate the 70th anniversary of the Hungarian Revolution of 1956. Recognises the many Hungarian refugees who settled within the Waverley LGA, as referenced in Council's Cultural Diversity Strategy 2021–2031. Recognises the suffering and sacrifices of the Hungarian people during the 1956 revolution and the ongoing contributions of Hungarian refugees and their descendants to Australian society. Extends its support to the Hungarian community's efforts to preserve the memory of the 1956 revolution and inspire future generations to remember the sacrifices and lessons of that period. Provides in-principle support for a memorial to be placed within Waverley Park. Notes that there will be no cost to Waverley ratepayers and that funding for the memorial will be sourced from a variety of sources including, but not limited to, the Hungarian community and local businesses. Notes the Battle of Crete and the Greek Campaign memorial within Waverley Park, which was funded by local Greek Australian community philanthropists. Officers liaise with the local Hungarian community and the Trade and Consular Office of Hungary in Sydney and prepare a report to Council on: <ol style="list-style-type: none"> The design of the memorial, including any wording. The time frame for design and installation. The location of the memorial. 	<p>3/3/26</p> <ol style="list-style-type: none"> Noted Noted Noted Noted Complete Noted Noted Complete. Report to Council completed in December. Funding is currently being sought by the Hungarian community.
Council Meeting	20/05/2025	Notice of Motion	CM/8.5/25.05	North Bondi Terminus - Upgrade (A22/0183)	<ol style="list-style-type: none"> Notes community consultation feedback for the North Bondi bus terminus upgrade as well as the importance of the project. Commits to the undertaking the recommendations based on this feedback. Investigates costings around reviewed options in preparation for moving forward with the project. Informs the following stakeholders of this motion: <ol style="list-style-type: none"> Bondi and Districts Chamber of Commerce. Businesses at the North Bondi terminus and surrounds. Transport NSW. Bondi Ward Precincts. 	<p>19/02/2026</p> <p>Items 2 & 3 - Concept designs being updated, in line with community feedback and TfNSW liaison. Reporting to March or April 2026</p>
Council Meeting	17/06/2025	Mayoral Minute	CM/6.1/25.06	Speed Zones on Regional Roads (A03/2293)	<ol style="list-style-type: none"> Notes that Council has been working with Transport for NSW (TfNSW) since 2019 to install traffic calming treatments and signage to facilitate a 40 km/h speed limit across the southern half of the local government area (LGA), spanning from Bondi Road and Syd Einfeld Drive to the southern boundary. Notes that this excludes the State roads in this southern half of the LGA: Bondi Road and Council Street. Advocates for TfNSW to revert to a speed limit of 50 km/h on some of the regional roads in this southern area of the LGA, specifically York Road and Birrell Street. Seeks funding from TfNSW for signage and line marking to enable the change in speed limit. 	<p>19/02/2026</p> <ol style="list-style-type: none"> -2 noted Letter issued to TfNSW on 1 July 2025. Meeting held to discuss 15 July 2025. Formal response not yet received.

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	17/06/2025	Report	CM/7.15/25.06	Shared E-Bike Parking and Management Trial (A17/0445)	<ol style="list-style-type: none"> 1. Treats the attachment to the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(d)(i) of the Local Government Act 1993. The attachment contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. 2. Installs dedicated shared e-bike parking areas in Bondi Junction, Bondi Beach and Bronte Beach for a trial period of six months at the locations set out in the report. 3. Allocates \$65,000 from the Road Safety and Traffic Calming Program budget to undertake the parking trial, with the costs to be passed on to the shared bike providers, in accordance with the memorandum of understanding with the providers. 4. Notes that this is the first tranche of dedicated shared e-bike parking spaces in the local government area and that further spaces may be identified and implemented in consultation with the bike share operators. 5. Notes that Ario, Lime and HelloRide have all signed the memorandum of understanding with Council. 6. Monitors and evaluates the trial, with officers to prepare a report to Council following the trial. 7. Authorises the Executive Manager, Infrastructure Services, to adjust the trial locations and line marking designs throughout the trial based on preliminary feedback and outcomes. 	<p>19/02/2026</p> <ol style="list-style-type: none"> 1. Noted 2. Installed 3-5. Noted 6. Evaluation and Have Your Say ongoing. 7. Noted
Council Meeting	17/06/2025	Notice of Motion	CM/8.8/25.06	Whale Watching Binoculars (A22/0407)	<ol style="list-style-type: none"> 1. Notes that with the completion of the Clifftop Walkway at Dover Heights and Vaucluse, there are opportunities for new vantage points for whale watching as well as the long-established locations between Bondi and Waverley Cemetery. 2. Installs up to three public binoculars at suitable locations. 3. Allocates \$75,000 from the Park Furniture and Structures budget in the 2025-26 Capital Works Program for the works. 4. Notifies Australian Conservation Foundation Eastern Sydney and the National Parks and Wildlife Service of the instigation of the binoculars and investigates a partnership with these bodies for support and future education programs. 	<p>19/02/2025</p> <ol style="list-style-type: none"> 2. Request for Quotation issued to engage Contractors for construction at Diamond Bay and Calga Reserve sites.
Council Meeting	17/06/2025	Notice of Motion	CM/8.9/25.06	Frontier Wars - Commemoration on Waverley Cenotaph (A23/0116)	<ol style="list-style-type: none"> 1. Investigates a plaque or inscription within Waverley Park to acknowledge and commemorate the Frontier Wars. 2. Undertakes appropriate consultation with: <ol style="list-style-type: none"> (a) Council's First Nations Advisory Committee, La Perouse Local Aboriginal Land Council and other relevant First Nations representatives. (b) Waverley RSL and other stakeholders. (c) The community, including local historians, to ensure a respectful and inclusive approach. 3. Develops the final wording in collaboration with the above parties to ensure cultural appropriateness, historical accuracy and public understanding. 4. Explores funding options and timelines for the installation, including any heritage or regulatory requirements. 	<p>3/3/26</p> <p>Investigation underway</p>
Council Meeting	17/06/2025	Confidential Report	CM/11.2/25.06	CONFIDENTIAL REPORT - Bondi Beach Share Surfboards Trial (A25/0300)	<ol style="list-style-type: none"> 1. Reinstates the North Bondi community shareboard program for a trial six-month period commencing September 2025, as set out in the report (Option 1). 2. Enters into a memorandum of understanding with the shareboard provider to give effect to the operational framework set out in the report for the duration of the trial. 3. Authorises the General Manager or delegate to negotiate and finalise the memorandum of understanding. 4. Officers prepare a report to Council on the outcome of the trial, including safety, community usage and operational viability. 	<p>20/02/25</p> <ol style="list-style-type: none"> 2. Trial commenced December 2025. 4. Report to be scheduled for May 2026
Council Meeting	15/07/25	Report	CM/7.20/25.07	Waverley Cemetery Writers' Centre - Feasibility (A25/0564)	<ol style="list-style-type: none"> 1. Agrees in principle to trial the use of the Cemetery residence building at Waverley Cemetery as a Writers' Centre for two years, as set out in the report, subject to the budget review at Q1. 2. Notes that the refurbishment of the amenities building and the relocation of staff from the Cemetery residence is already programmed and budgeted for in the 2025-26 SAMP Buildings Capital Renewal Program for the reasons set out in the report. 3. Names the writers' centre the 'Henry Lawson Writers' Centre.' 	<p>20/2/2026</p> <ol style="list-style-type: none"> 1. It is expected the cemetery staff will vacate the residence building in June 2026. Budget is included in the draft 2026-27 Capital Works Program to undertake a minor refurbishment of the residence prior to the Writers Centre commencing operation.

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	15/07/25	Report	CM/7.21/25.07	Bronte House - Future Use and Public Accessibility (A02/0250-06)	<ol style="list-style-type: none"> 1. Treats Attachment 2 of the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(c) of the Local Government Act 1993. The attachment contains information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business. 2. Notes that 90% of the 469 responses were in favour of Bronte House being open to the public, with over 70% agreeing that Bronte House should be used as a tearoom, gallery with garden and for tours. 3. Approves in principle the Council-operated community access model for the future use of Bronte House, as set out in the report (Option 2). 4. Officers prepare a report to Council on the Council-operated community access model for both the house and the garden, including a detailed program and budget implications (akin to a business case). 5. Prior to the expiry of the current tenant lease in February 2026, undertakes an audit of the garden to update the significant vegetation register in the Bronte House Conservation Management Plan 2014. 	<p>20/2/2026</p> <p>Council managed community access operating model to be developed and presented to Council for approval.</p>
Council Meeting	15/07/25	Notice of Motion	CM/8.4/25.07	Beach Accessibility (A21/0205)	<ol style="list-style-type: none"> 1. Prioritises beach accessibility at Bondi Beach by reinstating beach access matting in time for summer 2025. 2. Undertakes an operational and safety review to identify safe and practical options for the regular deployment of beach access matting. 3. Notes that until 2023, beach access matting was regularly deployed at the northern end of Bondi Beach to support access for all users, including wheelchair users 4. Collaborates with the Access and Inclusion Advisory Panel and the Surf Life Saving Committee and relevant community volunteer organisations and not-for-profits to establish a volunteer support program to assist wheelchair users with beach access and water safety. 5. Promotes these improvements once implemented and ensures information about beach wheelchairs, the booking process and the location of accessible and ambulant facilities is made widely available to the community. 6. Officers prepare a report to Council by March 2026 evaluating the reinstated access matting and volunteer support program, including feedback from users and partner organisations. 7. Writes to all surf life saving clubs in Waverley to inform them of Council's accessibility initiatives and to request their support and involvement in the delivery of the volunteer support program. 8. Further writes to the following stakeholders to inform them of this motion: <ol style="list-style-type: none"> (a) Member for Wentworth, Allegra Spender MP. (b) Member for Coogee, Marjorie O'Neill MP. (c) Member for Vaucluse, Kellie Sloane MP. (d) Minister for Families and Communities and Minister for Disability Inclusion, the Hon Kate Washington MP. (e) Minister for Seniors, the Hon Jodie Harrison MP. (f) All Precincts. 	<p>20/02/2025</p> <p>2. Review complete, quotation being sought for storage cage.</p>
Finance, Operations and Community Services Committee	05/08/2025	Report	FC/5.3/25.08	NSW Police Vehicle Sponsorship Program (A12/0805)	<ol style="list-style-type: none"> 1. Extends the vehicle sponsorship agreement with the NSW Police Eastern Suburbs Local Area Command Crime Prevention Unit for five years until June 2030. 2. Authorises the General Manager or delegate to complete negotiations and execute all necessary documentation to finalise the matter. 	<p>24/02/2026</p> <p>1. Noted</p> <p>2. Awaiting Deed return from NSW Police.</p>

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Strategic Planning and Development Committee	05/08/2025	Confidential Report	PD/7.1/25.08	CONFIDENTIAL REPORT - Rowe Street Project - Update (A22/0011)	<p>1. Treats the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(c) of the Local Government Act 1993. The report contains information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.</p> <p>2. Approves the mutual termination of the following agreements relating to the Rowe Street Project:</p> <p>(a) The Project Agreement dated 2 May 2022 between Council and Zondaro Pty Ltd.</p> <p>(b) The Project Management Agreement between Council and Blare Management.</p> <p>3. Notes that, before termination, a review of accounts will be undertaken between the parties in relation to project costs incurred, and that Council will retain the bank guarantee until any amounts owed to Council are settled.</p> <p>4. Authorises the General Manager to finalise the mutual termination of both agreements and, if required, to enter into an informal arrangement with Zondaro Pty Ltd and Blare Management to enable use of the project's existing intellectual property and allow Council to independently pursue a breakthrough agreement with Transport for NSW to continue the broader project of improving pedestrian access to the interchange.</p>	<p>09/09/25</p> <p>1. Noted 2. Noted 3. Complete 4. In progress</p>
Council Meeting	19/08/2025	Notice of Motion	CM/8.3/25.08	Bondi Pavilion - Community Spaces Consultation (A15/0272)	<p>1. Council unanimously resolved at its meeting on 20 May 2025 to publicly exhibit its intention to grant a lease for the Welcome Centre and Venue Office at Bondi Pavilion</p> <p>2. The community, Precincts and stakeholders can provide feedback on the proposal as part of that process.</p> <p>3. Officers will prepare a report to Council following the exhibition period for Council to consider the submissions.</p>	<p>20/02/2026</p> <p>Submissions received through the exhibition period to be presented to upcoming Council meeting.</p>
Council Meeting	19/08/2025	Notice of Motion	CM/8.4/25.08	Aboriginal Rock Carvings at Bondi Golf Course - Preservation (A03/2567)	<p>1. Notes that Council officers are currently preparing an Aboriginal Heritage Study led by a wellknown Aboriginal history and heritage researcher with high-level input from the Gujaga Foundation and traditional custodians. The study is a priority project identified by Council's First Nations Advisory Committee (formerly the Reconciliation Action Plan Advisory Committee).</p> <p>2. Notes that the Gujaga Foundation is coordinating the appropriate knowledge holders from the community on behalf of Council to decide how the sites should be protected.</p> <p>3. Notes that the Aboriginal Heritage Study is due to be completed in the 2025–26 financial year, in alignment with Council approvals.</p> <p>4. Officers prepare a report to Council at the conclusion of the study to present the findings and next steps.</p>	<p>25/11/25</p> <p>The Aboriginal Study is under way and on track.</p>
Council Meeting	19/08/2025	Notice of Motion	CM/8.5/25.08	Planning Agreement Policy (Amendment No.6) - Monitoring and Transparency (SF25/1774)	<p>1. Notes the adoption of Amendment No. 6 to the Planning Agreement Policy at its meeting on 15 July 2025.</p> <p>2. Acknowledges that current information on development contributions, including voluntary planning agreements (VPAs), affordable housing contributions and section 7.12 development contributions, is fragmented across multiple areas of Council's website, making it difficult for the community to easily locate and understand.</p> <p>3. Requests the Director, Planning, Sustainability and Compliance, to review and update Council's website to improve accessibility and community understanding by:</p> <p>(a) Developing a single, consolidated webpage outlining the range of applicable development contributions in the Waverley local government area, including VPAs, affordable housing contributions, section 7.12 contributions and relevant State Government contributions.</p> <p>(b) Presenting this information in clear, plain English, with an emphasis on explaining the purpose of each contribution mechanism and the public benefits they deliver.</p> <p>(c) Including a direct link to the existing VPA Register on this webpage.</p> <p>4. Reaffirms its commitment to securing public benefits, such as affordable housing, infrastructure and community facilities, through the transparent and strategic use of planning mechanisms, including VPAs.</p> <p>5. Officers prepare a progress report to Council on the implementation of these changes by December 2025.</p>	<p>30/10/25</p> <p>1. Noted 2. Noted 3. In progress 4. Noted 5. In progress</p>

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	19/08/2025	Notice of Motion	CM/8.8/25.08	Pot Plants on Public Land (A13/0054)	<ol style="list-style-type: none"> 1. Investigates the feasibility of allowing residents to place removable pot plants on the public verge immediately outside their private property, including in laneways, subject to appropriate safety, accessibility and design conditions. 2. Officers prepare a report to Council outlining: <ol style="list-style-type: none"> (a) The necessary amendments to the Waverley Development Control Plan (DCP), Public Gardening Policy or any other applicable plans or policies. (b) The criteria under which such pot plants may be permitted, which may include: <ol style="list-style-type: none"> (i) Footpath width and accessibility for pedestrians and mobility devices. (ii) 'Line of sight' and safety considerations. (iii) Plant selection and maintenance responsibilities. (iv) Risk management and liability implications. (v) Heritage and biodiversity impacts where applicable. (c) Consultation with key stakeholders, including residents, access advocates and relevant Council teams. 3. Notes that any proposal to permit pot plants must align with existing objectives within the Waverley DCP relating to urban character, built form and landscaping. 4. Receives options for a trial or permit-based approach, and the potential for community education to support responsible verge use. 5. Officers provide time frames and resourcing implications for the policy review and implementation. 	08/09/2025 <ol style="list-style-type: none"> 1. In progress 2. In progress 3. Noted 4. Noted 5. Noted
Council Meeting	19/08/2025	Notice of Motion	CM/8.10/25.08	Commemoration and Memorialisation Plaque Policy (A25/1841)	<ol style="list-style-type: none"> 1. Investigates the feasibility of a commemoration and memorialisation plaque policy for the Waverley local government area that considers opportunities to: <ol style="list-style-type: none"> (a) Accommodate requests from local residents for the personal memorialisation of people that have passed away. (b) Commemorate local residents who have significantly contributed to the local area. (c) Commemorate past and current Councillors who have significantly contributed to major construction projects in the local area. 2. Officers prepare a report to Council on the feasibility of the proposed approach, including an assessment of costs and the approaches of other Sydney metropolitan councils regarding commemoration and memorialisation. 	20/02/2026 <ol style="list-style-type: none"> 2. Report to March Council planned.
Council Meeting	19/08/2025	Notice of Motion	CM/8.11/25.08	Bondi Beach Pedestrian Crossings (A03/0801)	<ol style="list-style-type: none"> 1. Notes the high pedestrian and vehicle movements throughout the Bondi Beach area, including Campbell Parade, Park Parade and Queen Elizabeth Drive, especially during the summer months. 2. Notes the vehicle and pedestrian conflict points at the entrance and exit to Queen Elizabeth Drive. 3. Officers undertake a review of pedestrian safety at the intersections of Queen Elizabeth Drive and Campbell Parade, including options to install dedicated pedestrian crossings, and prepare a report to Council as soon as possible on options to improve pedestrian safety. 	19/02/2026 <ol style="list-style-type: none"> 1. Noted 2. Noted 3. Investigation ongoing. Report scheduled for March Finance & Operations meeting
Finance, Operations and Community Services Committee	02/09/2025	Report	FC/5.5/25.09	Bondi Beach Volleyball Nets - Multi-Purpose Use (A25/0533)	<ol style="list-style-type: none"> 1. Does not pursue the multi-purpose use of the approved net spaces at Bondi Beach beyond volleyball and foot volley. 2. Rangers increase their patrols at Bondi Beach on Saturday and Sunday mornings to ensure that the number of permitted volleyball courts is not being exceeded and that commercial entities are not operating within any of the courts. 	3/3/26 <ol style="list-style-type: none"> 1. Noted 2. Patrols added to roster
Council Meeting	16/09/2025	Report	CM/7.14/25.09	Coastal Reserves Plan of Management - Round 2 Consultation (A22/0322)	<ol style="list-style-type: none"> 1. Publicly exhibits for 28 days the key ideas and master plans attached to the report (Attachment 1) for the draft Coastal Reserves Plan of Management. 2. Includes in the public exhibition the concepts presented at the Councillor briefing on 26 August 2025 comprising: <ol style="list-style-type: none"> (a) A lookout viewing platform to enable interpretation of the former CSIRO antenna. (b) Interpretation of the CSIRO astronomical instrument through landscape art. 3. Officers prepare a report to Council following the exhibition period. 4. Notes that the draft Plan of Management will be reported to Council before being publicly exhibited. 	19/02/2026 <ol style="list-style-type: none"> 3. Report planned to 10 March 2026 Strategic Planning and Development Committee

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	16/09/2025	Notice of Motion	CM/8.2/25.09	Flower Bike Wands (A14/0193)	<p>1. Notes the importance of bike infrastructure to Council, specifically under the People, Movement and Places strategy, the Community Strategic Plan, the Environmental Action Plan, and the Bike Strategy and Action Plan.</p> <p>2. Investigates the creation of bike wands in the style of Westminster City Council's recently installed tulip cycle wands, but with a native Australian flower.</p> <p>3. Officers prepare a report to Council investigating and making recommendations on:</p> <p>(a) The feasibility of 3D printing or otherwise creating durable, soft plastic flowers to attach to the top of commercially available local bike wands.</p> <p>(b) In particular, the suitability of using these wands along the Spring Street bike path, where it meets the footpath, to provide clearer delineation and improve pedestrian safety.</p> <p>(a) The cost of fabricating and installing the wands on the bike path, including cost per unit.</p> <p>4. Informs the following stakeholders of this resolution: (a) Bike East.</p>	<p>19/02/2026</p> <p>1. Noted</p> <p>2. Investigation complete</p> <p>3. Report scheduled for March 2026 committee</p> <p>4. Informed</p>
Council Meeting	21/10/2025	Mayoral Minute	CM/6.5/25.10	Biddigal Reserve - Vegetation Management (A03/2212)	<p>1. Notes the recent vegetation management works undertaken by Council officers in Biddigal Reserve in September 2025.</p> <p>2. Officers supplement these works with additional infill planting, hedging, edging and mulching across the site.</p> <p>3 Officers assess the condition of existing playground equipment and replace any broken equipment.</p> <p>4. Officers investigate opportunities to improve the existing irrigation system to improve turf condition and ongoing maintenance.</p> <p>5. Establishes a Biddigal Reserve bushcare volunteer group in consultation with the local community, including First Nations bushcare volunteers, and undertakes a call-out for volunteer participants prior to the start of summer.</p>	<p>19/02/2026</p> <p>1. Note</p> <p>2. Complete</p> <p>3. Complete</p> <p>4. Complete - irrigation system will form part of future major redevelopment of the park</p> <p>5. In progress - Environmental Sustainability currently engaging with residents to form Volunteer Gardening Group</p> <p>14/11/25</p>
Council Meeting	21/10/2025	Report	CM/7.10/25.10	Development Contributions Plan (A23/0030)	<p>1. Reviews the section 7.12 fixed rate levy with a view to increasing the rate to fund additional community infrastructure to meet forecast population growth.</p> <p>2. Officers commence early engagement with the Department of Planning, Housing and Infrastructure.</p> <p>3. Officers prepare a report to Council on the outcome of the review.</p>	<p>30/10/2025</p> <p>1. In progress</p> <p>2. In progress</p> <p>3. In progress</p>
Council Meeting	21/10/2025	Report	CM/7.12/25.10	Illegally Blocked Driveways (A24/0856)	<p>1. Notes the ongoing and increasing issue of vehicles obstructing residential driveways, particularly in high-density areas, and the associated frustration for residents unable to access or exit their properties.</p> <p>2. Approves in principle a 12-month trial for the relocation of vehicles obstructing driveways, as set out in the draft Illegally Blocked Driveway Policy attached to the report and in accordance with the Road Rules 2014 and the Public Spaces (Unattended Property) Act 2021, subject to budget allocation as part of the Q1 budget review.</p>	<p>25/11/2025</p> <p>1. Noted</p> <p>2. In progress</p>
Council Meeting	21/10/2025	Report	CM/7.13/25.10	Northern Coastal Reserves - Vegetation Management Program (A22/0383)	<p>1. Approves the vegetation management program in Diamond Bay, Bulga, Weonga, Rodney and Raleigh Reserves, as set out in the report.</p> <p>2. Approves in principle the Stage 3 coral tree removal and thinning, subject to budget allocation as part of the Q1 budget review.</p> <p>3. Notes that adjacent residents will be informed of the work in accordance with Council's Tree Management Guidelines.</p>	<p>25/11/2025</p> <p>1. Noted</p> <p>2. In progress</p> <p>3. Complete</p>
Council Meeting	21/10/2025	Report	CM/7.15/25.10	Bronte Surf Life Saving Club and Community Facilities Building Upgrade - Project Update and Stage 2 Proposal (A20/0329)	<p>1. Notes the project update on the Bronte Surf Life Saving Club and Community Facilities Upgrade, as set out in the report.</p> <p>2. Notes the value engineering achieved and accepts the Stage 2 pricing from Belmadar Pty Ltd.</p> <p>3. Notes that further value engineering will occur as part of detailed design finalisation and form part of Stage 3 pricing from Belmadar Pty Ltd.</p> <p>4. Officers prepare a report to Council with Stage 3 pricing in early 2026.</p>	<p>19/02/2026</p> <p>1. Noted</p> <p>2. Noted</p> <p>3. Noted</p> <p>4. Targeting March 2026 Council reporting.</p>

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	21/10/2025	Report	CM/7.18/25.10	Oxford Street Mall Market Licence - Post-Exhibition (A19/0417)	<ol style="list-style-type: none"> Approves in principle the granting of a licence of up to five years for the operation of a market in Oxford Street Mall, Bondi Junction. Invites expressions of interest from market operators on suitable operating models for the market. Officers prepare a report to Council on the proposed operating model before undertaking a select tender process to seek a licensee. Extends the licence with the current market operator, Blue Sky Events Pty Ltd, to 30 June 2026 to allow for the expression of interest and tender process. Authorises the General Manager or delegate to complete negotiations and execute all necessary documentation to finalise the extension. 	20/02/2026 <ol style="list-style-type: none"> Noted EOI documentation in development. Report anticipated to be presented to March Council meeting in relation to proposed new license and market operating model.
Finance, Operations and Community Services Committee	04/11/2025	Report	FC/5.6/25.11	Diamond Bay, Vaucluse - Local Street Network Review (A20/0069)	That Council: <ol style="list-style-type: none"> Installs 'No Parking' zones with signage at 12–16 Diamond Bay Road and 5–7 Isabel Avenue, Vaucluse, to improve the functionality of the existing spaces as vehicular bypass areas. Installs, as appropriate, advisory signage to reflect 'passing bay' or 'bypass zone' that can accompany the regulatory 'No Parking' signage at these three locations. 	19/02/2026 <ol style="list-style-type: none"> Officer preparing work instruction for installation Officer preparing work instruction for installation
Strategic Planning and Development Committee	04/11/2025	Report	PD/5.3/25.11	Flood Risk Management Study and Plan and Waverley Development Control Plan 2022 - Exhibition (A24/0331)	<ol style="list-style-type: none"> Publicly exhibits for 28 days the draft Waverley Local Government Area Flood Risk Management Study and Plan attached to the report, including the associated draft amendments to the Waverley Development Control Plan 2022 (Appendix C of the Study). Convenes a meeting of the Floodplain Management Committee to review the outcomes of the public exhibition. Officers prepare a report to Council following the exhibition period. 	20/02/2026 <ol style="list-style-type: none"> Complete Held on for 18 February 2026 Scheduled for 10 March Council Committee meeting
Strategic Planning and Development Committee	04/11/2025	Report	PD/5.5/25.11	Public Domain Tree Damage Management Strategy - Adoption (A22/0383)	<ol style="list-style-type: none"> Notes: <ol style="list-style-type: none"> The update on the outcomes of the Public Domain Tree Inventory Project, as set out in the report. The current limited framework outlined in the Tree Management Policy for public domain tree removal and replacement. Adopts the Public Domain Tree Damage Management Strategy, as set out in the report, including defining a tree's extreme damage to public infrastructure or private property as equating to: <ol style="list-style-type: none"> The value of the tree—for significant trees or trees with heritage, community or cultural value. 50% of the value of the tree—for all other trees. Trial the Public Domain Tree Damage Management Strategy for 12 months and officers prepare a report to Council on the outcome. 	20/02/2025 <ol style="list-style-type: none"> Noted Noted Report to be prepared in November 2026.
Council Meeting	18/11/2025	Notice of Motion	CM/8.3/25.11	Strata Parking Enforcement Framework (A16/0667)	<ol style="list-style-type: none"> Notes the previous report on Strata Parking Area Agreements (PD/5.6/23.12) considered on 5 December 2023, which outlined the legislative framework and identified challenges limiting participation in strata parking enforcement agreements under section 650A of the Local Government Act 1993. Recognises that while the earlier trial saw limited uptake due to high cost and resource impact, unauthorised parking in strata properties remains a common concern raised by residents. Investigates an on-demand strata parking enforcement scheme that: <ol style="list-style-type: none"> Allows strata properties to opt in voluntarily through an initial joining fee, annual participation fee and per call-out fee. Is structured to be at least cost neutral to Council, with all costs recovered through participation and call out fees, and from any infringements issued under the scheme. Limits enforcement under the scheme to on-request call-outs made by the strata manager or another designated representative of the strata property. Officers prepare a report to Council by March 2026 that includes the necessary steps for the commencement of the on-demand strata parking enforcement scheme at that time. 	3/3/26 In progress

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	18/11/2025	Confidential Report	CM/11.2/25.11	CONFIDENTIAL REPORT - Tea Gardens Hotel, 4A Bronte Road, Bondi Junction - Airspace Lease (A24/0967)	<p>1.Treats the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(c) of the Local Government Act 1993. The report contains information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.</p> <p>2.Grants a lease to JM Ryans Hotels Pty Ltd for the balcony airspace (Lot 1 DP 1212830) at the Tea Gardens Hotel, 4A Bronte Road, Bondi Junction, for five years on the terms and conditions set out in the report, subject to the approval of the Secretary of the Department of Planning and Environment.</p> <p>3.Authorises the General Manager or delegate to complete negotiations and execute all necessary documentation to finalise the matter.</p>	<p>20/2/206</p> <p>2. Final lease terms being negotiated with tenant.</p>
Finance, Operations and Community Services Committee	02/12/2025	Report	FC/5.4/25.12	Barracluff Park Dog Off-Leash User Satisfaction Survey - Consultation Outcomes (A22/0336)	<p>1.Notes the Barracluff Park Dog Off-Leash User Satisfaction Survey Consultation Summary Report attached to the report.</p> <p>2.Allocates funding in the Long Term Financial Plan to install a low linear fence with dog signage at Barracluff Park along the inside of the Warners Avenue footpath to provide greater security for dog owners and to separate users during sporting activities.</p> <p>3.Considers the other community requests for improvements to Barracluff Park in the draft Local Parks Plan of Management, scheduled to commence in 2026.</p> <p>4.Undertakes a Good Dog Owner Education Program using Council's social media platforms to inform and educate the community about the rules and regulations relating to companion animals and locations where Council supports dog off-leash activities.</p>	<p>19/02/2026</p> <p>1. Noted</p> <p>2. Included in draft CAPEX budget to be reported to Council in April 2026</p> <p>3. Noted for inclusion in the Draft PoM</p> <p>4. To be progressed</p>
Finance, Operations and Community Services Committee	02/12/2025	Report	FC/5.5/25.12	Fig Tree at 28-30 Edward Street, Bondi - Root Mapping (A25/0630)	<p>1.Undertakes root pruning works along the front boundary of 28-30 Edward Street, Bondi and installs a root barrier consistent with the deed of release entered into with the owners corporation of 28 Edward Street.</p> <p>2.Allocates budget as part of the Q2 budget amendment process.</p> <p>3.Monitors the performance of the root mitigation works in one year.</p> <p>4.Officers prepare a report to Council in December 2026 with the results of the monitoring program and recommendations on next steps, including removal if necessary.</p>	<p>20/02/2026</p> <p>1. Quotations requested from suitable contractors, awaiting response.</p> <p>2. Budget included in Q2 amendments.</p> <p>3 - 4 - to progress in completion of 1.</p>
Finance, Operations and Community Services Committee	02/12/2025	Report	FC/5.6/25.12	Reduced Speed Limits in Laneways (A25/0880)	<p>1.Further investigates the transformation of specific laneways into shared spaces (civic laneways and/or residential and service laneways), including the preliminary list as set out in the report with the addition of:</p> <p>(a)Ruthven Lane, Bondi Junction.</p> <p>(b)Gowrie Lane, Bondi Junction.</p> <p>(c)Virgil Lane, Bronte.</p> <p>(d)Alice Lane, Waverley.</p> <p>(e)Belgrave Lane, Bronte.</p> <p>(f)Read Lane, Bronte.</p> <p>(g)O'Dowd Street, Waverley.</p> <p>2.Approves in principle the following speed limits in laneways, subject to the outcome of Transport for NSW's review of the Roads Act 1993:</p> <p>(a)Civic laneways: 10 km/h (shared zone).</p> <p>(b)Residential and service laneways: 30 km/h.</p>	<p>19/02/2026</p> <p>1. Investigation ongoing</p> <p>2. Noted. Following outcome of Roads Act 1993 review</p>

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Strategic Planning and Development Committee	02/12/2025	Report	PD/5.3/25.12	Planning Agreement - 34 Military Road, North Bondi (SF25/3891)	1.Approves the planning agreement attached to the report applying to land at 34 Military Road, North Bondi, offering a total monetary contribution of \$132,600 to be allocated to the Bondi Park, Beach Plan of Management and the Campbell Parade Streetscape Upgrade. 2.Authorises the General Manager to execute the agreement.	25/02/26 1. Noted 2. In progress
Strategic Planning and Development Committee	02/12/2025	Report	PD/5.5/25.12	Fingleton Reserve Playground Upgrade (SF25/6397)	1.Approves the design for the Fingleton Reserve Playground Upgrade attached to the report (Attachment 2) and proceeds to detailed design and construction. 2.Authorises the Director, Assets and Operations, to approve non-significant changes that may result during the detailed design, noting that any significant changes will require further Council approval.	19/02/2026 1. Noted 2. Noted - Detailed Design nearing completion ready to go to Tender to engage Contractor for construction
Strategic Planning and Development Committee	02/12/2025	Report	PD/5.6/25.12	Bondi Local Area Traffic Management Project - Martins Avenue at Ocean Street and Denham Street at Edward Street, Bondi (A24/0300)	1.Approves the designs and proceeds to procurement for the construction phase of the traffic management treatments at Martins Avenue at Ocean Street, Bondi, as set out in the report, funded from the current budget. 2.In respect of the treatments in Denham Street at Edward Street: (a)Amends the concept plans by removing the car space on the northern corner (outside 62 Denham Street) and extending the kerb into this space to preserve clear sightlines and driveway access for adjoining properties. (b)Proceeds to detailed design, reflecting the changes outlined in the report, including engagement with residents. (c)Applies for grant funding to deliver the works. (d)Proceeds to procurement for the construction phase, once funded. 3.Authorises the Executive Manager, Infrastructure Services, to modify the designs should detailed design information and on-site circumstances warrant changes.	19/02/2026 1. In progress for installation 2026. 2a. Complete 2b. In progress Jan - June 2026 2c. Applied for funding under Safer Local Roads and Infrastructure Program (SLRIP) 2d. Noted 3. Noted
Council Meeting	09/12/2025	Mayoral Minute	CM/6.1/25.12	Community Improvement Districts (A25/2305)	1.Notes community feedback in relation to vibrancy reforms within Bondi Junction and specifically Oxford Street Mall. 2.Further notes that Community Improvement Districts (CIDs) are designed to empower property and business owners to work with councils and the NSW Government to deliver shared priorities in their local areas. 3.Officers prepare a report to Council by March 2026 with an overview of the Community Improvement District model and its potential relevance for Bondi Junction. 4.Invites a representative from Transport for NSW's Urban Policy team to present at the first Waverley Business Forum in 2026. 5.Requests the Mayor to write to the Member for Coogee, Marjorie O'Neill MP, informing her of this resolution.	25/02/26 1. Noted 2. Noted 3. In progress 4. In progress 5. Finalised
Council Meeting	09/12/2025	Mayoral Minute	CM/6.2/25.12	Business Sydney (A25/2306)	1.Joins Business Sydney as a member for a one-year period. 2.Allocates \$12,127.50 in the Q2 update of the 2025-2026 budget for a one-year membership with Business Sydney.	3/3/26 In progress
Council Meeting	09/12/2025	Report	CM/7.5/25.12	Precinct Policy and Procedures and Code of Practice for Precincts - Exhibition (A25/2181)	1.Publicly exhibits the draft Precinct Policy and Procedures attached to the report (Attachment 1) for 28 days. 2.Publicly exhibits the draft Code of Practice for Precincts attached to the Report (Attachment 2) for 28 days. 3.Officers prepare a report to Council following the exhibition period.	3/3/26 In progress
Council Meeting	09/12/2025	Report	CM/7.11/25.12	Vision for Bondi Junction (A25/0985)	1.Adopts the Vision for Bondi Junction attached to the report (Attachment 1). 2.Notes the outcomes of community consultation in the Engagement Report attached to the report (Attachment 2). 3.Continues development of the Bondi Junction Master Plan (Stage 2), to translate the Vision into a detailed planning, design and place framework.	25/02/26 1. Noted 2. Noted 3. In progress

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	09/12/2025	Report	CM/7.12/25.12	Waverley Development Control Plan 2022 (Amendment No. 7) - Bondi Junction Special Entertainment Precinct - Exhibition (SF25/6331)	<ol style="list-style-type: none"> Endorses the commencement of establishing a Special Entertainment Precinct (SEP) in Bondi Junction, encompassing the E2 Commercial Core zoned area. Investigates Purple Flag accreditation for the proposed SEP area. Applies for funding under the NSW Government's Special Entertainment Precinct Kickstart Grant Program Round 2. Publicly exhibits the draft Waverley Development Control Plan 2022 (Amendment No. 7) attached to the report (Attachment 1) for 28 days. Officers prepare a report to Council following exhibition period, including terms of reference for a Precinct Working Group as outlined in the report. 	25/02/26 <ol style="list-style-type: none"> Noted In progress In progress Finalised In progress
Council Meeting	09/12/2025	Report	CM/7.13/25.12	Council Chambers Site - Future Use Options - Consultation Outcomes (SF25/3189)	<ol style="list-style-type: none"> Notes the outcomes of the community consultation on the future use options for the Council Chambers site, as set out in the report, demonstrating support for redeveloping the site as a recreation/community hub, with Option 2 having the highest support. Undertakes further planning for the development of the site as recreation/community hub focusing on the elements in Option 2 and broader feedback received in parallel with the development of the planning proposal and Plan of Management. Subject to final planning advice, demolishes the existing building, with funding to be considered in the Q2 budget. 	19/02/2026 <ol style="list-style-type: none"> Noted Ongoing. Progression and delivery timing subject to funding allocation in LTFP. Town planning advice in progress. Report due back end Feb 2026.
Council Meeting	09/12/2025	Report	CM/7.14/25.12	Planning Proposal - Council Chambers (A25/0637)	<ol style="list-style-type: none"> Forwards the planning proposal attached to the report (Attachment 1) for 49A, 49B and 49C Bondi Road, Bondi Junction, to the Department of Planning, Housing and Infrastructure (DPHI) for Gateway determination for the purposes of public exhibition, with the proposal seeking to: <ol style="list-style-type: none"> Rezone 49A Bondi Road from SP2 Infrastructure to RE1 Public Recreation. Include the following additional permitted uses for 49B Bondi Road: Public Administration Building, Community Facilities, Restaurant or Café and Recreation Facility (indoor). Include the following additional permitted uses on 49C Bondi Road: Public Administration Building. Publicly exhibits the planning proposal in accordance with any conditions of the Gateway determination or amendments requested by the DPHI. Requests and accepts, if offered, the role of the Local Plan Making Authority from the DPHI to exercise the delegations issued by the Minister under section 3.36 of the Environmental Planning and Assessment Act 1979 to amend the Waverley Local Environmental Plan 2012. Notes that consultation on future uses of the former Chambers site (Options 1–4) was open between 7 October to 17 November 2025, with three redevelopment options and one refurbishment option, and that all options would be permitted by the draft planning proposal. 	25/02/26 <ol style="list-style-type: none"> Finalised In progress In progress Noted
Council Meeting	09/12/2025	Report	CM/7.17/25.12	Bondi Road Streetscape Beautification and Scoping Study (A25/0484)	<ol style="list-style-type: none"> Notes the beautification works completed and currently underway along Bondi Road between Park Parade and Denham Street. Approves the actions identified in the Bondi Road Scoping Study attached to the report. Notes that the \$20,000 budgeted to prepare the Bondi Road Scoping Study report was not spent and reallocates this amount to deliver the beautification initiatives approved by Council at its April 2025 meeting. Officers prepare a report to the May 2026 Council meeting outlining: <ol style="list-style-type: none"> The status of all actions identified in the Scoping Study. The proposed scope, methodology and estimated cost for a Public Domain Improvement and Placemaking Study. A timeline for commencement of this study in July 2026. Allocates funding towards the Public Domain Improvement and Placemaking Study as part of the 2026–27 budget process. 	25/02/26 <ol style="list-style-type: none"> Noted Noted Noted In progress In progress
Council Meeting	09/12/2025	Report	CM/7.18/25.12	Parklet Program (SF25/1336)	<ol style="list-style-type: none"> Approves a business-led model for the Parklet Program, as set out in the report (Option 1). Officers prepare a report to Council by March 2026 on implementing the model, which may be incorporated into the Footpath Seating Policy and Guidelines. 	25/02/26 <ol style="list-style-type: none"> Noted In progress

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	09/12/2025	Report	CM/7.21/25.12	Signage Strategy - Update (A24/0538)	<p>1. Approves the Local Government Area Gateway Signage Project, as set out in the report, that:</p> <p>(a) Establishes a signage typology consistent with the Public Domain Technical Manual (PDTM) signage suite and Council branding.</p> <p>(b) Identifies potential gateway entry signage locations at key local government area boundaries and assesses constructability, visual impact, operational considerations and cost.</p> <p>(c) Includes community and stakeholder engagement to test preferred locations and design principles.</p> <p>(d) Includes the Syd Einfeld Drive/Oxford Street gateway site as the first priority for upgrade within the project, ensuring consistency with the broader gateway approach and enabling use of available planning agreement funding once realised.</p> <p>(e) Excludes suburb gateway signage, due to limited strategic and community benefit, additional visual clutter and the risk of reinforcing neighbourhood boundaries.</p> <p>2. Considers funding the project in the 2026-27 budget, supplemented by planning agreement funding when it becomes available.</p> <p>3. Does not include QR codes in the PDTM signage suite due to long-term maintenance, redundancy, liability and accessibility limitations.</p> <p>4. Approves the 2025-26 Parks Signage Implementation Program, as set out in the report, prioritising:</p> <p>(a) Dudley Page Reserve.</p> <p>(b) Thomas Hogan Reserve (remaining entry sign).</p> <p>(c) Sam Fiszman Park.</p> <p>(d) Hugh Bamford Reserve.</p> <p>(e) Ray O'Keefe Reserve.</p> <p>5. Authorises the Director, Assets and Operations, to amend the 2025-26 Parks Signage Implementation Program to suit other operational signage priorities that may occur during next year's delivery program.</p>	<p>19/02/2026</p> <p>1. To be progressed once budget established.</p> <p>2. Noted - Draft CAPEX budget to be reported to Council in April 2026</p> <p>3. Noted</p> <p>4. Noted - Pending funding allocation in 26/27 CAPEX budget</p> <p>5. Noted</p>
Council Meeting	09/12/2025	Report	CM/7.24/25.12	North Bondi Surf Life Saving Club Lease and Licence - Exhibition (A25/0714)	<p>1. In accordance with section 47 of the Local Government Act 1993, publicly notifies and exhibits for 42 days:</p> <p>(a) The proposal to grant a lease of up to 20 years to the North Bondi Surf Lifesaving Club for the North Bondi Surf Life Saving Club building and Advanced Rescue Life Saving Facility.</p> <p>(b) The proposal to grant a licence of up to 20 years to the North Bondi Surf Lifesaving Club to use the forecourt in front of the club building for club events and fundraising activities.</p> <p>2. Officers prepare a report to Council following the exhibition period.</p>	<p>20/2/2026</p> <p>1. noted</p> <p>2. 42 Day exhibition period commenced 18 February 2026.</p>
Council Meeting	09/12/2025	Report	CM/7.26/25.12	Bondi Golf Course and Clubhouse - Lease and Licence - Exhibition Outcome (A23/0084)	<p>1. Treats the attachment to the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(d)(i) of the Local Government Act 1993. The attachment contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it.</p> <p>2. Grants a lease and licence to Bondi Golf and Diggers Club Ltd for Bondi Golf Course and the clubhouse building for five years on the terms and conditions set out in the report.</p> <p>3. Authorises the General Manager or delegate to complete negotiations and execute all necessary documentation to finalise the matter.</p>	<p>20/2/2026</p> <p>2. Final terms of lease being negotiated with club prior to execution.</p>
Council Meeting	09/12/2025	Report	CM/7.28/25.12	Tender Evaluation - Cleaning and Hygiene Services (A25/0943)	<p>1. Treats the tender evaluation attached to the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(d)(i) of the Local Government Act 1993. The tender evaluation contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person(s) who supplied it.</p> <p>2. Under section 178(1)(a) of the Local Government (General) Regulation 2021, accepts the preferred tenderer Solo Services Group Australia for the supply of cleaning and hygiene services for the sum of \$13,667,374 (excluding GST).</p> <p>3. Authorises the General Manager or delegate to enter a contract on behalf of Council with the preferred tenderer for three years with two two-year options.</p> <p>4. Notifies unsuccessful tenderers of the decision in accordance with section 179 of the Local Government (General) Regulation 2021.</p>	<p>20/2/2026</p> <p>3. New contract to be executed in March prior to expiry of the current contract in April 2026.</p>

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	09/12/2025	Report	CM/7.31/25.12	Tender Evaluation - Public Domain Pavers, Furniture and Fixtures (SF25/4176)	<p>1.Treats the attachments to the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as they relate to a matter specified in section 10A(2)(d)(i) of the Local Government Act 1993. The attachments contain commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person(s) who supplied it.</p> <p>2.Under section 178(1)(a) of the Local Government (General) Regulation 2021, accepts the following preferred tenderers for the supply of public domain pavers, furniture and fixtures (categories 1–5 and 7–9):</p> <p>(a)Category 1 (paving) – Austral Masonry Holdings Pty Ltd trading as Urbanstone.</p> <p>(b)Category 2 (seating) – Tom Stoddarty Pty Ltd.</p> <p>(c)Category 3 (bicycle racks) – Superior Nominees Pty Ltd trading as Miracle Recreation Equipment.</p> <p>(d)Category 4 (bins) – EP Draffin Manufacturing Pty Ltd.</p> <p>(e)Category 5 (bollards) – Superior Nominees Pty Ltd trading as Miracle Recreation Equipment.</p> <p>(f)Category 7 (drinking fountains) – EP Draffin Manufacturing Pty Ltd.</p> <p>(g)Category 8 (signage) – Cunneen & Company Pty Ltd trading as Cunneen Signs.</p> <p>(h)Category 9 (bluestone kerbs) – Mansour Paving (Aust) Pty Ltd.</p> <p>3.Authorises the General Manager or delegate to enter into contract on behalf of Council with the preferred tenderers for five years with two one-year options.</p> <p>4.In respect of Category 6 (recycled plastic furniture):</p> <p>(a)Declines to accept any of the tenders, in accordance with section 178(1)(b) of the Local Government (General) Regulation 2021.</p> <p>(b)Declines to invite fresh tenders or applications as referred to in section 178(3)(b)–(d) of the Local Government (General) Regulation 2021, as Council has tested the market with an open tender process.</p> <p>(c)In accordance with section 178(3)(e) of the Local Government (General) Regulation 2021, authorises the General Manager or delegate to enter into negotiations with the single tenderer and other suppliers with a view to entering into a contract for the supply of recycled plastic furniture, as there were no conforming bids.</p> <p>(d)Authorises the General Manager or delegate to complete negotiations and execute all necessary documentation to finalise the matter.</p> <p>5.Notifies unsuccessful tenderers of the decision in accordance with section 179 of the Local Government (General) Regulation 2021.</p>	<p>20/2/2026</p> <p>1. Noted</p> <p>2-3. Contracts executed</p> <p>4. In progress</p>
Council Meeting	09/12/2025	Notice of Motion	CM/8.3/25.12	Veteran Employment Program (A25/2231)	<p>1.Notes:</p> <p>(a)Waverley’s commitment to employing veterans as evidenced by past practice of hiring ex-service people.</p> <p>(b)The Veterans Employment Program launched the NSW Local Government Rank to Grade Guide in August 2019 to assist veterans learning about options for employment within local government.</p> <p>(c)That 36 councils have developed their own form of Veteran Employment Program to support veterans looking for employment.</p> <p>(d)The Federal Department of Veterans Affairs Veteran Employment Commitment program.</p> <p>2.Investigates:</p> <p>(a)The Veterans Employment Program and Veteran Employment Commitment Program and the implications and benefits for Council.</p> <p>(b)What costs are associated with the programs, including any membership fees and potential staffing costs to manage the program.</p> <p>(c)Any human resources impacts for council.</p> <p>(d)Signing up to the Veterans Employment Program with the view to employing more ex-service people.</p> <p>3.Officers prepare a report to Council on the outcome of the investigation by April 2026.</p>	<p>3/3/26</p> <p>In progress</p>

STATUS OF RESOLUTIONS						
Meeting	Date	Report Type	Item No.	Subject	Resolution (That Council:)	Comment
Council Meeting	09/12/2025	Notice of Motion	Shop Awnings -	CM/8.5/25.12 Safety Awareness and Compliance Program (A25/2228)	<p>1.Implements an awning safety awareness and compliance program, including written advice to owners of buildings with awnings projecting over public footpaths regarding:</p> <p>(a)Their legal responsibility under the Roads Act 1993 to maintain awnings in a satisfactory state of repair.</p> <p>(b)The need for regular inspection by a qualified structural engineer, particularly for awnings more than 10 years old.</p> <p>(c)Recommended actions to address corrosion, water ingress risks and structural defects.</p> <p>2.Notes that building owners are legally responsible for the safety, maintenance and structural adequacy of awnings over public land, and that Council's program is undertaken to remind building owners of their responsibility.</p> <p>3.Notifies Precincts to remind concerned residents to use Snap Send Solve to report any observations of visually deteriorated, damaged, sagging or concerning awnings, so that Council can determine whether a formal inspection or regulatory action is required.</p>	3/3/26 In progress
Council Meeting	09/12/2025	Notice of Motion	CM/8.6/25.12	Short-Term Rental Accommodation - Impacts and Review (A25/2229)	<p>1.Undertakes a review of non-hosted short-term rental accommodation (STRA) and its impacts within the local government area (LGA) and provides a detailed analysis of how non-hosted STRA affects:</p> <p>(a)Rental availability.</p> <p>(b)Rental affordability.</p> <p>(c)Tourist accommodation.</p> <p>2.Includes as part of the review an assessment of STRA activity within the Bondi basin area, generally bounded by Fletcher Street, Campbell Parade, Murrivierie Road and Old South Head Road, together with data for the broader Waverley LGA.</p> <p>3.Provides a comparison of non-hosted STRA activity before and after the commencement of the NSW STRA regulatory framework (2020–2021).</p> <p>4.Ensures that the report includes the following components:</p> <p>(a)An overview of the current NSW STRA statutory and regulatory framework (including the 180-day cap for non-hosted STRA).</p> <p>(b)An overview of the NSW Government's review of the STRA framework, which was exhibited in early 2024.</p> <p>(c)Demographic and socio-economic analysis of the areas most affected.</p> <p>(d)Assessment of impacts on the local housing market.</p> <p>(e)High-level investment and economic analysis of the STRA market within Waverley.</p> <p>5.Investigates options available to Council to strengthen compliance with the existing 180-day cap.</p> <p>6.Officers prepare a report to Council outlining the findings and recommended actions for consideration at the June 2026 Council meeting.</p>	25/02/26 1. In progress 2. In progress 3. In progress 4. In progress 5. In progress 6. In progress
Council Meeting	09/12/2025	Notice of Motion	CM/8.9/25.12	Local Government Civics Program for Young People (A25/2230)	<p>1.Note the importance of civics and civics education for children and young people.</p> <p>2.Notes Council's long-established Precinct system and its focus on civic engagement.</p> <p>3.Investigates the establishment of a civics program for young people, including but not limited to:</p> <p>(a)The importance of local government and how it operates in relation to other levels of government</p> <p>(b)Visiting a selection of Waverley's key infrastructure.</p> <p>(c)Understanding what services and infrastructure Council provides.</p> <p>(d)Volunteering with Council.</p> <p>(e)Work experience opportunities with Council.</p> <p>4.Investigates the feasibility of extending the work to Council's Community Programs team to deliver a civics program specifically for children and young people.</p> <p>5.Officers prepare a report to Council no later than March 2026 on the outcome.</p>	3/3/26 In progress
Council Meeting	09/12/2025	Confidential Report	CM/11.1/25.12	CONFIDENTIAL REPORT - Bronte Surf Life Saving Club and Community Facilities Building Upgrade - Loan (A25/1755)	<p>1.Treats the report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(d)(i) of the Local Government Act 1993. The report contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it</p> <p>2.Approves the \$18 million loan from TCorp to fund the Bronte Surf Life Saving Club and Community Facilities Upgrade project.</p> <p>3.Authorises the General Manager to complete negotiations and execute all necessary documentation to finalise the matter.</p>	21/01/2026 1. Noted 2. & 3. Actioned. (CONFIRM WITH CS)

REPORT

FC/5.4/26.03



Subject: Celebrating 2026 in 2026

TRIM No: A25/0436

Manager: Tanya Goldberg, Executive Manager, Arts, Culture and Events

Director: Ben Thompson, Director, Community, Culture and Customer Experience

RECOMMENDATION:

That Council approves the Celebrating 2026 in 2026 proposal set out in the report, noting that final details of activations are subject to change.

1. Executive Summary

This report outlines details for the delivery of a suite of activations celebrating postcode 2026 in 2026, which Council requested officers plan at its meeting on 18 November 2025.

Holding celebrations in the postcode 2026 to mark the year 2026 is a once-in-a-lifetime opportunity to unite the community around a uniquely symbolic milestone. The alignment of the year and postcode provide a natural reason for residents, businesses and local organisations to come together in pride and celebration of their shared home.

2. Introduction/Background

Postcode 2026 is a special place in the imagination of Sydney and the world, covering the suburbs of Bondi, Bondi Beach, North Bondi and Tamarama. This area is known for iconic beaches and places, Art Deco architecture, arts and culture, world class retail and hospitality, and its people. Residents of postcode 2026 are deeply passionate and proud of their home, which they generously share.

In November 2025, Council requested officers to plan community celebration for postcode 2026 in the year 2026 to foster community pride, connection and inclusion. The tragic events of 14 December 2025 in Bondi reinforce the relevance of this proposed celebration.

A suite of related activities is outlined below to fulfil the objective of bringing people together through shared purpose and celebration, strengthening community bonds and creating a lasting sense of belonging. Utilising existing events and leveraging additional bespoke opportunities for this celebration will ensure that this symbolic year is remembered as a defining moment in the story of the 2026 community.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 18 November 2025	CM/8.2/25.11	That Council: <ol style="list-style-type: none"> 1. Notes the unique occurrence of the year 2026 and postcode 2026 coinciding next year. 2. Officers plan a community celebration in 2026 to

		<p>celebrate residents, community and the places of 2026.</p> <p>3. Officers approach Australia Post for financial assistance for the proposed celebration.</p> <p>4. Officers prepare a report to the February 2026 Council meeting setting out a proposed community celebration program (which includes the whole Waverley local government area) and budget identifying sources for all expenditure for the celebration.</p>
--	--	---

4. Discussion

With consideration to existing Council place activation projects, officers have prepared a plan for Celebrating 2026 in 2026. This proposal accounts for the required time frame for relevant planning and event delivery, and ensures that celebrations align with Council's place activation objectives.

Celebration activities

Bondi Festival – July 2026

Bondi Festival 2026 takes place from 3 July to 19 July. The postcode 2026 is inherent to the identity of Bondi Festival and will be incorporated into festival communications and marketing (this will commence in April/May 2026).

To make a special feature of the alignment of postcode 2026 with the 2026 iteration of Bondi Festival, festival programming will include a large scale, illuminated public artwork, installed in the courtyard at Bondi Pavilion. This work will be accessible and open to the public across festival dates and beyond, and promoted as a special feature of Bondi Festival, adding to the celebration of 2026 in 2026.

Glenayr Ave Street Party – October 2026

The successful Glenayr Avenue Street Party 2025 resulted in a strong activation of the Bondi Beach town centre and showed a clear commitment to community and business engagement. Council was highly commended on its reported outcomes to the 2025 event, including creative activation of the street, encouraging longer stays, with a demonstrated increase of 91% increase in dwell time. The higher visitation and longer dwell time also supported the increase in reported sales turnover of 30%. Active transport outcomes were also excellent, with 67% of attendees walking or cycling.

Council will deliver its second Glenayr Avenue Street Party in October 2026, with a marketing focus on the alignment of 2026 postcode and year. Earlier communication strategies will have an increased emphasis on this once-in-a-lifetime celebration.

Council will further our collaboration with local businesses, retail partners, creative organisations, community groups, and cultural institutions to provide a strong celebratory offering to the local community in 2026.

Bondi Beach Dance – November 2026

A free all-ages Bondi Beach dance event will be held in November 2026 with an event stage setup (similar in size to Carols by the Sea). This event will feature local and prominent DJs for an all-ages gig in Bondi Park to celebrate 2026 in 2026, at the cusp of the summer season. This upbeat, up-tempo all-ages event would put locals front and centre to celebrate their community and way of life. It will also be an opportunity for local creatives to showcase their talent.

5. Financial Impact

Cost and funding sources

Costs for celebrating 2026 in 2026 are intended to cover all key requirements for a series of successful events, by leveraging existing funding allocations.

Budget allocations

Budget is allocated to:

- Communications and marketing for event series promotion.
- Street flags, banner flags and other site decorations.
- Artist fees and services for entertainment activations.
- Supplier fees for family-friendly activities, equipment and staging rentals etc.
- Staffing.

Funding sources

By leveraging existing events, most activities can be funded from existing budget allocations.

Australia Post has not responded to Council's request for funding, and it is unlikely that funding would be forthcoming. If sponsorship cannot be secured for Bondi Beach Dance, place activation budget funding would be utilised, or included as a quarterly adjustment.

6. Risks/Issues

Risks for event management and delivery will be managed through appropriate existing processes for risk assessment, mitigation and control. There are no apparent additional risks beyond those addressed in typical event planning processes.

7. Attachments

Nil.

REPORT
FC/5.5/26.03



Subject: Charing Cross Streetscape Upgrade and Festival

TRIM No: A23/0580

Manager: Tanya Goldberg, Executive Manager, Arts, Culture and Events

Director: Ben Thompson, Director, Community, Culture and Customer Experience

RECOMMENDATION:

That Council notes the plans for a Charing Cross festival to take place on Saturday 30 May 2026, as set out in the report.

1. Executive Summary

The Charing Cross Streetscape Upgrade project, which commenced in mid-2024, has imposed disruption on the Charing Cross community and businesses.

This report outlines details for the delivery of a 2026 Charing Cross festival, which Council committed to delivering at its meeting on 16 September 2025. This includes the date for the festival, proposed activities, funding sources and strategy for consultation with local businesses and other stakeholders.

2. Introduction/Background

The Charing Cross Streetscape Upgrade began in June 2024 and the civil works component of the project is almost complete. Following the disruptions caused to locals while the upgrade project took place, Council is preparing a Charing Cross festival to activate the area, incentivise foot traffic to local businesses, celebrate the improved streetscape and support the Charing Cross community.

Council launched a Charing Cross destination marketing campaign in 2025 to encourage residents to support local businesses until the upgrade is completed and beyond. This included new destination branding, ongoing social media marketing (paid and organic), advertising in the Wentworth Courier and The Beast, promotional merchandise, posters and other activities. On completion of the streetscape upgrade, local businesses will benefit from an improved pedestrian experience around the precinct.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 16 September 2025	CM/8.7/25.09	That Council: <ol style="list-style-type: none"> <li data-bbox="687 1787 1390 1888">1. Notes the progress of the Charing Cross Streetscape Upgrade, with a forecasted on-time completion date of November 2025 <li data-bbox="687 1928 1390 2065">2. Notes the overall reduction in cost of the upgrade by removing the SP2 portion of works, which retains a left-hand slipway from Bronte Road into Carrington Road.

		<ol style="list-style-type: none"> 3. Notes that in previous years the Charing Cross Festival had been held in two consecutive years. 4. Notes the resolution passed at the Council meeting on 10 October 2019 calling for the reintroduction of the Charing Cross Festival, which was reaffirmed by Council in discussions with local businesses this year. 5. Notes that it has supported local businesses in Charing Cross with a locally driven marketing campaign. 6. Writes to Charing Cross businesses informing them of Council's new Footpath Seating Policy. 7. Commits to a Charing Cross Festival in 2026, with officers to prepare a report to Council in February 2026 outlining: <ol style="list-style-type: none"> (a) The date of the festival. (b) Cost and funding sources. (c) Proposed activities. (d) Consultation with stakeholders, including local businesses and the Bondi and Districts Chamber of Commerce. 8. Requests the Mayor write to the following stakeholders informing them of this resolution: <ol style="list-style-type: none"> (a) Charing Cross businesses. (b) Bondi and District Chamber of Commerce (c) Local Precincts. (d) Member for Coogee – Marjorie O’Neill MP. (e) Member for Wentworth – Allegra Spender MP.
--	--	--

4. Discussion

With consideration to completion timing of the Charing Cross street upgrade and existing Council place activation projects, officers have prepared a plan for a 2026 Charing Cross festival to celebrate and support the community. Planning accounts for the required time frame for relevant consultation and event delivery and ensures that the event is aligned with the needs of the Charing Cross community and Council's place activation objectives.

Festival timing

Saturday 30 May 2026 is nominated for this event. This aligns with supporting Saturday trading on Bronte Road.

Proposed activities

This event will feature flourishes to celebrate the local area, with themed activities that support business engagement and community connection.

A key objective of this event is business engagement and activation, and Bronte Road and the Victoria Street car park will remain open to cars to preserve access to shops and cafes.

Entertainment

Street corners, laneways and pathways along Bronte Road and towards the Charing Cross car park off Victoria Street will be activated with roving performers and musical acts, including a DJ and acoustic ensembles.

Family activities

A dedicated portion of the Victoria Street car park will be allocated to family-friendly activities including face painting and a petting zoo. This will connect the car park with the laneway to Bronte Road, allowing for easy access to the street.

A treasure hunt trail will be created in partnership with local businesses, so that attendees are incentivised to walk the full length of the Charing Cross Bronte Road strip, to explore local shops, cafes and businesses to complete the trail.

Other business activation

Council will advance offers to drive foot traffic to businesses on Bronte Road. This will include the offer for businesses to participate in the treasure hunt trail and a prize giveaway featuring products and services of the unique businesses in Charing Cross.

Council's existing destination marketing communications campaign will be used to amplify the experience, with giveaways of branded tote bags and other Charing Cross merchandise in exchange for receipts from local shops throughout the day. Businesses will be invited to participate in or create other special offers and giveaways that support their ongoing engagement with customers.

Council would also produce a Charing Cross destination guide, to promote Charing Cross as a retail and hospitality destination, and the history of Charing Cross. This would be a legacy of the event, and support ongoing economic development.

Consultation with stakeholders, including local businesses and the Bondi and Districts Chamber of Commerce

Council has well-established connections with local businesses following community engagement activities during the Charing Cross streetscape upgrade. These contacts will be drawn upon, along with the support of the Bondi and Districts Chamber of Commerce, to reach business owners and determine how they would like to be involved in the festival.

To make activation simple for businesses, Council will provide businesses with pre-planned engagement options, as well as the option to co-design their own activations supported by Council if preferred.

To ensure businesses are onboard and supportive of the event, and to maximise its potential, officers will complete two walkarounds of the businesses before launching the festival promotion campaign:

- Walkaround 1:
 - Introduce and brief businesses on the event and identify ways they can participate.
 - Leave an information sheet with key messages, our event plan and contact details.
- Walkaround 2:
 - Deliver event-related posters and flyers to all businesses, to promote the event.
 - Confirm event participation, activation details and answer questions.

Council aims to provide value-add opportunities to businesses through this consultation and will work with businesses to achieve the most favourable outcomes.

5. Financial Impact

Cost and funding sources

Costs for the Charing Cross festival are intended to cover all key requirements for a successful event.

Budget allocations

Budget is allocated to:

- Communications and marketing for event promotion.
- Banner flags and other site decorations.
- Printing costs for a Charing Cross precinct brochure and festival treasure hunt trail.
- Artist fees and services for entertainment activations.
- Supplier fees for family-friendly activities.
- Hospitality offers.
- Staffing.

Budget total

Based on the costs outlined above, the anticipated budget for this event is \$43,000. This funding was incorporated in Q2 quarterly adjustment.

6. Risks/Issues

Road closures on Bronte Road were a feature of the previous iteration of Charing Cross festivals, which took place in a different traffic and transport context. Closing Bronte Road now threatens to significantly disrupt the eastern suburbs transport network as well as substantially escalate the cost of this event.

Further, since businesses rely on customers who typically frequent the area by car, closing the Victoria Street car park risks creating negative issues for businesses by reducing vehicular access to shops and cafes.

7. Attachments

Nil.

REPORT
FC/5.6/26.03

Subject: Petition - Brisbane Street, Bondi Junction - Parking Enforcement

TRIM No: A25/0032

Manager: Angela Rossi, Acting Executive Manager, Compliance

Director: Fletcher Rayner, Director, Planning, Sustainability and Compliance

RECOMMENDATION:

That Council:

1. Notes the petition requesting stricter enforcement of non-resident parking in Brisbane Street, Bondi Junction.
2. Notes that parking officers regularly patrol Brisbane Street as part of daily operations.

1. Executive Summary

Council has received a petition containing 14 signatures of residents of Brisbane Street, Bondi Junction, requesting more stringent enforcement of non-resident parking in Brisbane Street.

Over the last 12 months, Council has received nine customer service requests to attend to parking related matters and have issued 235 penalty infringements. In response to concerns raised, targeted compliance patrols will be increased during the late afternoon and evening period over the next eight weeks.

2. Introduction/Background

Council accepts petitions from persons who have an interest in the Waverley local government area as residents, landowners, businesses or in some other capacity. Petitions must concern matters that Council is authorised to determine.

3. Relevant Council Resolutions

Nil.

4. Discussion

Council has a received a petition containing 14 signatures of residents of Brisbane Street, Bondi Junction, requesting more stringent enforcement of non-resident parking in Brisbane Street.

The petition states in part:

On behalf of residents of Brisbane Street, please find our petition requesting more stringent and stricter control of non-resident parking in our Street.

Our street is almost freely utilised for parking after 4 pm every day until 7-8 am next morning, and sometimes all weekend, mainly by plumber utes.

The petition complies with the Petitions Policy.

Council's parking officers regularly patrol all streets within local government area to ensure vehicles are parked in accordance with the relevant road rules and parking restrictions. Brisbane Street forms part a residential, two-hour zone between 8 am and 3 pm, and 30 minutes from 3 pm until 8 pm. Area 22 permits are accepted here.

Parking officers patrol every day, typically between the hours of 7.30 am and 8 pm. Parking officers are scheduled to patrol all timed and metered streets daily, while untimed and unmetered streets are patrolled as much as reasonably possible. Alongside routine patrols, the parking officers also respond to urgent street parking-related reports from the community. It is Council's position to continue enforcing road rules and parking restrictions in these ways.

For example, in the last 12 months, Council has received nine customer service requests to attend parking related matters and issued 235 penalty infringements.

In response to concerns raised, targeted compliance patrols will be increased during the late afternoon and evening period over the next eight weeks. Where offences are observed, appropriate enforcement action will be taken.

5. Financial Impact

There is no unbudgeted cost to Council to consider the petition.

6. Risks/Issues

There are no additional risks introduced by this report.

7. Attachments

Nil.

REPORT

FC/5.7/26.03



Subject: Capital Works Program - Update

TRIM No: A21/0532

Manager: Rodhan Haughton, Executive Manager, Major Projects

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Treats Attachment 1 of the report as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2)(c) of the *Local Government Act 1993*. The attachment contains information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
2. Notes the progress on the Capital Works Program and the update on key projects and Strategic Asset Management Plan programs, as set out in the report.

1. Executive Summary

This report provides an overview of the Capital Works Program and provides an update on key projects and Strategic Asset Management Plan (SAMP) programs within it.

2. Introduction/Background

The Capital Works Program for financial year (FY) 2025-26 currently comprises 195 projects/activities (including individual projects within each Strategic Asset Management Plan (SAMP) program) divided into the following Asset Classes:

- Buildings.
- Living infrastructure.
- Public domain infrastructure.
- Road infrastructure.
- Recreational and public spaces.
- Sustainability infrastructure.

In May 2025, the Executive Leadership Team (ELT) endorsed seven key projects and two renewal programs to be included in Audit, Risk and Improvement Committee (ARIC) reporting. In August 2025, ELT endorsed the inclusion of one further key project, being the Seven Ways Flood Mitigation Works. In October 2025, the Capital Works Review Committee recommended removing the Bondi Surf Bathers Life Saving Club Conservation and Upgrade project from the list. The current identified FY 2025-26 projects/SAMP programs for detailed reporting are listed in the discussion section.

A Capital Works Program update is scheduled to be reported to the following 2026 ARIC meetings:

- 26 March 2026.
- 27 August 2026.
- 10 December 2026.

Prior to 2026 ARIC reporting, the Capital Works Program Updates will be reported to the Capital Works Strategic Coordination Group (SCG), the Executive Leadership Team (ELT) and Council for review.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 18 November 2025	CM/7.7/25.11	<p>That Council:</p> <ol style="list-style-type: none"> 1. Notes that the Executive Manager, Finance, as the responsible accounting officer, advises that the projected financial position of Council is satisfactory. 2. Adopts the variations to the 2025–26 Operating and Capital budgets in accordance with the attachments to the report.
Council 19 August 2025	CM/7.4/25.08	<p>That Council:</p> <ol style="list-style-type: none"> 1. Carries over \$4,011,427 from the 2024–25 financial year budget to the 2025–26 financial year, as Minutes of Council Meeting 19 August 2025 This is page 5 of the minutes of the Council meeting held on 19 August 2025 set out in Attachment 1 of the report. 2. Approves the Seven Ways project costs requirement and funds it by reprioritising the 2025–26 expenditure program, as set out in the report, subject to the following amendment: <ol style="list-style-type: none"> (a) Reduce C1248 Campbell Parade Streetscape Upgrade by \$40,000 to \$260,000 and retain the budget for C1281 CSIRO Astronomical Viewing Platform at \$50,000. 3. Notes the preliminary budget performance for the 2024–25 financial year, as set out in the report. 4. Notes that the year-end financial statements for the 2024–2025 financial year will be reported to the Audit, Risk and Improvement Committee in August 2025 and Council in September 2025. 5. Request the Mayor write to the Minister for Infrastructure, Transport, Regional Development and Local Government, requesting a consistent

		approach for the distribution of financial assistance grants each year.
Council 17 June 2025	CM/7.4/25.06	That Council: <ol style="list-style-type: none"> 1. Adopts the Pricing Policy, Fees and Charges 2025-26 attached to the report (Attachment 2). 2. Adopts the budget for 2025-26 attached to the report (Attachments 3 and 4). 3. Adopts the Long Term Financial Plan attached to the report (Attachment 5), noting that the Plan will be reviewed annually in line with the Operational Plan and annual budget development.

4. Discussion

Overall program

Overall, approximately 30% of the current FY 2025-26 budget has been spent to date, while approximately 87% has been either spent or committed. Refer to further details in the financial impact section of this report.

Separate to the key projects/SAMP programs dealt with in more detail in the following section, other key progress throughout the Capital Works Program delivery include:

- Quinn Road Memorialisation Wall – The construction services contract has been executed subsequent to tender negotiations, with project completion expected within the FY.
- Bronte Pump House Upgrade – The General Manager decided to proceed with the project following the Review of Environmental Factors (REF) public exhibition and REF updates based on peer review and public feedback, as per delegated process. The construction services request for tender is scheduled to be released early March 2026 allowing construction commencement towards the end of the FY, noting that this is a multi-year project.
- Park Drive North Renewal – The construction services request for quotation (RFQ) evaluation is complete, with contractor engagement expected early March 2026 allowing for construction completion within the FY.
- Civil Works Pack 1 – Completed works to date include:
 - New speed hump installations on Ruthven Street and Leichardt Street.
 - New pedestrian crossing and buildout installation on Newland Street at the intersection of Walter Street.
- Waverley Park Stage 3 Intergenerational Fitness Station Upgrade – The construction services contract has been executed, with construction works to commence April 2026 for completion by the end of FY.
- Bondi Road Bus Shelter and Waverley Park Entrance – Bus shelter relocation and Park entrance works are majority complete, with remaining works to be completed in March 2026.
- Diamond Bay Rosa Gully Fence Extension – Construction works majority complete.

Key projects/SAMP programs

The current identified FY 2025-26 projects / SAMP programs for detailed reporting are listed in Table 1.

Table 1. FY 2025-25 significant projects.

Project/Program
2A Edmund Street Refurbishment
Tunnel 1 Refurbishment
Bronte Surf Life Saving Club & Community Facilities Upgrade (incl Bronte Beach Seawall and Promenade Upgrades)
Bondi Park Stage 3 Lighting and Electrical Upgrades
Curlewis St Streetscape Upgrade
Charing Cross Streetscape Upgrade
Seven Ways Flood Mitigation Works
SAMP Road Infrastructure Renewal
SAMP Building Renewal

It is worth noting that the current FY 2025-26 budget for the seven key projects totals \$31,257,726 which is approximately 57% of the current funding of the entire Capital Works Program. A project status report is included at Attachment 1 for each of the identified projects/SAMP programs which contains information on the following items:

- Overall health.
- Project purpose statement.
- Project health summary.
- Achievements this period.
- Decisions.
- Planned or not achieved this period.
- Key risks and issues.
- Achievements forecast for next period.

Definition of the health ratings triggers and prompts are included at Attachment 2.

Further to the attached project status reports, a brief management summary of the key projects and programs is provided below. Past health ratings are extended to the prior two ARIC reporting periods where relevant.

2A Edmund Street Refurbishment

Table 2. Health rating of 2A Edmund Street Refurbishment.

	Health					
	Overall	Scope / Change	Schedule	Cost / Budget	Risks / Issues	Resources
Oct 2025	Green	Green	Green	Green	Green	Green
Dec 2025	Green	Green	Green	Green	Green	Green
Mar 2026	Green	Green	Green	Green	Green	Green

The project involves the refurbishment of the 2A Edmund Street building, in order to provide for six newly renovated affordable housing units into Council’s affordable housing portfolio.

The overall health rating in the project status report remains green, with no changes to the individual health category ratings.

The Project Brief and Project Management Plan (PMP) are complete, with the PMP being endorsed at the 12 August 2025 Capital Works Strategic Coordination Group (SCG).

The refurbishment scope was workshopped regularly at Project Working Group (PWG) and Project Control Group (PCG) level to confirm affordable housing inclusions and market / industry expectations.

A request for tender process for a head contractor has been completed with contract execution March 2026.

Construction commencement is expected late March 2026/early April 2026, with completion expected July or August 2026, in line with multi-year funding.

Tunnel 1 Refurbishment

Table 3. Health rating of Tunnel 1 Refurbishment.

Health						
	Overall	Scope / Change	Schedule	Cost / Budget	Risks / Issues	Resources
Oct 2025						
Dec 2025						
Mar 2026						

The project involves the make safe (via refurbishment or infill) of Tunnel 1 (northern cable house) under Queen Elizabeth Drive (QED), as the current structure is in a state of dilapidation.

The overall health rating in the project status decreases to amber, with scope/change changing from amber to green subsequent to the December 2025 Asset Management Steering Committee (AMSCo) decision regarding FY 2025-26 scope.

Six scoping options were presented to the December 2025 AMSCo, with the AMSCo recommending progression of Scoping Option 6 being a hybrid option of part infilling Tunnel 1, with the most structurally debilitated section (section 1) being infilled and the remaining Tunnel 1 (section 2) continuing to be supported by structural props pending final decision on the use of that remaining section.

Since the AMSCo decision, the external structural engineer has progressed the specification for the infill section to facilitate head contractor procurement. An RFQ/RFT will occur March 2026 with contractor engagement expected early April 2026. It's expected the part infill of Tunnel 1 will occur by the end of the FY.

A separate tunnel area located near the Bondi Skate Park has been repossessed by Council. This tunnel was previously used by Telstra to house overseas telecommunications cables. This tunnel is in much better structural condition than Tunnel 1 and can house operational storage items, reducing the operational burden on Tunnel 1.

Bronte Surf Life Saving and Community Facilities Project (public-private partnership)

Table 4. Health rating of the Bronte Surf Life Saving and Community Facilities Project.

Health						
	Overall	Scope / Change	Schedule	Cost / Budget	Risks / Issues	Resources
Oct 2025	Amber	Green	Green	Amber	Amber	Green
Dec 2025	Amber	Green	Green	Amber	Amber	Green
Mar 2026	Amber	Green	Green	Amber	Amber	Green

The project involves redevelopment of the Surf Club and community facilities building and adjoining public domain infrastructure.

The overall health rating in the project status report remains amber, with no changes to the individual health categories.

Council engaged an external project management company in December 2024 to manage the delivery of the remainder of the project. Engagement of the preferred head contractor and execution of a Project Agreement with the Club were both approved at the April 2025 Council meeting, with both items subsequently executed.

Construction of the temporary facilities was completed in August 2025, with relocation of Council and Club operations also completed shortly after. Demolition of the building is complete along with removal of contaminated material under the building footprint. Seawall works commenced September 2025 with the works now majority complete. Piling works for the main building structure commenced early February 2026.

Section 4.55 minor design modification was submitted by the contractor, with the outcome awaiting the February 2026 Waverley Local Planning Panel determination. Stage 2 value engineering and pricing was endorsed by Council in October 2025, along with the creation of a Stage 3 to allow further value engineering to occur.

A report to Council is scheduled for the March 2026 Council meeting, outlining the outcome of Stage 3 value engineering process and an update on the financial status of the project. A significant amount of the project contingency has been used for the removal of asbestos contaminated material, with the external project manager currently assessing the contractor’s February 2026 claim to finalise the costs incurred to date.

Bondi Park Stage 3 Lighting and Electrical Upgrades

Table 5. Health rating of Bondi Park Stage 3 Lighting and Electrical Upgrades.

Health						
	Overall	Scope / Change	Schedule	Cost / Budget	Risks / Issues	Resources
Oct 2025	Green	Green	Green	Green	Green	Green
Dec 2025	Green	Green	Green	Green	Green	Green
Mar 2025	Green	Green	Green	Green	Green	Green

The project will provide for lighting and electrical upgrades throughout Bondi Park. Stage 3 is subsequent to upgrades already completed in recent years at Bondi Pavilion, along Park Drive, and to the substations at the Park’s entrance.

The overall health rating in the project status report remains green, with no changes to the individual health categories.

The Project Brief and Project Management Plan (PMP) are complete, with the PMP being endorsed at the November 2025 Capital Works SCG.

At its February 2026 meeting, Council endorsed rejecting all head contractor tender submissions and negotiating with the top three ranked tenderers. It is expected negotiations will commence and conclude in March 2026, allowing engagement of the preferred tenderer by early April 2026.

Construction works are planned to commence late April 2026/early May 2026. It is expected that works will be ongoing through winter 2026, utilising budget for these upgrades across both FY 2025-26 and FY 2026-27. A pause would then occur, allowing for re-commencement in winter 2027 utilising remaining FY 2027-28 budget.

Curlewis Street Streetscape Upgrade

Table 6. Health rating of the Curlewis Street Streetscape Upgrade.

Health						
	Overall	Scope / Change	Schedule	Cost / Budget	Risks / Issues	Resources
Oct 2025	Green	Green	Orange	Green	Green	Green
Dec 2025	Green	Green	Orange	Green	Green	Green
Mar 2025	Green	Green	Orange	Green	Green	Green

This project involves a streetscape upgrade of Curlewis Street, from Campbell Parade to Old South Head Road, including over 700 m of new separated bike path. The bike path forms the eastern section of the major 'Beach to Bay' cycleway link that forms a connection between Bondi Beach and Rose Bay via Curlewis Street and O'Sullivan Road.

The overall risk rating in the project status report remains green, with no changes to the individual health categories.

Construction works are split into six separable portions (SP), with construction in SP1 (Campbell Parade to Glenayr Avenue) and SP2 (Campbell Parade intersection) mostly complete. The new bike path in both SPs was opened in FY 2024-25.

Grant funding for FY 2025-26 was secured at the start of the FY. Construction of Stage 3 (Glenayr Avenue and Curlewis St intersection) and Stage 5 (Curlewis St south, between Glenayr Avenue and Wellington St) are nearing completion. Construction of Stage 4 (Curlewis St north, between Glenayr Avenue and Old South Head Road) commenced mid-February 2026 with majority completion expected by the end of FY 2025-26.

Charing Cross Streetscape Upgrade

Table 7. Health rating of the Charing Cross Streetscape Upgrade.

Health						
	Overall	Scope / Change	Schedule	Cost / Budget	Risks / Issues	Resources
Oct 2025						
Dec 2025						
Mar 2026						

Charing Cross Streetscape involves a streetscape upgrade from the Carrington Road/Bronte Road/Victoria Street intersection to the Bronte Road/Albion Street intersection.

The overall risk rating in the project status report remains amber, with no changes to the individual health categories.

There are two construction contracts for this project, with separate contractors. One relates to the preliminary electrical works, and the other the main civil works.

The preliminary electrical works include the undergrounding of overhead power lines along the Bronte Road retail precinct. Trenching works are complete, with final electrical works completion expected by the end of March 2026, based on current Ausgrid outage timelines.

The civil works involve the civil, landscaping and streetscape works. Completion of the majority of civil works was reached December 2025, with the exception of the civil works surrounding the existing Ausgrid poles. The contractor will remobilise mid-March 2026 after progression of the preliminary electrical works, with final completion expected mid-April 2026.

Schedule is amber due to the delays experienced with the recertification of the preliminary electrical works ASP3 design subsequent to the Council resolution to remove the delivery of the Victoria Street/ Carrington Road/Bronte Road scope from the project. Cost/budget is also amber due to additional funds required in this FY 2025-26 to see out completion of the amended scope, including additional Ausgrid, preliminary electrical works, and civil works demobilisation/remobilisation costs. However, the use of these additional funds releases the funds originally allocated in FY 2026-27.

Seven Ways Flood Mitigation Works

Table 8. Health rating of Seven Ways Flood Mitigation Works.

Health						
	Overall	Scope / Change	Schedule	Cost / Budget	Risks / Issues	Resources
Oct 2025						
Dec 2025						
Mar 2026						

The project is being delivered to address and eliminate flooding issues in the area. The project delivers key benefits by mitigating flooding risks to the community and protecting Council from future legal exposure relating to this matter.

The overall health rating in the project status report remains red, with no changes to the individual health categories.

Procurement of an external consultant to undertake detailed flood and overland flow modelling as well as the public domain design was completed in 2025, with the concept design progressed since and circulated to key external project stakeholders for review.

In concurrence with this, an RFQ for construction services has been released, with contractor engagement expected late March 2026. Overall budget position will be better known once RFQ pricing has been received and assessed. External design consultant costs are high due to the iterative and costly nature of running flood modelling scenarios, and these costs will draw down available budget for construction.

Current project schedule would see construction complete June/July 2026, pending detailed design progression and RFQ outcomes. Operational budgeting has assumed completion by June 2026.

SAMP Road Infrastructure Renewal

Table 9. Health rating of the SAMP Road Infrastructure Renewal Program.

Health						
	Overall	Scope / Change	Schedule	Cost / Budget	Risks / Issues	Resources
Oct 2025	Green	Orange	Green	Green	Green	Green
Dec 2025	Orange	Orange	Orange	Green	Green	Green
Mar 2026	Orange	Orange	Orange	Green	Green	Green

The Road Infrastructure Renewal Program is a yearly program to renew and refurbish roads, footpaths, kerbs and gutters, and stormwater assets throughout the local government area (LGA). In line with Council’s Strategic Asset Management Plan (SAMP), the program focuses on renewing these assets as prioritised through ongoing condition assessments conducted by Council.

The current program focuses on the projects contained in the ROAD 01 (Kerb and Gutter), ROAD 03 (Footpaths), ROAD 04 (Stormwater Drainage), and ROAD 08 and 09 (Sealed Roads) Capital Works categories.

The overall risk rating in the project status report remains amber, with no changes to the individual health categories.

A number of larger, key projects in the program are now in construction or have been awarded to contractors. There was a delay finalising scoping for the smaller renewal projects giving rise to the amber scope/change and schedule ratings. Procurement of the remaining Road Infrastructure Renewal Program is expected to occur in March 2026.

SAMP Building Renewal

Table 10. Health rating of the SAMP Building Renewal project.

Health						
	Overall	Scope / Change	Schedule	Cost / Budget	Risks / Issues	Resources
Oct 2025	Green	Green	Green	Green	Green	Green
Dec 2025	Green	Green	Green	Green	Green	Green
Mar 2026	Green	Green	Green	Green	Green	Green

The Building Renewal Program is an annual program to renew and refurbish Council's building assets in line with Council's Strategic Asset Management Plan (SAMP), the program focuses on renewing these assets as prioritised through condition assessments undertaken by specialist consultants in 2022. Other projects are identified by ongoing condition assessments undertaken by Council officers.

The PSR concentrates on building categories Build 02 to 12, comprising of amenities buildings, car parks, cemetery buildings, childcare facilities, community centres, community tenancies, council admin and depots, residential, surf lifesaving facilities, commercial buildings and Council's affordable housing portfolio.

The overall risk rating in the project status report remains green, with no changes to the individual health categories.

All Project Briefs for relevant Major Projects delivered items have been completed, with Project Management Plans completed for the majority and project delivery well progressed.

The majority of projects being delivered by Major Projects are in construction or have contracts awarded after a busy summer 2026 period of procurement. All works are expected to be completed by end FY 2025-26.

5. Financial Impact

Approximately 30% of the current FY 2025-26 funding has been spent to date, while approximately 87% has been either spent or committed to date. The financial summary of the overall Capital Works Program as of 2 March 2026 is as follows:

Table 11. Capital Works Program spending.

Current Budget	Actuals (Spend to Date)	Commitments	YTD (Actuals + Commitments)	Remaining Budget
\$55,148,816	\$16,375,019	\$31,665,386	\$48,040,405	\$7,108,411

There is adequate resourcing within the Major Projects team to deliver the current FY2025-26 program.

6. Risks/Issues

Risks

Of the reported projects/SAMP programs, one key project has a red rating: the Seven Ways Flood Mitigation Works.

This is unchanged from prior detailed reporting. The recent submission of the design for external stakeholder review, along with the release of the head contractor RFQ process are key steps in the delivery of the project. Timelines and budget impacts will be better known once these processes are complete. This is expected to occur in March 2026.

Issues

A number of reactive and unplanned works are likely to require FY 2025-26 funding adjustments. Further investigation, costing and options analysis is being carried out on these items, which include reacting to a significant rock slip that occurred at north Bronte on 1 August 2025 and a footpath slip/destabilisation within Bondi Park. The impact these will have on the Capital Works Program and funding is being assessed and is scheduled to be reported to the March or April 2026 Council.

7. Attachments

1. Project Status Reports (confidential)
2. Project Status Report Triggers [↓](#) .

PSR and Risk Reporting Governance	
1	Project Brief identifies whether a PSR and quarterly risk reporting will be required. This may perhaps identify that a PSR is needed from the start of the project, or not needed until the project reaches a certain milestone e.g. not needed during concept design development but may be needed thereafter.
2	Project Plan includes the PSR template as a supplement / attachment. Project Plan updates / revisions to included latest PSRs.
3	PM to update the PSR on a quarterly basis to align with SCG / ELT / ARIC workflow.

PSR Related Triggers	
1	Overall Project Budget or Eventual Project Cost estimated > \$2M.
2	PPP or other third party partnered Project.
3	Key Political / Organisational Sensitivity.
4	Key Delivery Milestone Affecting Other Organisational Needs.
5	Or as otherwise specifically identified by ELT.

Traffic Light Triggers and Prompts	
Scope / Change	
	Scope creep has resulted in forecast costs >10% of current project LTFP funding, at any stage of the project prior to construction Tender.
	Scoping options analysis unresolved at PCG.
	Project scope has not achieved key scoping approvals such as Development Application, Traffic Committee or Council. Scope requires amendment.
	Consultation outcomes trigger major scope changes that impact project schedule / delivery.
	Project scope has developed or been limited (budget, design constraints etc.) such that the scope no longer achieves Business Case intent and key KPIs.
	Approved / current scope is >25% original Business Case or LTFP funding and requires major scope amendment unless additional budget is approved.
Schedule	
	Project is delayed in reaching current milestone by more than 25% of original program length, but this will not lead to significant community, organisational or grant funding impacts.
	Procurement of current deliverable has not been successful in engagement of a suitably qualified consultant / contractor. This may activate a review of scope, budget or schedule.
	Procurement of current deliverable has not achieved engagement of a suitably qualified consultant / contractor, and this will lead to significant community, organisational or grant funding impacts.
	Project is delayed for any reason and impacts relate to key organisational needs.
	Project is delayed for any reason and risks milestone grant funding.
	Project is on hold indefinitely due to resolution of other risks / issues.
Cost / Budget	
	In Construction: variations are 5-15% of original contract sum, but within approved LTFP budget.
	A quarterly adjustment is required, however the adjustment is within project LTFP funding.
	In design: forecast cost per current scope is > 10% of current project LTFP funding.
	In construction: variations are >15% of original contract sum, or greater than approved budget.
	In design: forecast cost per current scope is > 25% of current project LTFP funding.
	In construction: Additional budget is required beyond the current project LTFP funding.
Risks / Issues	
	Risks / issues could threaten to place the project on hold, however project can currently proceed while risks / issues are attempted to be resolved.
	Project can proceed, but current risks / issues could cause reputational and organisational damage.
	Project needs to be placed on hold and cannot proceed until the identified risks / issues are resolved.
	Project cannot proceed under current scope / budget / schedule. A delegated approval is required to resolve the amendment.
	Project can proceed, but current risks / issues cause reputational and organisational damage.
Resources	
	At capacity. Sufficient for current project delivery, but a prolonged leave or staff departure would impact delivery.
	Requires staff re-allocation for upcoming stage of delivery.
	Contractor / consultant performance to date has been unsatisfactory. Meetings and course correction required to ensure performance improves.
	Project involves a niche scope with a small pool of contractors / consultants available.
	Project is under staffed and needs immediate staff re-allocation to support delivery.
	Contractor / consultant performance has been unsatisfactory, with performance reviews unsuccessful. Further escalation or termination required.

REPORT
FC/5.8/26.03

Subject: Queen Elizabeth Drive, Bondi Beach - Pedestrian Crossings

TRIM No: A03/0801

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Installs a raised pedestrian crossing at the entrance of Queen Elizabeth Drive, Bondi Beach.
2. Installs a zebra crossing at the exit of Queen Elizabeth Drive.
3. Applies for grant funding to support project budgeting.
4. Authorises the Executive Manager, Infrastructure Services, to modify the designs should detailed design information and on-site circumstances warrant changes.

1. Executive Summary

Council has undertaken a detailed review of pedestrian safety at the entrance and exit of Queen Elizabeth Drive (QED), Bondi Beach. This assessment has been initiated following a Council resolution from August 2025. These locations experience high pedestrian activity that conflict with vehicles. Traffic modelling was undertaken at the QED entrance, given the significant pedestrian, bus and vehicular activity in and around the Campbell Parade roundabout. The modelling demonstrated that a raised pedestrian (wombat) crossing design does not materially impact the roundabout operation. Queuing that may occur into Campbell Parade is a predominantly a result of vehicle drivers waiting for available parking within QED itself. This condition already occurs during busy periods. As such, to improve safety and comfort for pedestrians, Council officers recommend crossing designs: a raised pedestrian (wombat) crossing at the entrance, and a zebra crossing at the exit of QED.

2. Introduction/Background

One of Australia's most popular beaches, Bondi Beach attracted up to 2.5 million domestic overnight and international visitors in 2023 (reference: National and International Visitor Survey, Tourism Research Australia). Visitation to Bondi Beach will continue to increase, putting increased pressure on the existing infrastructure.

Queen Elizabeth Drive (QED) provides direct vehicular access to Bondi Beach, Bondi Park, adjacent recreational areas, and community facilities. It operates as a one-way road travelling northbound, with parking provisions for private and emergency vehicles. Campbell Parade—adjacent to QED—is a key coastal arterial road that facilitates through-traffic, public transport and visitors. A roundabout connecting Campbell Parade to the QED entrance plays a key role in vehicular access to Bondi Park while accommodating for high mixed traffic; i.e. private vehicles, heavy vehicles, buses, and cyclists. The area also experiences high pedestrian volumes, where people move between the

coastal corridors, beachfronts, park areas, bus stops, residential areas, and local centres. This activity peaks during recreational periods, particularly from December to February.

The entrance and exit of QED experience high pedestrian and vehicle conflict. As such, pedestrian safety and priority have been reviewed. Improving pedestrian safety in this area will also be consistent with Council's Bondi Park Plan of Management (PoM), People, Movement and Places plan, and the draft Walking Strategy, with objectives to promote safety and accessibility in public spaces for all users, including vision impaired, wheelchair and pram users.

This report presents an assessment of pedestrian safety and operational performance at the entrance and exit of QED. The assessment draws on-site observations, traffic modelling, pedestrian desire line analysis, sightline and visibility, human factors considerations, safer by design principles and stakeholder inputs. This approach ensures that the recommended designs are evidence-based and align with Council's objectives, and road safety and design principles.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 19 August 2025	CM/8.11/25.08	That Council: <ol style="list-style-type: none"> 1. Notes the high pedestrian and vehicle movements throughout the Bondi Beach area, including Campbell Parade, Park Parade and Queen Elizabeth Drive, especially during the summer months. 2. Notes the vehicle and pedestrian conflict points at the entrance and exit to Queen Elizabeth Drive. 3. Officers undertake a review of pedestrian safety at the intersections of Queen Elizabeth Drive and Campbell Parade, including options to install dedicated pedestrian crossings, and prepare a report to Council as soon as possible on options to improve pedestrian safety.

4. Discussion

QED entrance

Site observation indicates that the existing unmarked crossing aligns with pedestrian desire lines between Campbell Parade and Bondi Park, however, the proximity of the crossing to the roundabout creates visual complexity for pedestrians, especially for those travelling southbound. Vehicles turning left into QED while travelling southbound on Campbell Parade are not within the pedestrian's visual angle as shown in Figure 1. This can lead to unpredictable behaviours and hesitations, creating an environment that is stressful for both pedestrians and drivers when having to interpret multiple competing movements simultaneously.

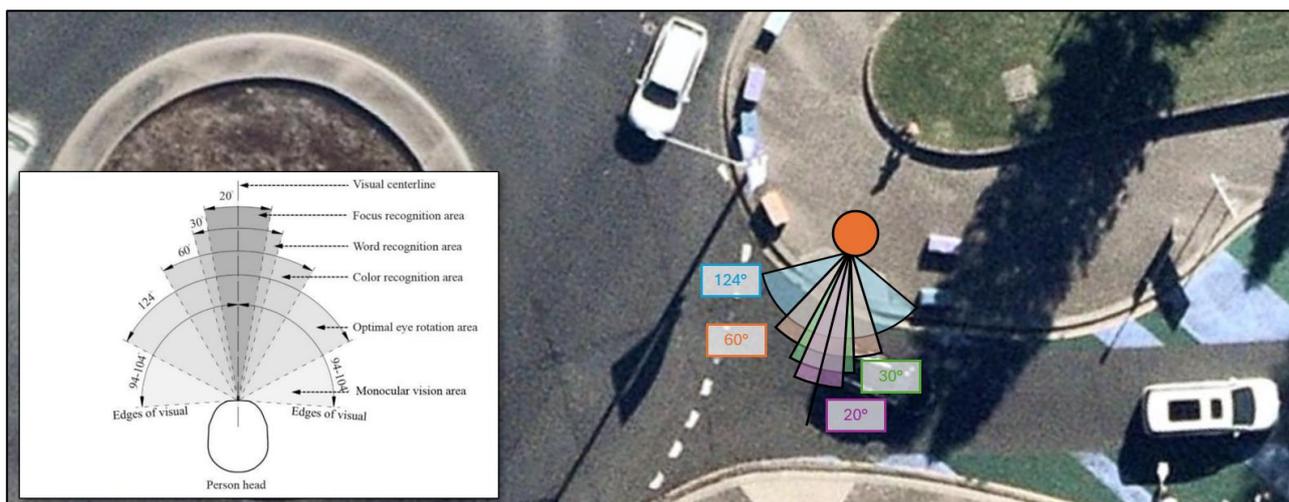


Figure 1. Person's flat visual angle extrapolated to QED entrance crossing (Zhisheng Wang et al 2019 IOP Conf. Ser.: Mater. Sci. Eng. 573 012093).

Introducing a crossing further east from the roundabout will improve pedestrian sightlines by enabling better detection to incoming vehicles. Additionally, a raised wombat crossing would reduce vehicle approach speed and simplifying road context by providing pedestrians and drivers with a clearer and more predictable crossing environment that eliminates informal give-ways.

Human factors and safer by design

The proposed design applies Human Factors and Safer by Design principles. Human Factors is the scientific study of how people perceive, interpret and respond to their surrounding environment, and designing a system that can support and encourage safer behaviours (reference: Human Factors, Australian Government). In the context of road designs, it is about understanding how people will perceive and react to the road environment, while recognising human limitations such as vision, attention, and reaction times. Designing in such ways ensures alignment with predictable human behaviours to enhance safety and simultaneously reducing human errors. In a similar vein, Safer by Design embeds safety into the road infrastructure to minimise exposing users to hazards, while not relying on signages and education but rather intuitive design promoting safer decision-making that's consistent with a Safer System approach (reference: Safe System Approach, Transport for NSW).

From a Human Factors and Safer by Design perspective, a raised wombat crossing further east from the roundabout would improve pedestrian sightlines and reduce cognitive load. Such design would change the current environment of drivers and pedestrians negotiating at entry, to drivers yielding for pedestrians. This creates a more intuitive behaviour for all users, reducing hesitation and the amount of information processing required.

Council also has a 'Safety by Design' program for Bondi Beach. While similar in intent, this program seeks to provide infrastructure that better protects pedestrians in public spaces. It is an ancillary consideration only as part this review.

Campbell Parade/Queen Elizabeth Drive traffic modelling

The roundabout connecting Campbell Parade and QED experiences high volumes, and a mix of different road users. Therefore, this warranted further traffic modelling to understand performance outcomes of the existing conditions and the impacts of potential designs.

Officers engaged a transport consultant to undertake traffic modelling using SIDRA intersection software to assess the operational performance of Campbell Parade/Queen Elizabeth Drive roundabout under existing conditions and two design options, outlined as follows:

- Option A Scenario – Raised pedestrian crossing to the east of the existing kerb ramps at the entrance of Queen Elizabeth Drive, as shown in Figure 2.
- Option B Scenario – Closing a portion of the roundabout, preventing entry for vehicles driving northbound on Campbell Parade from entering Queen Elizabeth Drive. Additionally, kerb ramp crossing on QED shifted east by approximately 4 metres, as shown in Figure 3.

Note that a ground-level zebra crossing was considered; however, it was deemed not appropriate at QED entrance due to the higher pedestrian volumes and complex vehicle movements associated with the roundabout.

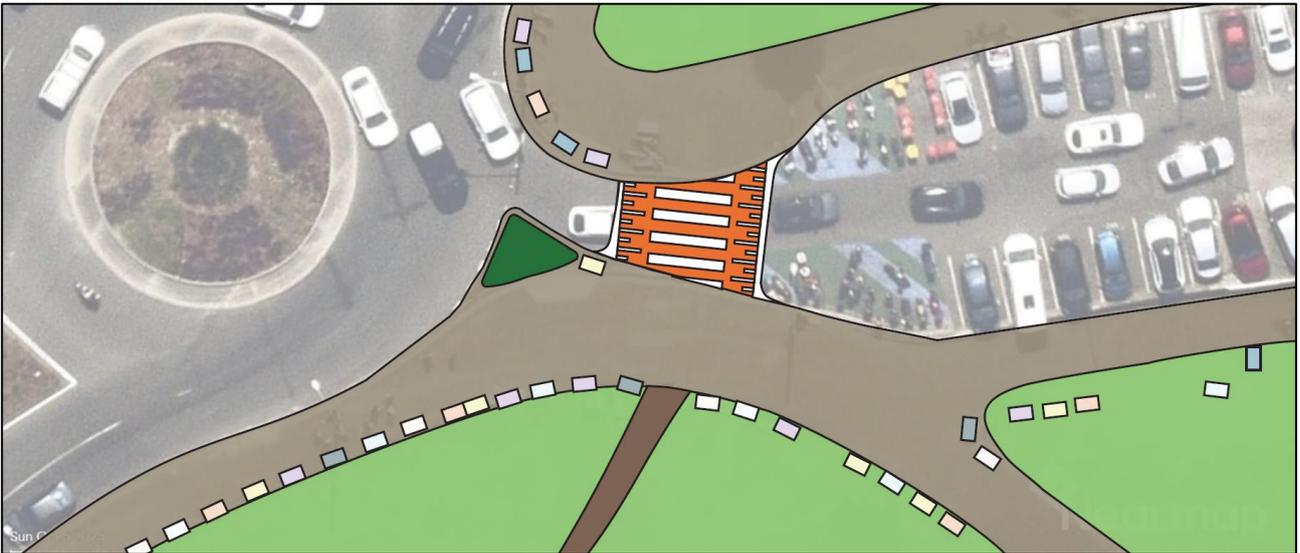


Figure 2. Traffic modelling Option A Scenario – Raised pedestrian crossing.



Figure 3. Traffic modelling Option B Scenario – Closed a portion of the roundabout.

Under existing conditions, the model demonstrated that the roundabout operates at an acceptable level of service across all scenarios, including weekday AM and PM peaks, Saturday and Special Event

demands. It also showed that the introduction of the design options did not materially degrade the roundabout performance or cause unacceptable delays.

Option A model outcomes showed queueing extending back and through the roundabout, as vehicles are required to give priority to pedestrians. However, this is already observed without the presence of a formalised crossing (discussed in more detail below). The current informal (unmarked) design poses ambiguity for road users, which is also not well reflected in the modelling. Formalising and shifting the crossing away from the roundabout will improve decision-making, sightlines, and reduce cognitive load for both vehicle users and pedestrians.

Option B showed improvement to existing intersection performance with the removal of the right-turn movement. This would reduce traffic volumes entering QED. The scope of the modelling did not consider the broader impacts from the redistributed traffic to the surrounding road network, which would add further complexities. However, various major events (City2Surf, New Year's Eve at Bondi Beach, emergency situations) require the closure of Campbell Parade. The Campbell Parade/QED roundabout is often required to facilitate U-turns for buses, emergency vehicles, and general traffic, and the proposed Option B would remove this ability, creating undue impact in the absence of a broader network approach. As such, only Option A was further considered.

The modelling showed that the primary operational constraint is not the roundabout itself but the internal queueing and parking activity within QED. Vehicles queueing inside QED are propagating back toward the roundabout, contributing to pedestrian-vehicle conflict at the entrance, and queue-stacking further along Campbell Parade, as shown in Figure 4. Improving pedestrian safety and priority can be delivered at the roundabout without compromising the vehicular network performance.



Figure 4. Vehicles queuing inside QED and propagating back towards the roundabout.

Further details on this modelling can be found in Attachment 1.

Stakeholder inputs

Council has engaged with the local bus operating stakeholders including Transdev John Holland and Transport for NSW (TfNSW). Both have provided key operational insights regarding bus movements and the constraints of the site. While they have noted that pedestrian movements across QED have

limited impact to bus movement along Campbell Parade, there was concern that a pedestrian crossing may result in larger queues. As noted earlier, the modelling demonstrated this not to be the case. The design also seeks to accommodate additional queueing immediately downstream of the roundabout on QED.

Stakeholder feedback has helped develop the design and ensured that the proposed recommendations do not unduly impact bus operations while still achieving pedestrian safety outcomes. Feedback from TfNSW also included a consideration for broader network changes, including modifying the directionality of QED and fundamentally changing access and egress opportunities. This level of change is currently out of scope, but this may be a consideration in the longer term.

QED exit

Lower pedestrian volumes were observed at the exit of QED compared to the entrance. However, pedestrians are still required to weave through queued vehicles when traffic backs up, and do not have crossing priority.

While the exit does not warrant the same level of intervention as the entry, the introduction of a zebra crossing provides a lower-cost safety treatment.

Human Factors and Safer by Design

From a Human Factors and Safer by Design perspective, a zebra crossing provides a clear and predictable pedestrian crossing point, preventing vehicles from blocking the kerb ramp crossing and promoting safer crossing for pedestrians without having to weave through queued vehicles.

Recommended pedestrian crossing design

Council has developed pedestrian crossing recommendations based on site investigations, traffic modelling and stakeholder engagement.

QED entrance

A raised pedestrian (wombat) crossing located slightly east across the entrance of Queen Elizabeth Drive to improve sightlines for drivers and pedestrians, as shown in Figure 5.



Figure 5. QED entrance concept design crossing.

QED exit

A zebra crossing at the exit of Queen Elizabeth Drive to formalise pedestrian priority and prevent pedestrians from weaving through queued vehicles, as shown Figure 6.

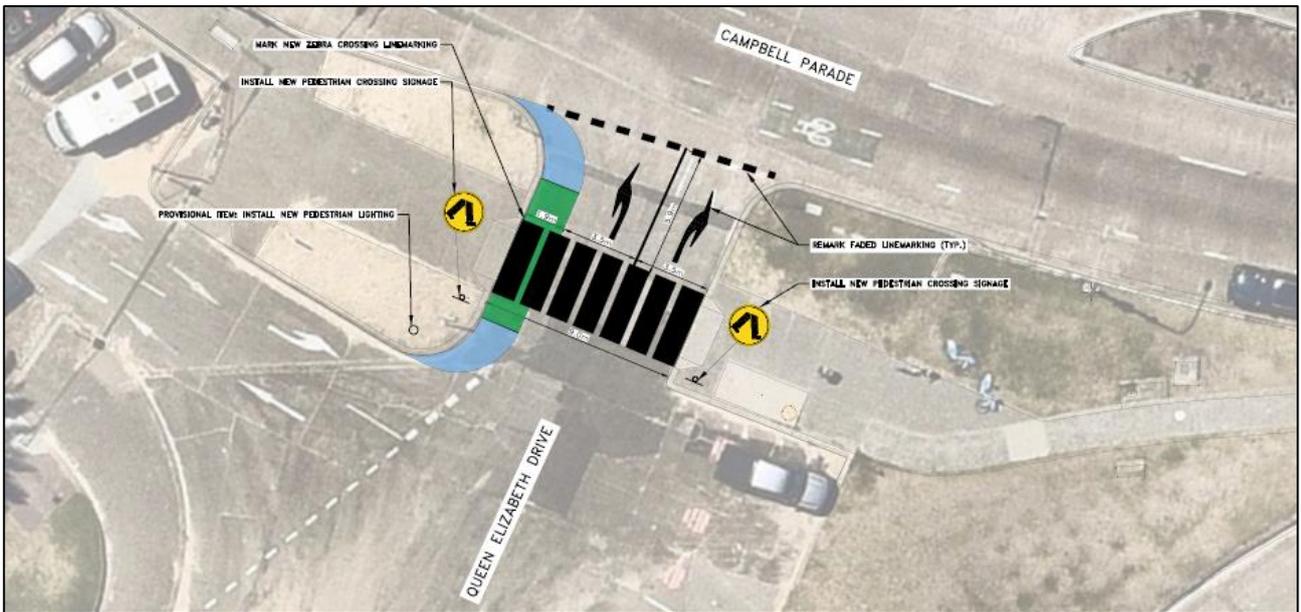


Figure 6. QED exit concept design crossing.

Both crossings are anticipated to require enhanced lighting. For the zebra crossing at the QED exit, this becomes the main deliverability factor. Further detailed design work will assess the sufficiency of existing lighting at the QED exit. Further details on the design of these crossings can be found in Attachment 2.

Alignment with policy and strategic framework

The proposed work strongly aligns with Bondi Park PoM priorities; to provide safe and accessible pedestrian access to and throughout the park.

The design also supports Council's draft Walking Strategy, the People Movement and Place plan and Safe System approach by prioritising all road users and improving the legibility of the road environment and context.

5. Financial Impact

The estimated cost to deliver the recommended pedestrian crossings including a raised pedestrian (wombat) crossing at the QED entrance and a zebra crossing at the QED exit is \$264,000. It is itemised by location in the table below.

Table 1. Financial impact.

QED Crossing	Estimated Cost
Entrance	\$223,000
Exit	\$41,000

Funding for these projects will also be sought through grants, such as the Safer Local Road Infrastructure Program (SLRIP), Get NSW Active and Blackspot Program.

Notwithstanding potential grant opportunities, dedicated budget for the projects has been prioritised for inclusion in the draft 2026-2027 Capital Works Program. As well, ongoing work is being undertaken to deliver projects against the Bondi Park plan of management. This may present opportunities for further project efficiencies.

6. Risks/Issues

Community

Road users and other stakeholders may perceive the proposed pedestrian crossings as causing additional vehicular delays or inconvenience. Traffic modelling has confirmed that the roundabout can continue to operate satisfactorily with the proposed works and that the existing congestion is primarily driven by internal parking and queueing within QED rather than the roundabout and pedestrians itself.

Bus and services

The risk of potential impacts to bus operations and services was identified. However, engagement with the bus operator has been undertaken and their feedback has been considered in the design development, noting that pedestrian movements across QED have limited impacts to bus movement along Campbell Parade. There are also a number of key bus stops located within close proximity to the proposed crossings. As such, bus customers walking to and from these stops are also anticipated to benefit from improved pedestrian infrastructure.

Delivery and integration

The proposed crossing designs will need to be delivered in coordination with the relocation of pram ramps and widening and shifting of the footpath. These design efforts are underway as part of ongoing enhancements of the park through the plan of management. As such, the timing of grant funding and

the integration with these works—and what ultimately initiates implementation—remains dynamic. There is currently no timeline certainty.

7. Attachments

1. Campbell Parade and Queen Elizabeth Drive Traffic Modelling Report [↓](#)
2. Queen Elizabeth Drive Concept Design Crossings .



Campbell Parade and Queen Elizabeth Drive Traffic Modelling Report

Prepared for:
Waverley Council

22 December 2025

The Transport Planning Partnership



Campbell Parade and Queen Elizabeth Drive Traffic Modelling Report

DRAFT

Client: Waverley Council

Version: V01

Date: 22 December 2025

TTPP Reference: 25460

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	22/12/2025	Clinton Cheung	Stephen Read	Wayne Johnson	



Table of Contents

1	Introduction	1
1.1	Project Overview	1
2	Scope and Methodology	2
2.1	Model Extent	2
2.2	Available and Required Traffic Data Gaps.....	2
2.2.1	Available Survey Data.....	2
2.2.2	SCATS Detector Counts to Fill Missing Data Gaps	3
2.3	Base Model Development	5
2.4	SIDRA Modelling Limitations	7
2.4.1	Pedestrian Average Delay Results.....	7
2.4.2	Calibration and Vehicle Platooning from Signalised Intersections.....	7
2.4.3	Pedestrian Crossings Behaviour and Car Park Congestion	7
2.4.4	Special Event Peak Hour.....	9
3	Modelling	11
3.1	Scenarios	11
3.2	Assumptions and Exclusions	14
3.2.1	Assumption	14
3.2.2	Exclusions	14
3.3	Modelling Results	15
3.3.1	Intersection Modelling Criteria	15
3.3.2	Modelling Results.....	16
3.4	Results Discussion	19
3.5	Sensitivity Analysis	19
4	Mitigation Strategies and Recommendations	22

Tables

Table 2.1: Estimation of Traffic Volume Percentage Uplift	5
Table 3.1: Level of Service Criteria for Intersection Operation	16
Table 3.2: Existing Intersection Operation	17
Table 3.3: Option A Intersection Operation.....	17
Table 3.4: Option B Intersection Operation	18
Table 3.5: Special Event Day Sensitivity Analysis	20



Table 4.1: Advantages and Disadvantages of Proposed Options	22
---	----

Figures

Figure 2.1: Extent of Traffic Model	2
Figure 2.2: Existing 2025 Weekday Thursday AM and PM Peak Hour Volumes.....	3
Figure 2.3: TCS Current Status – RED = damaged (short circuit)	4
Figure 2.4: Existing Base SIDRA Model Layout	6
Figure 2.5: Pedestrians crossing between slow entering vehicles.....	8
Figure 2.6: Queue spillback during car parking movements.....	8
Figure 2.7: Pedestrians waiting to cross and looking towards their right	9
Figure 3.1: Option A Layout	12
Figure 3.2: Option B Layout	13
Figure 3.3: Existing Queue Spillback from Out-of-Scope Intersections and Car Park Movements	15

APPENDICES

- A. DESIGN OPTIONS
- B. SIDRA MODELLING OUTPUTS



1 Introduction

1.1 Project Overview

This report presents the findings for the traffic modelling study and recommendations for a pedestrian crossing on Queen Elizabeth Drive near the roundabout with Campbell Parade.

Waverley Council (Council) are investigating improving pedestrian safety along Queen Elizabeth Drive, Bondi Beach. To this end, Council is investigating the feasibility of a proposed crossing upgrade on Queen Elizabeth Drive at the intersection of Campbell Parade and Queen Elizabeth Drive. The Queen Elizabeth Drive leg of the roundabout operates as a one-way departure lane from the roundabout and provides access to the Bondi Beach foreshore car parking area. The car park extends to the east past Bondi Pavilion and reconnects with Campbell Parade approximately 660m to the east.

Council have requested traffic modelling to be undertaken at the intersection of Campbell Parade and Queen Elizabeth Drive to assess different design options to improve pedestrian safety across Queen Elizabeth Drive.

Two options have been proposed:

- Option A provide a zebra crossing
- Option B prevent right turn movements at the roundabout by extending the median

The objectives of the project are to improve road safety for pedestrians while not significantly impacting the road network efficiency.

2 Scope and Methodology

2.1 Model Extent

Traffic modelling has been undertaken at the Campbell Parade-Queen Elizabeth Drive intersection. The extent of the traffic modelling is shown in Figure 2.1.

Figure 2.1: Extent of Traffic Model



2.2 Available and Required Traffic Data Gaps

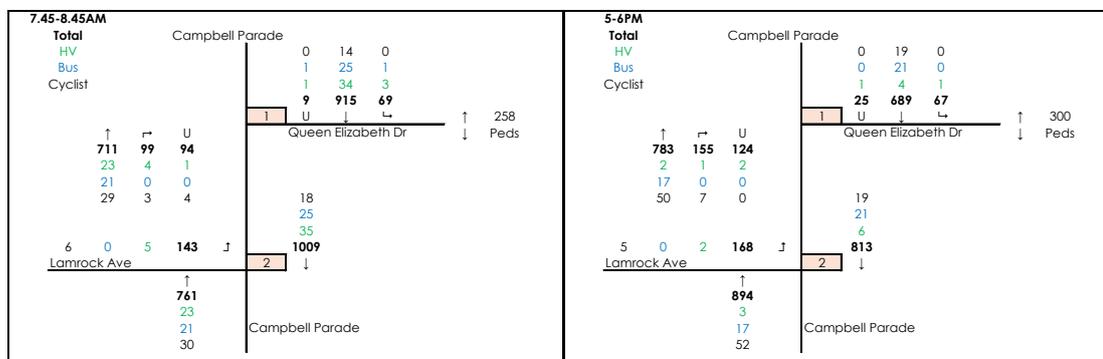
2.2.1 Available Survey Data

Council undertook traffic and pedestrian surveys at the Campbell Parade-Queen Elizabeth roundabout on Thursday, 13th February 2025 for the weekday AM and PM peak periods between 7am-10am and 3pm-6pm. No queue length surveys were undertaken.

Council provided TPP with the traffic and pedestrian count survey data undertaken by Geocounts. Based on the survey data, the existing 2025 AM Peak (7:45am-8:45am) and PM peak (5pm-6pm) traffic volumes are shown in Figure 2.2.



Figure 2.2: Existing 2025 Weekday Thursday AM and PM Peak Hour Volumes



2.2.2 SCATS Detector Counts to Fill Missing Data Gaps

No traffic or pedestrian surveys were undertaken by Council for the weekend periods or special event day. Therefore, TTPP have inferred the weekend and special event day traffic and pedestrian volumes based on the historical data from a nearby signalised intersection.

TTPP obtained Transport for NSW SCATS traffic count data for the Campbell Parade - Hall Street signalised intersection for the following days:

- Thursday 13th February 2025 (concurrent with Council's traffic survey data),
- Saturday 22nd February 2025 for a typical weekend, and
- Saturday 25th October 2025 for a "special event" day.

The proposed special event day represented the second weekend of the annual Sculpture by the Sea exhibition (17 October – 3 November 2025) which is held from Bondi to Tamarama. The SCATS traffic count data was compared across the three dates and used to determine the relative percentage uplift from weekday to weekend and special event volumes. This percentage uplift would then be applied to the existing weekday Campbell Parade-Queen Elizabeth roundabout traffic and pedestrian volumes.

However, TTPP note that TfNSW provided SCATS detector data for Saturday 25th October 2025 (special event day) indicated a faulty detector loop (Detector 6 – westbound through movement) since September 2025. TTPP contacted TfNSW to investigate the issue and was advised the following:

- "Status: Consistently showing Unknown from early September 2025 through early November 2025 (see attached screenshots).
- Current Condition: Appearing as RED in TCS, which indicates a likely defect or damage. (Figure 2.3 below).

This aligns with previous reports that Detector 6 is prone to short-circuiting. Based on the trend and current status, it is most likely due for repair or decommissioning and replacement."

Furthermore, TfNSW also noted that poor pavement conditions may also contribute to recurring failures.

Figure 2.3: TCS Current Status – RED = damaged (short circuit)



Therefore, based on the incomplete 'special event' day SCATS data, a conservative uplift percentage was adopted instead to estimate the special event day volumes.

The percentage was assumed to be greater than the calculated typical weekend uplift percentage for a robust assessment.

The methodology to estimate the percentage uplift relative to the weekday Thursday AM and PM peak volumes required the comparison of the AM, PM and Midday peak hour volumes respectively across the available dates (i.e. Thursday 13th February and Saturday 22nd February SCATS detector counts).

Calculation of the estimated percentage uplift is shown in Table 2.1.

Table 2.1: Estimation of Traffic Volume Percentage Uplift

Peak Period	Peak Hour [1]	SCATS Detector Counts - Thursday 13 th February 2025 Traffic Volume	SCATS Detector Counts - Saturday 22 nd February 2025 Traffic Volume
AM	7:45-8:45AM	1,987	1,184
PM	5:00-6:00PM	1,866	1,971
Midday	11:30AM – 12:30PM [2]	1,662	2,012
% Change from Thursday AM to Saturday Midday Peak Volumes		-	1.3% increase
% Change from Thursday PM to Saturday Midday Peak Volumes		-	7.8% increase

[1] traffic surveys were undertaken during the weekday Thursday AM and PM peaks only

[2] Midday Peak hour determined from SCATS detector data

[3] Saturday 25th October (special event) SCATS data was unavailable due to detector loop faults. A conservative uplift percentage was assumed as discussed below.

Based on Table 2.1 above, the comparison figures are as follows:

- There was a 1.3% relative increase in total traffic volumes from Thursday AM peak to Saturday midday peak traffic volumes
- There was a 7.8% relative increase in total traffic volumes from Thursday PM peak to Saturday midday peak traffic volumes

Based on the above, there was a relative traffic volume increase of up to 8% from the Thursday PM peak hour to the Saturday midday peak hour.

However, as a conservative approach, the uplift percentage to estimate the Saturday weekend midday peak hour traffic volumes has been adopted as 10%.

To estimate the special event day traffic volumes, an uplift percentage of 25% has been adopted.

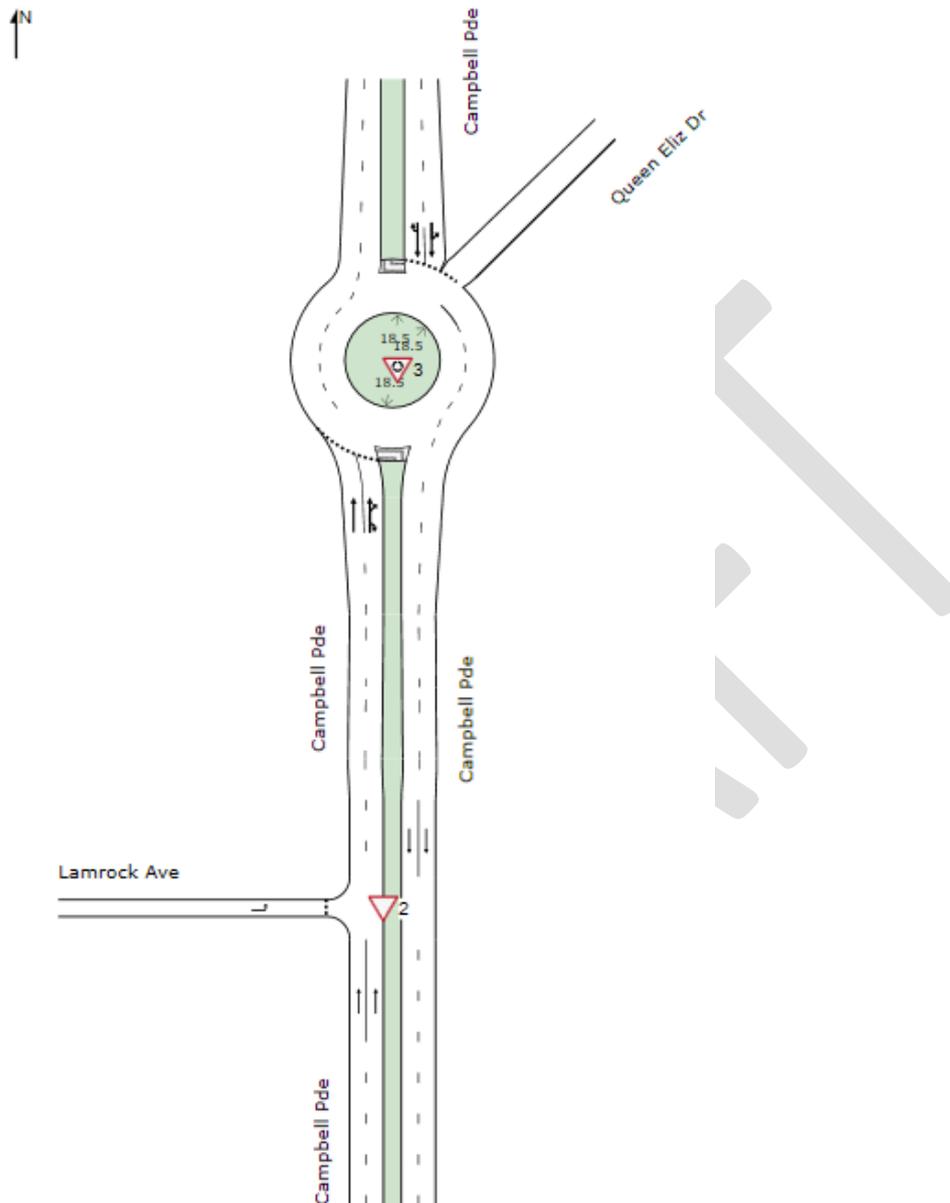
The weekend and special event uplift percentages have been applied to the existing AM peak hour period volumes as this period indicated overall higher hourly traffic volumes, providing for a conservative assessment.

2.3 Base Model Development

Nearmap aerial imagery has been used to code the intersection layout and geometry based on what it was on the traffic survey day in February 2025.

The SIDRA layout is shown in Figure 2.4 for the existing layout.

Figure 2.4: Existing Base SIDRA Model Layout



Note: as highlighted in Section 2.3 the pedestrian crossing point on Queen Elizabeth Drive has not been included in the base model as it is not a formal pedestrian crossing where vehicles must give-way to pedestrians.



2.4 SIDRA Modelling Limitations

2.4.1 Pedestrian Average Delay Results

TTPP highlight the limitations of SIDRA traffic modelling in relation to pedestrian modelling and performance results for priority-controlled sites such as those included within the model extent.

It is noted that SIDRA does not provide model outputs for 'Average Pedestrian Delay' (s/ped) or 'Pedestrian Level of Service' (LoS) for priority-controlled sites. These outputs are only generated for signalised sites in SIDRA.

Furthermore, even for 'pedestrian crossing' sites in SIDRA software the output results are all vehicle-related outputs (queues, delays, degree of saturation, demand/arrival flows etc) and do not provide pedestrian-related outputs.

2.4.2 Calibration and Vehicle Platooning from Signalised Intersections

With regards to model calibration of the base scenario, it is noted that no signalised intersections have been included in the modelling scope extent. However, as seen in Figure 2.1, queueing within the model boundaries is evident in the northbound direction which would be caused by the downstream signalised intersection at Campbell Parade-Hall Street. Therefore, queueing within the roundabout may not necessarily be attributed to the intersection but rather spilling back from downstream congestion.

In addition, signal sites in a network model generate platooning and bunching effects based on approach distance, vehicle speeds and arrival flows. However, to overcome this, bunching effects have been manually coded into the external approaches to account for platooning from upstream and downstream signals such as Campbell Parade / Hall Street and Campbell Parade / Notts Avenue.

2.4.3 Pedestrian Crossings Behaviour and Car Park Congestion

Site observations were undertaken on Saturday 13th December 2025 during fine/clear weather conditions. Pedestrian and vehicle spot counts were also undertaken to confirm the traffic volume assumptions.

During the site visit it was observed that both vehicles and pedestrians generally give-way to one another depending on the situation. That is, some vehicles stop for pedestrians crossing and pedestrians sometimes wait for vehicles.

On occasion, queues from the car park extends back to the roundabout. For example, Figure 2.5 and Figure 2.6 indicates some queue spillback from the car park due to a vehicle

parking near the start of the car park. This resulted in vehicles queuing past the pedestrian crossing location and within the roundabout. As the vehicles were momentarily stationary, pedestrians crossed between the queued vehicles.

Figure 2.5: Pedestrians crossing between slow entering vehicles



Figure 2.6: Queue spillback during car parking movements



Figure 2.7 indicates pedestrians giving way to cyclists in the roundabout turning into the car park.

Figure 2.7: Pedestrians waiting to cross and looking towards their right



It is noted that SIDRA permits coding of various pedestrian crossings e.g. signalised crossings and unsignalized (zebra) crossings. However, it does not allow for uncontrolled pedestrian crossings. For this reason, a pedestrian crossing point has not been coded in the base model.

2.4.4 Special Event Peak Hour

The peak hour for a special event day has been assumed as the same peak hour for a typical weekend Saturday i.e. 11:30am-12:30pm.

Bondi Beach is a significant attraction that brings locals and visitors from across the world. A wide range of recreational and cultural activities and festivals and events are held throughout the year at Bondi. Special events such as Flickerfest International Short Film Festival, Sunset Cinema Bondi and Bondi Festival Ice Rink are some of the annual special events around Bondi which have times typically running during the evening period and may not necessarily occur during the same Saturday midday peak hour.

Furthermore, a seasonally hot weather weekend with no scheduled special events may be expected to generate a significant number of visitors to the beach. There are a number of public transport services that run along Campbell Parade and it is anticipated that a large



number of visitors may utilise existing public transport and more likely for tourists who may not have a private vehicle.

DRAFT

3 Modelling

3.1 Scenarios

The following scenarios have been modelled in Sidra 10:

- **Scenario 1:** 2025 Base Case – AM peak, PM peak, Weekend and Special Events
- **Scenario 2:** Proposed Concept Design Option A – AM, PM, Weekend and Special Events
- **Scenario 3:** Proposed Concept Design Option B – AM, PM, Weekend and Special Events

Options A and Option B are outlined as follows:

- **Option A** – proposes to provide a new raised pedestrian crossing east of the existing pedestrian kerb ramps sufficient for one vehicle to queue prior to the crossing and a kerb extension on the southern side when entering Queen Elizabeth Drive.
- **Option B** – proposes to close a portion of the roundabout, preventing entry for vehicles driving northbound on Campbell Parade from entering Queen Elizabeth Drive. The pedestrian ramp crossing on Elizabeth Drive is to be shifted east by approximately 4m.

In Option B, the northbound right turn movement entering Queen Elizabeth Drive would be removed. The removal of this movement would result in all inbound traffic accessing Queen Elizabeth Drive from the south to reroute their travel path to access the car park from Campbell Parade (north) and turning left onto Queen Elizabeth Drive.

Figure 3.1: Option A Layout

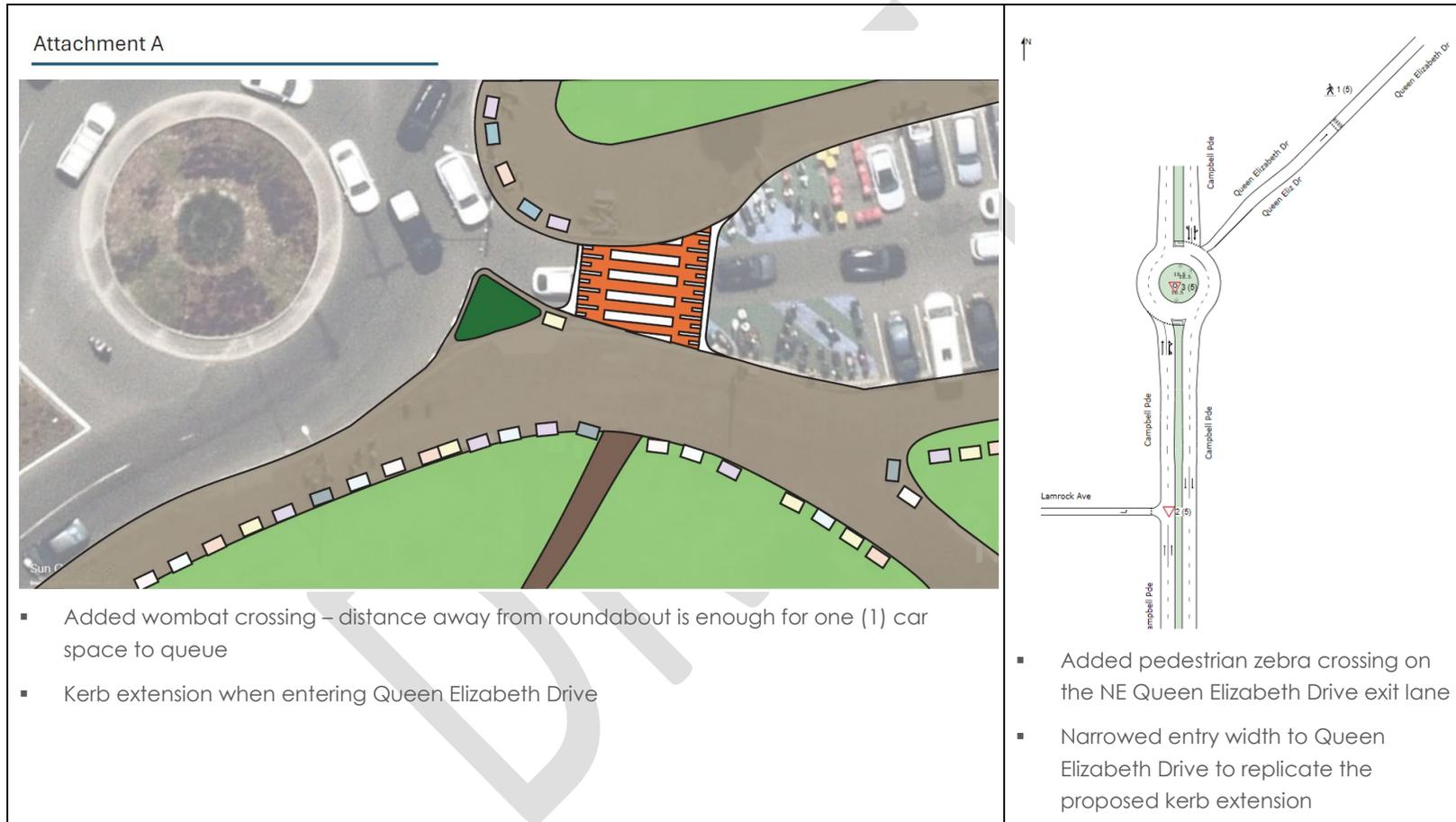
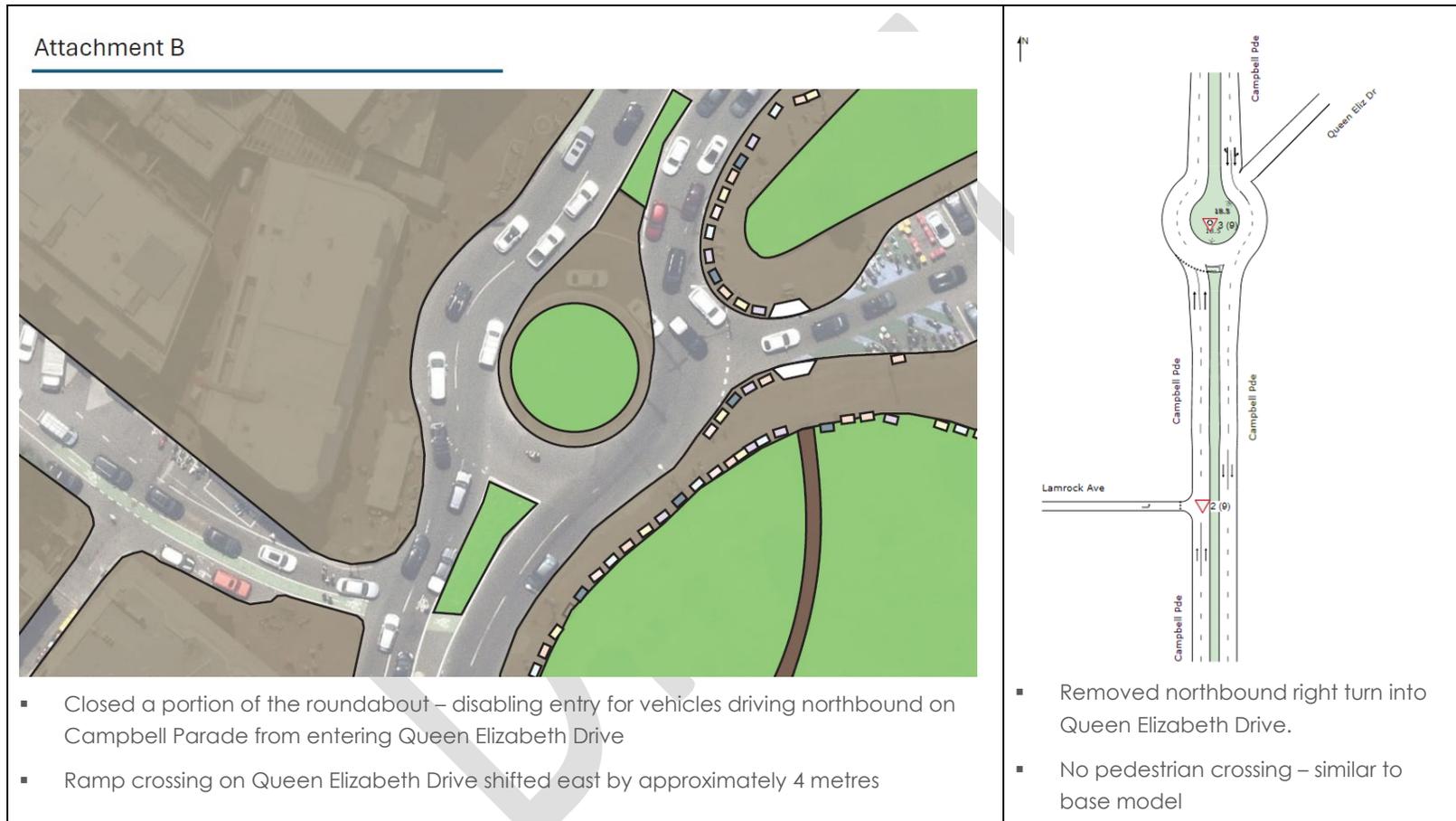


Figure 3.2: Option B Layout



3.2 Assumptions and Exclusions

3.2.1 Assumption

- Option B proposes effectively removing the northbound right turn movement. The traffic redistribution assumes the following:
 - Campbell Parade northbound right turn to Queen Elizabeth Drive would continue straight, find somewhere to turn around and return southbound to turn left into Queen Elizabeth Drive. This is considered the worst-case scenario.
 - A proportion existing northbound u-turn movements have been assumed to continue north and find new routes to their destination (75%) while the remaining proportion (25%) have been assumed to turnaround outside the scope of works and continue southbound on Campbell Parade as normal.
- A 'Special event' day assumes greater traffic generation. However, it is anticipated that special events, which may draw crowds from both locals across NSW and tourists, would provide detailed travel information. It is expected that events of this nature would provide such information on their website and ticketing information and would encourage use of public transport to access the event. There are a number of express bus services that connect Bondi Junction Railway Station to Bondi Beach with a number of bus stops located along Campbell Parade. Noting that special events at a popular beach like Bondi would attract many tourists which may not have a private vehicle it can be expected that a number of the trips would be via public transport services.

3.2.2 Exclusions

- The Option B modelling assessment does not consider the traffic impacts on intersections outside of the scope of works, as a result of the northbound right turn removal and traffic redistribution.
- Congestion impacts of out-of-scope signalised intersections on the roundabout and vice versa (Figure 3.3).
- Modelling congestion caused by parking movements along Queen Elizabeth Drive (Figure 3.3).

Figure 3.3: Existing Queue Spillback from Out-of-Scope Intersections and Car Park Movements



Source: Nearmap Imagery Dated Sunday 5th October 2025

3.3 Modelling Results

3.3.1 Intersection Modelling Criteria

Network capacity analysis has been undertaken using the computer-based modelling package SIDRA Intersection 10. TfNSW uses the performance measure Level of Service to establish the efficiency of an intersection under given prevailing traffic conditions.

Level of service (LoS) is directly related to the delays experienced by traffic traversing the intersection. Level of service indicators range from A (indicating good intersection operation) to F (indicating over-saturated conditions with long delays and queues). LoS D is the long-term desirable level of service.

At signalised intersections, the average delay is the volume weighted average of all movements. For roundabouts and priority (give way and stop sign) controlled intersections, the average delay relates to the worst movement.

Table 3.1 shows the criteria that SIDRA Intersection adopts in assessing the LoS.

Table 3.1: Level of Service Criteria for Intersection Operation

LoS	Average Delay per vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity; at signals incidents would cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	Greater than 70	Unsatisfactory, requires additional capacity	Unsatisfactory, requires other control mode or major treatment

3.3.2 Modelling Results

The modelling results for the existing conditions, Option A and Option B, is presented in Table 3.2, Table 3.3 and Table 3.4 respectively.



Table 3.2: Existing Intersection Operation

Intersection	Control	Thursday Morning Peak (7:45AM – 8:45AM)				Thursday Evening Peak (5-6PM)				Saturday Midday Peak (11:30AM-12:30PM)				Special Event Midday (11:30AM-12:30PM)			
		Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)
Campbell Pde – Queen Elizabeth Dr	Roundabout	9	A	2	17	9	A	3	20	9	A	3	21	9	A	4	27
Campbell Pde – Lamrock Ave	Priority	6	A	1	5	6	A	1	6	6	A	1	6	7	A	1	8

Table 3.3: Option A Intersection Operation

Intersection	Control	Thursday Morning Peak (7:45AM – 8:45AM)				Thursday Evening Peak (5-6PM)				Saturday Midday Peak (11:30AM-12:30PM)				Special Event Midday (11:30AM-12:30PM)			
		Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)
Campbell Pde – Queen Elizabeth Dr	Roundabout	9	A	2	17	9	A	3	20	9	A	3	21	9	A	4	27
Campbell Pde – Lamrock Ave	Priority	6	A	1	5	6	A	1	6	6	A	1	6	7	A	1	8
Queen Elizabeth Drive Ped Crossing	Priority Ped Crossing	3	A	1	7	3	A	1	9	3	A	1	8	4	A	1	10



Table 3.4: Option B Intersection Operation

Intersection	Control	Thursday Morning Peak (7:45AM – 8:45AM)				Thursday Evening Peak (5-6PM)				Saturday Midday Peak (11:30AM-12:30PM)				Special Event Midday (11:30AM-12:30PM)			
		Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)
Campbell Pde – Queen Elizabeth Dr	Roundabout	7	A	2	12	7	A	2	14	7	A	2	14	7	A	2	16
Campbell Pde – Lamrock Ave	Priority	5	A	1	5	5	A	1	6	5	A	1	5	6	A	1	7

DRAFT

3.4 Results Discussion

Based on the above tables, the roundabout currently operates acceptably at level of service (LoS) A. The 95th percentile queue in the 'worst' performing peak hour (i.e. Saturday special event) under existing conditions is 27m or equivalent to 4 vehicles. This result relates to the Campbell Parade (north) kerbside lane 1. This is because these vehicles are required to give-way to the northbound right turning vehicles which has a greater volume. Notwithstanding, the average delay is 9 seconds which is low.

In Option A, with the introduction of the raised pedestrian crossing, the roundabout would operate similar to existing conditions. The largest 95th percentile queue at the pedestrian crossing would be 10m or equivalent to 1 vehicle and would operate at LoS A. This 95th percentile queue may extend into the car park.

In Option B, with the northbound right turn movement removed, the roundabout would operate better than existing conditions due to less turning conflicts in the roundabout.

3.5 Sensitivity Analysis

A sensitivity analysis has been undertaken on the special event scenario with a conservative traffic volume uplift of:

- 175% for traffic volumes, and
- 200% uplift for pedestrian volumes.

This represents a further 50% uplift in traffic volumes and a further 75% uplift in pedestrian volumes.

The modelling results for the special event sensitivity scenario are summarised in Table 3.5.



Table 3.5: Special Event Day Sensitivity Analysis

Intersection	Control	'Existing' Special Event				Option A Scenario				Option B Scenario			
		Special Event Midday (11:30AM-12:30PM)				Special Event Midday (11:30AM-12:30PM)				Special Event Midday (11:30AM-12:30PM)			
		Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)	Ave. Delay (s)	LoS	95 th Queue (veh)	95 th Queue (m)
Campbell Pde – Queen Elizabeth Dr	Roundabout	15	B	11	80	16	B	13	98	7	A	4	27
Campbell Pde – Lamrock Ave	Priority	17	B	4	29	18	B	4	29	9	A	2	16
Queen Elizabeth Drive Ped Crossing	Priority Ped Crossing					8	A	4	26				

DRAFT



Based on Table 3.5, the roundabout continues to operate satisfactorily with LoS B under its current layout with special event conditions. A 95th percentile queue of 80m (approximately 11 vehicles) would occur on Campbell Parade (north). There would be sufficient capacity for the northern approach of approximately 95m to contain the 95th queue and not overspill into the signalised intersection.

In Option A, the 95th percentile would increase up to 98m or approximately 13 vehicles due to the presence of a formal zebra crossing on Queen Elizabeth Drive. The queue on Campbell Parade (north) would slightly overspill the storage capacity by 3m, while delay for vehicles would increase by 1 second. The increase in delays and queues is because vehicles are now required to give-way to all pedestrians before entering Queen Elizabeth Drive.

The zebra crossing has been modelled at a distance of 10m (to sufficiently accommodate 1 vehicle) away from the Queen Elizabeth Drive exit. Table 3.5 indicates that there would be a 95th percentile queue of approximately 4 vehicles (or 26m). This is anticipated to overspill into the roundabout. If there were further pedestrian volume increases, it would be expected that vehicles would be delayed longer and consequently queuing will begin to accumulate within the roundabout and spillback towards adjacent intersections.

Notwithstanding, the intersections are indicated to operate at LoS B or better – however, as mentioned in Section 2.4 Modelling Limitations and Section 3.2 Assumptions and Exclusions that the modelling does not take into account queuing impacts on or by external intersections outside the scope of works or queuing impacts as a result of car parking movements within Queen Elizabeth Drive, as evidently shown in Figure 3.3.

Based on Table 3.5, Option B would see an improvement to all intersection as compared to the 'existing special event (sensitivity)' scenario and Option A sensitivity scenario.

4 Mitigation Strategies and Recommendations

The key advantages and disadvantages of each option are summarised in Table 4.1.

Table 4.1: Advantages and Disadvantages of Proposed Options

	Option A	Option B
Advantages	<ul style="list-style-type: none"> • Pedestrians have right-of-way at zebra crossing • Induced lower travel speeds on vehicles as they enter Queen Elizabeth Drive • Provides more queuing distance from the Roundabout. 	<ul style="list-style-type: none"> • Reduced traffic volumes entering Queen Elizabeth Drive due to the right turn ban • Installation of crash barriers to direct pedestrians towards the preferred crossing point location, further from the roundabout exit
Disadvantages	<ul style="list-style-type: none"> • Vehicles are required to give-way to pedestrians potentially causing delays and queueing into the roundabout. • Construction cost to build new pedestrian crossing 	<ul style="list-style-type: none"> • The broader traffic impacts from the redistributed traffic to the surrounding road network was not considered. Without a clear location for vehicles to perform U turns this may have impacts on the operation of other parking areas and impact on intersections performance. • Retains the current pedestrian and vehicle priority ambiguity. • Construction cost to build new roundabout island

Observations at the existing crossing indicate that pedestrians often cross while vehicles yield to them. In accordance with the Australian Road Rules, turning vehicles are required to give way to pedestrians crossing at side streets. However, this is not consistent.

While Option B performed better in terms of the delay, the modelling has not captured the potential flow-on effects to other intersections and the potential for illegal U-turns or added congestion to other areas.

Option A would result in a queue extending back and through the roundabout from the crossing as vehicles are required to give priority to pedestrians on the zebra crossing. However, this was already observed occurring without the presence of a formalised pedestrian crossing but was not captured in the modelling due to the limitations of not including the car park delay and pedestrian behaviour as previously highlighted. The crossing provides a clear priority for pedestrians, which is currently somewhat ambiguous for some road users and would offer better pedestrian safety than Option B.

Option B results indicate that there would be an improvement to existing intersection performance as there would be less conflicting turning movements in the roundabout. Additionally, there would be less vehicles turning into the Queen Elizabeth Drive car park, resulting in less pedestrian and vehicle conflicts. Notwithstanding, the pedestrian and vehicle priority ambiguity, as observed in reality, would still remain.



Option B is recommended on the basis that it would improve the operation of the roundabout while having some benefit for pedestrians by reducing traffic volumes without the potential risk of increased queue length.

DRAFT

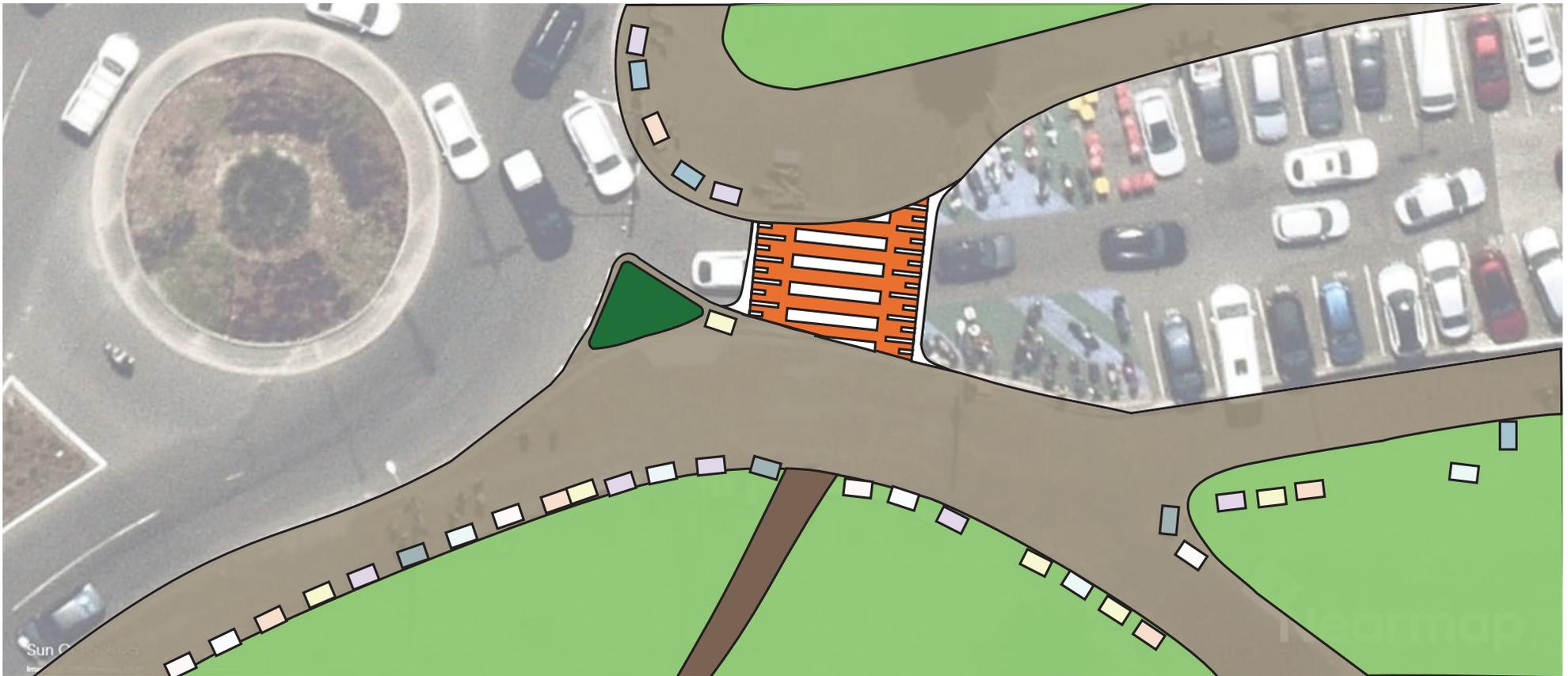


Appendix A

Design Options

DRAFT

Attachment A



Concept Design Changes

- Added Wombat Crossing – distance away from roundabout is enough for one (1) car space to queue
- Kerb extension when entering Queen Elizabeth Drive

Attachment B



Concept Design Changes

- Closed a portion of the roundabout – disabling entry for vehicles driving northbound on Campbell Parade from entering Queen Elizabeth Drive.
- Ramp crossing on Queen Elizabeth Drive shifted east by approximately 4 metres.



Appendix B

SIDRA Modelling Outputs

DRAFT

MOVEMENT SUMMARY



Site: [3] Campbell Pde - Queen Eliz Dr (AM)

Network: [1] Weekday AM (2025 Base)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	748	6.2	748	6.2	0.293	0.8	LOSA	2.2	16.2	0.08	0.23	0.08	35.0
3a	R1	All MCs	104	4.0	104	4.0	0.293	3.5	LOSA	2.2	15.6	0.09	0.40	0.09	25.9
3u	U	All MCs	99	1.1	99	1.1	0.293	5.7	LOSA	2.2	15.6	0.09	0.40	0.09	26.0
Approach			952	5.4	952	5.4	0.293	1.6	LOSA	2.2	16.2	0.08	0.27	0.08	33.8
North: Campbell Pde															
7b	L3	All MCs	73	5.8	73	5.8	0.403	3.4	LOSA	2.4	17.4	0.32	0.34	0.32	30.9
8	T1	All MCs	963	6.4	963	6.4	0.403	2.5	LOSA	2.4	17.4	0.33	0.34	0.33	31.1
9u	U	All MCs	922.2		922.2		0.403	8.6	LOSA	2.3	17.0	0.34	0.35	0.34	34.2
Approach			1045	6.5	1045	6.5	0.403	2.6	LOSA	2.4	17.4	0.33	0.34	0.33	31.1
All Vehicles			1997	6.0	1997	6.0	0.403	2.1	LOSA	2.4	17.4	0.21	0.31	0.21	32.3

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:26 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [2] Campbell Pde - Lamrock Ave (AM)

Network: [1] Weekday AM (2025 Base)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]	Qued	Rate to Depart	km/h	
South: Campbell Pde															
2	T1	All MCs	801	5.8	801	5.8	0.222	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.4
Approach			801	5.8	801	5.8	0.222	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.4
North: Campbell Pde															
8	T1	All MCs	1062	5.9	1062	5.9	0.279	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.7
Approach			1062	5.9	1062	5.9	0.279	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.7
West: Lamrock Ave															
10	L2	All MCs	151	3.5	151	3.5	0.181	5.5	LOSA	0.7	5.0	0.46	0.61	0.46	35.4
Approach			151	3.5	151	3.5	0.181	5.5	LOSA	0.7	5.0	0.46	0.61	0.46	35.4
All Vehicles			2014	5.7	2014	5.7	0.279	0.4	NA	0.7	5.0	0.03	0.05	0.03	38.8

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:26 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files\Modell\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 Site: [3 (2)] Campbell Pde - Queen Eliz Dr (PM)

Network: [1 (2)] Weekday PM (2025 Base)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]	Qued	Rate to Depart	km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	824	2.4	824	2.4	0.348	0.9	LOSA	2.9	19.7	0.16	0.24	0.16	34.3
3a	R1	All MCs	163	0.6	163	0.6	0.348	3.6	LOSA	2.8	19.3	0.16	0.43	0.16	24.6
3u	U	All MCs	131	1.6	131	1.6	0.348	5.9	LOSA	2.8	19.3	0.16	0.43	0.16	24.7
Approach			1118	2.1	1118	2.1	0.348	1.9	LOSA	2.9	19.7	0.16	0.29	0.16	32.6
North: Campbell Pde															
7b	L3	All MCs	71	1.5	71	1.5	0.338	3.7	LOSA	1.9	13.3	0.37	0.38	0.37	30.3
8	T1	All MCs	725	3.6	725	3.6	0.338	2.8	LOSA	1.9	13.3	0.37	0.40	0.37	30.3
9u	U	All MCs	26	4.0	26	4.0	0.338	8.7	LOSA	1.8	12.9	0.38	0.41	0.38	33.8
Approach			822	3.5	822	3.5	0.338	3.1	LOSA	1.9	13.3	0.37	0.40	0.37	30.4
All Vehicles			1940	2.7	1940	2.7	0.348	2.4	LOSA	2.9	19.7	0.25	0.33	0.25	31.6

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:29 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files\Modell\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [2 (2)] Campbell Pde - Lamrock Ave (PM)

Network: [1 (2)] Weekday PM (2025 Base)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]	Qued		km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	941	2.2	941	2.2	0.271	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.1
Approach			941	2.2	941	2.2	0.271	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.1
North: Campbell Pde															
8	T1	All MCs	856	3.3	856	3.3	0.221	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.6
Approach			856	3.3	856	3.3	0.221	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.6
West: Lamrock Ave															
10	L2	All MCs	177	1.2	177	1.2	0.240	6.0	LOSA	0.9	6.2	0.51	0.65	0.51	35.2
Approach			177	1.2	177	1.2	0.240	6.0	LOSA	0.9	6.2	0.51	0.65	0.51	35.2
All Vehicles			1974	2.6	1974	2.6	0.271	0.6	NA	0.9	6.2	0.05	0.06	0.05	38.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:29 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files\Modell\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [3 (3)] Campbell Pde - Queen Eliz Dr (Weekend Middy)**
Network: [1 (3)] Weekend Middy (2025 Base)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
 Site Category: (None)
 Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
South: Campbell Pde															
2	T1	All MCs	823	6.1	823	6.1	0.322	0.8	LOSA	2.6	18.5	0.09	0.23	0.09	34.9
3a	R1	All MCs	115	3.7	115	3.7	0.322	3.5	LOSA	2.5	17.8	0.10	0.40	0.10	25.8
3u	U	All MCs	108	1.0	108	1.0	0.322	5.7	LOSA	2.5	17.8	0.10	0.40	0.10	26.0
Approach			1046	5.3	1046	5.3	0.322	1.6	LOSA	2.6	18.5	0.09	0.27	0.09	33.7
North: Campbell Pde															
7b	L3	All MCs	80	5.3	80	5.3	0.450	3.5	LOSA	2.8	20.7	0.35	0.36	0.35	30.6
8	T1	All MCs	1060	6.5	1060	6.5	0.450	2.7	LOSA	2.8	20.7	0.36	0.37	0.36	30.7
9u	U	All MCs	11	20.0	11	20.0	0.450	8.8	LOSA	2.7	20.0	0.37	0.37	0.37	34.0
Approach			1151	6.5	1151	6.5	0.450	2.8	LOSA	2.8	20.7	0.36	0.36	0.36	30.8
All Vehicles			2197	5.9	2197	5.9	0.450	2.2	LOSA	2.8	20.7	0.23	0.32	0.23	32.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:32 AM
 Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [2 (3)] Campbell Pde - Lamrock Ave** (Weekend Midday)
Network: [1 (3)] Weekend Midday (2025 Base)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
 Site Category: (None)
 Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]	Qued	Rate to Depart	km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	880	5.7	880	5.7	0.256	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.4
Approach			880	5.7	880	5.7	0.256	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.4
North: Campbell Pde															
8	T1	All MCs	1168	5.9	1168	5.9	0.308	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.7
Approach			1168	5.9	1168	5.9	0.308	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.7
West: Lamrock Ave															
10	L2	All MCs	166	3.2	166	3.2	0.218	5.9	LOSA	0.8	5.8	0.50	0.64	0.50	35.2
Approach			166	3.2	166	3.2	0.218	5.9	LOSA	0.8	5.8	0.50	0.64	0.50	35.2
All Vehicles			2215	5.7	2215	5.7	0.308	0.5	NA	0.8	5.8	0.04	0.05	0.04	38.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:32 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files\Modell\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [3 (4)] Campbell Pde - Queen Eliz Dr (Special Event Midday)**

Network: [1 (4)] Special Event Midday (2025 Base)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed	
			veh/h	%	veh/h	%				[Veh. veh	[Dist] m				
South: Campbell Pde															
2	T1	All MCs	936	6.2	936	6.2	0.367	0.8	LOSA	3.1	22.5	0.10	0.23	0.10	34.8
3a	R1	All MCs	131	4.0	131	4.0	0.367	3.5	LOSA	3.1	21.7	0.11	0.40	0.11	25.7
3u	U	All MCs	124	0.8	124	0.8	0.367	5.7	LOSA	3.1	21.7	0.11	0.40	0.11	25.8
Approach			1191	5.4	1191	5.4	0.367	1.6	LOSA	3.1	22.5	0.11	0.27	0.11	33.6
North: Campbell Pde															
7b	L3	All MCs	91	5.8	91	5.8	0.524	3.9	LOSA	3.6	26.5	0.40	0.40	0.40	30.0
8	T1	All MCs	1204	6.5	1204	6.5	0.524	3.0	LOSA	3.6	26.5	0.41	0.41	0.41	30.1
9u	U	All MCs	12	18.2	12	18.2	0.524	9.2	LOSA	3.5	25.4	0.42	0.42	0.42	33.6
Approach			1306	6.5	1306	6.5	0.524	3.1	LOSA	3.6	26.5	0.41	0.41	0.41	30.2
All Vehicles			2497	6.0	2497	6.0	0.524	2.4	LOSA	3.6	26.5	0.26	0.34	0.26	31.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:35 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [2 (4)] Campbell Pde - Lamrock Ave (Special Event Midday)

Network: [1 (4)] Special Event Midday (2025 Base)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]	Arrival Flows [Total HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.]	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed			
			veh/h	%	veh/h	%	v/c	sec				km/h			
South: Campbell Pde															
2	T1	All MCs	1002	5.8	1002	5.8	0.316	0.1	LOSA	0.0	0.0	0.00	0.00	0.00	39.3
Approach			1002	5.8	1002	5.8	0.316	0.1	NA	0.0	0.0	0.00	0.00	0.00	39.3
North: Campbell Pde															
8	T1	All MCs	1328	5.9	1328	5.9	0.349	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.6
Approach			1328	5.9	1328	5.9	0.349	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.6
West: Lamrock Ave															
10	L2	All MCs	188	3.4	188	3.4	0.288	6.7	LOSA	1.1	7.8	0.55	0.71	0.60	34.6
Approach			188	3.4	188	3.4	0.288	6.7	LOSA	1.1	7.8	0.55	0.71	0.60	34.6
All Vehicles			2519	5.7	2519	5.7	0.349	0.5	NA	1.1	7.8	0.04	0.05	0.04	38.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:35 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY



Site: [3 (5)] Campbell Pde - Queen Eliz Dr - Option A (AM)

Network: [1 (5)] Weekday AM (Option A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	748	6.2	748	6.2	0.293	0.8	LOSA	2.2	16.2	0.08	0.23	0.08	35.0
3a	R1	All MCs	104	4.0	104	4.0	0.293	3.5	LOSA	2.2	15.6	0.09	0.40	0.09	26.0
3u	U	All MCs	99	1.1	99	1.1	0.293	5.7	LOSA	2.2	15.6	0.09	0.40	0.09	26.0
Approach			952	5.4	952	5.4	0.293	1.6	LOSA	2.2	16.2	0.08	0.27	0.08	33.9
North: Campbell Pde															
7b	L3	All MCs	73	5.8	73	5.8	0.403	3.4	LOSA	2.4	17.4	0.32	0.34	0.32	31.2
8	T1	All MCs	963	6.4	963	6.4	0.403	2.5	LOSA	2.4	17.4	0.33	0.34	0.33	31.1
9u	U	All MCs	922.2		922.2		0.403	8.6	LOSA	2.3	17.0	0.34	0.35	0.34	34.2
Approach			1045	6.5	1045	6.5	0.403	2.6	LOSA	2.4	17.4	0.33	0.34	0.33	31.1
All Vehicles			1997	6.0	1997	6.0	0.403	2.1	LOSA	2.4	17.4	0.21	0.31	0.21	32.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:40 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [2 (5)] Campbell Pde - Lamrock Ave - Option A (AM)**
Network: [1 (5)] Weekday AM (Option A)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
 Site Category: (None)
 Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]	Qued	Rate to Depart	km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	801	5.8	801	5.8	0.222	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.4
Approach			801	5.8	801	5.8	0.222	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.4
North: Campbell Pde															
8	T1	All MCs	1062	5.9	1062	5.9	0.279	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.7
Approach			1062	5.9	1062	5.9	0.279	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.7
West: Lamrock Ave															
10	L2	All MCs	151	3.5	151	3.5	0.181	5.5	LOSA	0.7	5.0	0.46	0.61	0.46	35.4
Approach			151	3.5	151	3.5	0.181	5.5	LOSA	0.7	5.0	0.46	0.61	0.46	35.4
All Vehicles			2014	5.7	2014	5.7	0.279	0.4	NA	0.7	5.0	0.03	0.05	0.03	38.8

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:40 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files\Modell\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 Site: [1 (5)] Ped Crossing - Option A (AM)

Network: [1 (5)] Weekday AM (Option A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Pedestrian Crossing (Unsignalised)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h	
			veh/h	%	veh/h	%				veh	m				
SouthWest: Queen Elizabeth Dr															
2	T1	All MCs	177	4.8	177	4.8	0.222	2.8	LOSA	0.9	6.6	0.42	0.49	0.42	37.1
Approach			177	4.8	177	4.8	0.222	2.8	LOSA	0.9	6.6	0.42	0.49	0.42	37.1
All Vehicles			177	4.8	177	4.8	0.222	2.8	NA	0.9	6.6	0.42	0.49	0.42	37.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Akçelik M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:40 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files\Modell\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [3 (6)] Campbell Pde - Queen Eliz Dr - Option A (PM)**
Network: [1 (6)] Weekday PM (Option A)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
 Site Category: (None)
 Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]	Qued	Rate to Depart	km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	824	2.4	824	2.4	0.350	0.9	LOSA	2.9	19.8	0.16	0.24	0.16	34.3
3a	R1	All MCs	163	0.6	163	0.6	0.350	3.6	LOSA	2.8	19.3	0.16	0.43	0.16	24.7
3u	U	All MCs	131	1.6	131	1.6	0.350	5.9	LOSA	2.8	19.3	0.16	0.43	0.16	24.7
Approach			1118	2.1	1118	2.1	0.350	1.9	LOSA	2.9	19.8	0.16	0.29	0.16	32.6
North: Campbell Pde															
7b	L3	All MCs	71	1.5	71	1.5	0.339	3.7	LOSA	1.9	13.3	0.37	0.38	0.37	30.5
8	T1	All MCs	725	3.6	725	3.6	0.339	2.8	LOSA	1.9	13.3	0.37	0.40	0.37	30.3
9u	U	All MCs	26	4.0	26	4.0	0.339	8.7	LOSA	1.8	12.9	0.38	0.41	0.38	33.8
Approach			822	3.5	822	3.5	0.339	3.1	LOSA	1.9	13.3	0.37	0.40	0.37	30.5
All Vehicles			1940	2.7	1940	2.7	0.350	2.4	LOSA	2.9	19.8	0.25	0.33	0.25	31.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:43 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [2 (6)] Campbell Pde - Lamrock Ave - Option A (PM)**
Network: [1 (6)] Weekday PM (Option A)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
 Site Category: (None)
 Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	941	2.2	941	2.2	0.271	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.1
Approach			941	2.2	941	2.2	0.271	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.1
North: Campbell Pde															
8	T1	All MCs	856	3.3	856	3.3	0.221	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.6
Approach			856	3.3	856	3.3	0.221	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.6
West: Lamrock Ave															
10	L2	All MCs	177	1.2	177	1.2	0.240	6.0	LOSA	0.9	6.2	0.51	0.65	0.51	35.2
Approach			177	1.2	177	1.2	0.240	6.0	LOSA	0.9	6.2	0.51	0.65	0.51	35.2
All Vehicles			1974	2.6	1974	2.6	0.271	0.6	NA	0.9	6.2	0.05	0.06	0.05	38.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
 Two-Way Sign Control Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:43 AM
 Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files\Modell\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [1 (6)] Ped Crossing - Option A (PM)**

Network: [1 (6)] Weekday PM (Option A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Pedestrian Crossing (Unsignalised)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.]	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		veh	m			km/h	
SouthWest: Queen Elizabeth Dr															
2	T1	All MCs	234	0.9	234	0.9	0.299	3.2	LOSA	1.3	9.1	0.48	0.53	0.48	36.7
Approach			234	0.9	234	0.9	0.299	3.2	LOSA	1.3	9.1	0.48	0.53	0.48	36.7
All Vehicles			234	0.9	234	0.9	0.299	3.2	NA	1.3	9.1	0.48	0.53	0.48	36.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Akçelik M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:43 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [3 (7)] Campbell Pde - Queen Eliz Dr - Option A**
(Weekend Midday)

Network: [1 (7)] Weekend Midday (Option A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
South: Campbell Pde															
2	T1	All MCs	823	6.1	823	6.1	0.322	0.8	LOSA	2.6	18.5	0.09	0.23	0.09	34.9
3a	R1	All MCs	115	3.7	115	3.7	0.322	3.5	LOSA	2.5	17.8	0.10	0.40	0.10	26.0
3u	U	All MCs	108	1.0	108	1.0	0.322	5.7	LOSA	2.5	17.8	0.10	0.40	0.10	26.0
Approach			1046	5.3	1046	5.3	0.322	1.6	LOSA	2.6	18.5	0.09	0.27	0.09	33.8
North: Campbell Pde															
7b	L3	All MCs	80	5.3	80	5.3	0.450	3.5	LOSA	2.8	20.7	0.35	0.36	0.35	30.8
8	T1	All MCs	1060	6.5	1060	6.5	0.450	2.7	LOSA	2.8	20.7	0.36	0.37	0.36	30.7
9u	U	All MCs	11	20.0	11	20.0	0.450	8.8	LOSA	2.7	20.0	0.37	0.37	0.37	34.0
Approach			1151	6.5	1151	6.5	0.450	2.8	LOSA	2.8	20.7	0.36	0.36	0.36	30.8
All Vehicles			2197	5.9	2197	5.9	0.450	2.2	LOSA	2.8	20.7	0.23	0.32	0.23	32.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:47 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [2 (7)] Campbell Pde - Lamrock Ave - Option A
 (Weekend Midday)

Network: [1 (7)] Weekend Midday (Option A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %	Arrival Flows [Total HV] veh/h %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	Prop. Queued Dist] m	Eff. Stop of Rate Rate to Depart	Number of Cycles	Aver. Speed km/h		
South: Campbell Pde														
2	T1	All MCs	880 5.7	880 5.7	0.256	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.4	
Approach			880 5.7	880 5.7	0.256	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.4	
North: Campbell Pde														
8	T1	All MCs	1168 5.9	1168 5.9	0.308	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.7	
Approach			1168 5.9	1168 5.9	0.308	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.7	
West: Lamrock Ave														
10	L2	All MCs	166 3.2	166 3.2	0.218	5.9	LOSA	0.8	5.8	0.50	0.64	0.50	35.2	
Approach			166 3.2	166 3.2	0.218	5.9	LOSA	0.8	5.8	0.50	0.64	0.50	35.2	
All Vehicles			2215 5.7	2215 5.7	0.308	0.5	NA	0.8	5.8	0.04	0.05	0.04	38.7	

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:47 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [1 (7)] Ped Crossing - Option A (Weekend Midday)

Network: [1 (7)] Weekend Midday (Option A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Pedestrian Crossing (Unsignalised)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h	
			veh/h	%	veh/h	%				veh	m				
SouthWest: Queen Elizabeth Dr															
2	T1	All MCs	195	4.3	195	4.3	0.251	3.1	LOSA	1.1	7.6	0.45	0.52	0.45	36.9
Approach			195	4.3	195	4.3	0.251	3.1	LOSA	1.1	7.6	0.45	0.52	0.45	36.9
All Vehicles			195	4.3	195	4.3	0.251	3.1	NA	1.1	7.6	0.45	0.52	0.45	36.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Akçelik M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:47 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [3 (8)] Campbell Pde - Queen Eliz Dr - Option A (Special Event Midday)**

Network: [1 (8)] Special Event Midday (Option A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
South: Campbell Pde															
2	T1	All MCs	936	6.2	936	6.2	0.369	0.8	LOSA	3.1	22.6	0.10	0.23	0.10	34.8
3a	R1	All MCs	131	4.0	131	4.0	0.369	3.5	LOSA	3.0	21.6	0.11	0.40	0.11	25.8
3u	U	All MCs	124	0.8	124	0.8	0.369	5.7	LOSA	3.0	21.6	0.11	0.40	0.11	25.8
Approach			1191	5.4	1191	5.4	0.369	1.6	LOSA	3.1	22.6	0.11	0.27	0.11	33.7
North: Campbell Pde															
7b	L3	All MCs	91	5.8	91	5.8	0.525	3.9	LOSA	3.6	26.5	0.40	0.40	0.40	30.2
8	T1	All MCs	1204	6.5	1204	6.5	0.525	3.0	LOSA	3.6	26.5	0.41	0.41	0.41	30.1
9u	U	All MCs	12	18.2	12	18.2	0.525	9.2	LOSA	3.5	25.5	0.42	0.42	0.42	33.6
Approach			1306	6.5	1306	6.5	0.525	3.1	LOSA	3.6	26.5	0.41	0.41	0.41	30.2
All Vehicles			2497	6.0	2497	6.0	0.525	2.4	LOSA	3.6	26.5	0.27	0.34	0.27	31.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:51 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [2 (8)] Campbell Pde - Lamrock Ave - Option A (Special Event Midday)

Network: [1 (8)] Special Event Midday (Option A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows	Arrival Flows	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed			
			[Total HV]	[Total HV]	v/c	sec		[Veh. veh	Dist] m			km/h			
			veh/h	%	veh/h	%									
South: Campbell Pde															
2	T1	All MCs	1002	5.8	1002	5.8	0.316	0.1	LOSA	0.0	0.0	0.00	0.00	0.00	39.3
Approach			1002	5.8	1002	5.8	0.316	0.1	NA	0.0	0.0	0.00	0.00	0.00	39.3
North: Campbell Pde															
8	T1	All MCs	1328	5.9	1328	5.9	0.349	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.6
Approach			1328	5.9	1328	5.9	0.349	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.6
West: Lamrock Ave															
10	L2	All MCs	188	3.4	188	3.4	0.288	6.7	LOSA	1.1	7.8	0.55	0.71	0.60	34.6
Approach			188	3.4	188	3.4	0.288	6.7	LOSA	1.1	7.8	0.55	0.71	0.60	34.6
All Vehicles			2519	5.7	2519	5.7	0.349	0.5	NA	1.1	7.8	0.04	0.05	0.04	38.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:51 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [1 (8)] Ped Crossing - Option A (Special Event Midday)
Network: [1 (8)] Special Event Midday (Option A)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
 Site Category: (None)
 Pedestrian Crossing (Unsignalised)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.]	Prop. Qued [Dist]	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%	v/c	sec		veh	m			km/h
SouthWest: Queen Elizabeth Dr														
2	T1	All MCs	221	4.8	221	4.8	0.300	3.6	LOSA	1.3	9.6	0.50	0.51	36.5
Approach			221	4.8	221	4.8	0.300	3.6	LOSA	1.3	9.6	0.50	0.51	36.5
All Vehicles			221	4.8	221	4.8	0.300	3.6	NA	1.3	9.6	0.50	0.51	36.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Two-Way Sign Control Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: Akçelik M1.
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:51 AM
 Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [3 (9)] Campbell Pde - Queen Eliz Dr - Option B (AM)**
Network: [1 (9)] Weekday AM (Option B)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
 Site Category: (None)
 Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	799	5.8	799	5.8	0.247	0.8	LOSA	1.7	12.1	0.07	0.16	0.07	36.4
Approach			799	5.8	799	5.8	0.247	0.8	LOSA	1.7	12.1	0.07	0.16	0.07	36.4
North: Campbell Pde															
7b	L3	All MCs	177	4.8	177	4.8	0.353	2.3	LOSA	0.0	0.0	0.00	0.23	0.00	34.6
8	T1	All MCs	988	6.3	988	6.3	0.353	1.3	LOSA	0.0	0.0	0.00	0.20	0.00	35.4
9u	U	All MCs	922.2		922.2		0.353	7.0	LOSA	0.0	0.0	0.00	0.18	0.00	37.4
Approach			1175	6.2	1175	6.2	0.353	1.5	LOSA	0.0	0.0	0.00	0.21	0.00	35.3
All Vehicles			1974	6.0	1974	6.0	0.353	1.2	LOSA	1.7	12.1	0.03	0.19	0.03	35.8

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:54 AM
 Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [2 (9)] Campbell Pde - Lamrock Ave - Option B (AM)**
Network: [1 (9)] Weekday AM (Option B)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
 Site Category: (None)
 Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]	Qued	Rate to Depart	km/h	
			veh/h		veh/h					veh	m				
South: Campbell Pde															
2	T1	All MCs	648	6.5	648	6.5	0.169	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.4
Approach			648	6.5	648	6.5	0.169	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.4
North: Campbell Pde															
8	T1	All MCs	988	6.3	988	6.3	0.261	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.7
Approach			988	6.3	988	6.3	0.261	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.7
West: Lamrock Ave															
10	L2	All MCs	151	3.5	151	3.5	0.156	5.0	LOSA	0.7	4.6	0.41	0.57	0.41	35.8
Approach			151	3.5	151	3.5	0.156	5.0	LOSA	0.7	4.6	0.41	0.57	0.41	35.8
All Vehicles			1787	6.1	1787	6.1	0.261	0.4	NA	0.7	4.6	0.03	0.05	0.03	38.8

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:54 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files\Modell\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [3 (10)] Campbell Pde - Queen Eliz Dr - Option B (PM)**
Network: [1 (10)] Weekday PM (Option B)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
 Site Category: (None)
 Roundabout
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
South: Campbell Pde															
2	T1	All MCs	898	2.3	898	2.3	0.280	0.9	LOSA	2.0	13.7	0.13	0.16	0.13	35.6
Approach			898	2.3	898	2.3	0.280	0.9	LOSA	2.0	13.7	0.13	0.16	0.13	35.6
North: Campbell Pde															
7b	L3	All MCs	234	0.9	234	0.9	0.301	2.2	LOSA	0.0	0.0	0.00	0.26	0.00	34.0
8	T1	All MCs	758	3.6	758	3.6	0.301	1.2	LOSA	0.0	0.0	0.00	0.23	0.00	34.9
9u	U	All MCs	26	4.0	26	4.0	0.301	6.9	LOSA	0.0	0.0	0.00	0.21	0.00	37.4
Approach			1018	3.0	1018	3.0	0.301	1.6	LOSA	0.0	0.0	0.00	0.24	0.00	34.8
All Vehicles			1916	2.7	1916	2.7	0.301	1.3	LOSA	2.0	13.7	0.06	0.20	0.06	35.2

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:57 AM
 Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [2 (10)] Campbell Pde - Lamrock Ave - Option B (PM)
 Network: [1 (10)] Weekday PM (Option B)
 Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
 Site Category: (None)
 Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	721	2.6	721	2.6	0.183	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.1
Approach			721	2.6	721	2.6	0.183	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.1
North: Campbell Pde															
8	T1	All MCs	758	3.6	758	3.6	0.195	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.6
Approach			758	3.6	758	3.6	0.195	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.6
West: Lamrock Ave															
10	L2	All MCs	177	1.2	177	1.2	0.188	5.2	LOSA	0.8	5.5	0.43	0.59	0.43	35.8
Approach			177	1.2	177	1.2	0.188	5.2	LOSA	0.8	5.5	0.43	0.59	0.43	35.8
All Vehicles			1656	2.9	1656	2.9	0.195	0.6	NA	0.8	5.5	0.05	0.06	0.05	38.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:57 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files\Modell\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [3 (11)] Campbell Pde - Queen Eliz Dr - Option B**
(Weekend Midday)

Network: [1 (11)] Weekend Midday (Option B)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
South: Campbell Pde															
2	T1	All MCs	879	5.9	879	5.9	0.272	0.8	LOSA	1.9	13.6	0.08	0.16	0.08	36.3
Approach			879	5.9	879	5.9	0.272	0.8	LOSA	1.9	13.6	0.08	0.16	0.08	36.3
North: Campbell Pde															
7b	L3	All MCs	195	4.3	195	4.3	0.389	2.3	LOSA	0.0	0.0	0.00	0.23	0.00	34.6
8	T1	All MCs	1087	6.3	1087	6.3	0.389	1.3	LOSA	0.0	0.0	0.00	0.21	0.00	35.4
9u	U	All MCs	11 20.0		11 20.0		0.389	7.0	LOSA	0.0	0.0	0.00	0.18	0.00	37.4
Approach			1293	6.1	1293	6.1	0.389	1.5	LOSA	0.0	0.0	0.00	0.21	0.00	35.3
All Vehicles			2172	6.0	2172	6.0	0.389	1.2	LOSA	1.9	13.6	0.03	0.19	0.03	35.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:59 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [2 (11)] Campbell Pde - Lamrock Ave - Option B
 (Weekend Midday)

Network: [1 (11)] Weekend Midday (Option B)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows	Arrival Flows	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed		
			[Total HV]	[Total HV]	v/c	sec		[Veh. veh	Dist] m			km/h		
South: Campbell Pde														
2	T1	All MCs	713 6.5	713 6.5	0.189	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	0.00	39.4
Approach			713 6.5	713 6.5	0.189	0.0	NA	0.0	0.0	0.00	0.00	0.00	0.00	39.4
North: Campbell Pde														
8	T1	All MCs	1087 6.3	1087 6.3	0.287	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	0.00	39.7
Approach			1087 6.3	1087 6.3	0.287	0.0	NA	0.0	0.0	0.00	0.00	0.00	0.00	39.7
West: Lamrock Ave														
10	L2	All MCs	166 3.2	166 3.2	0.181	5.2	LOSA	0.8	5.3	0.44	0.59	0.44	0.44	35.6
Approach			166 3.2	166 3.2	0.181	5.2	LOSA	0.8	5.3	0.44	0.59	0.44	0.44	35.6
All Vehicles			1966 6.1	1966 6.1	0.287	0.5	NA	0.8	5.3	0.04	0.05	0.04	0.04	38.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:55:59 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [3 (12)] Campbell Pde - Queen Eliz Dr - Option B**
(Special Event Midday)

Network: [1 (12)] Special Event Midday (Option B)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
South: Campbell Pde															
2	T1	All MCs	1000	5.9	1000	5.9	0.309	0.8	LOSA	2.3	16.2	0.08	0.16	0.08	36.2
Approach			1000	5.9	1000	5.9	0.309	0.8	LOSA	2.3	16.2	0.08	0.16	0.08	36.2
North: Campbell Pde															
7b	L3	All MCs	221	4.8	221	4.8	0.442	2.3	LOSA	0.0	0.0	0.00	0.23	0.00	34.6
8	T1	All MCs	1236	6.3	1236	6.3	0.442	1.3	LOSA	0.0	0.0	0.00	0.20	0.00	35.4
9u	U	All MCs	12	18.2	12	18.2	0.442	7.0	LOSA	0.0	0.0	0.00	0.18	0.00	37.5
Approach			1468	6.2	1468	6.2	0.442	1.5	LOSA	0.0	0.0	0.00	0.21	0.00	35.3
All Vehicles			2468	6.1	2468	6.1	0.442	1.2	LOSA	2.3	16.2	0.03	0.19	0.03	35.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:56:02 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [2 (12)] Campbell Pde - Lamrock Ave - Option B (Special Event Midday)

Network: [1 (12)] Special Event Midday (Option B)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh. veh	[Dist] m			km/h	
South: Campbell Pde															
2	T1	All MCs	812	6.6	812	6.6	0.227	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.4
Approach			812	6.6	812	6.6	0.227	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.4
North: Campbell Pde															
8	T1	All MCs	1236	6.3	1236	6.3	0.326	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.7
Approach			1236	6.3	1236	6.3	0.326	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.7
West: Lamrock Ave															
10	L2	All MCs	188	3.4	188	3.4	0.229	5.7	LOSA	0.9	6.5	0.48	0.62	0.48	35.3
Approach			188	3.4	188	3.4	0.229	5.7	LOSA	0.9	6.5	0.48	0.62	0.48	35.3
All Vehicles			2236	6.2	2236	6.2	0.326	0.5	NA	0.9	6.5	0.04	0.05	0.04	38.6

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 11:56:02 AM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 **Site: [3 (13)] Campbell Pde - Queen Eliz Dr - Sensitivity**
(Special Event Midday)

Network: [1 (13)] Special Event Midday - Sensitivity (2025 Base)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance													
Mov ID	Turn Class	Mov Class	Demand Flows [Total HV]	Arrival Flows [Total HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.]	Prop. Queued	Eff. Stop of Rate to Depart	Number Cycles	Aver. Speed	
			veh/h %	veh/h %	v/c	sec		veh	m			km/h	
South: Campbell Pde													
2	T1	All MCs	1309 6.2	1309 6.2	0.518	0.9	LOSA	5.6 ^{N8}	40.5 ^{N8}	0.17	0.24	0.17	34.3
3a	R1	All MCs	182 4.0	182 4.0	0.518	3.6	LOSA	5.5 ^{N8}	39.4 ^{N8}	0.18	0.39	0.18	25.1
3u	U	All MCs	174 1.2	174 1.2	0.518	5.8	LOSA	5.5 ^{N8}	39.4 ^{N8}	0.18	0.39	0.18	25.2
Approach			1665 5.4	1665 5.4	0.518	1.7	LOSA	5.6 ^{N8}	40.5 ^{N8}	0.18	0.27	0.18	33.0
North: Campbell Pde													
7b	L3	All MCs	127 5.8	127 5.8	0.796	7.6	LOSA	10.9	79.7	0.64	0.70	0.81	24.5
8	T1	All MCs	1685 6.5	1685 6.5	0.796	7.3	LOSA	10.9	79.7	0.65	0.74	0.85	24.0
9u	U	All MCs	17 25.0	17 25.0	0.796	14.6	LOS B	10.4	76.7	0.67	0.77	0.89	28.4
Approach			1829 6.6	1829 6.6	0.796	7.4	LOSA	10.9	79.7	0.65	0.74	0.84	24.1
All Vehicles			3495 6.1	3495 6.1	0.796	4.7	LOSA	10.9 ^{N8}	79.7 ^{N8}	0.42	0.51	0.53	27.6

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^{N8} The Percentile Back of Queue extends to upstream Site lanes.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 1:01:18 PM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid-10-251209.sipx

MOVEMENT SUMMARY

Site: [2 (13)] Campbell Pde - Lamrock Ave - Sensitivity
 (Special Event Midday)

Network: [1 (13)] Special Event Midday - Sensitivity (2025)
 Base)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]	Qued		km/h	
			veh/h	%	veh/h	%				veh	m				
South: Campbell Pde															
2	T1	All MCs	1402	5.8	1402	5.8	0.363	0.1	LOSA	-N7	-N7	0.00	0.00	0.00	39.4
Approach			1402	5.8	1402	5.8	0.363	0.1	NA	-N7	-N7	0.00	0.00	0.00	39.4
North: Campbell Pde															
8	T1	All MCs	1859	5.9	1859	5.9	0.489	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.5
Approach			1859	5.9	1859	5.9	0.489	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.5
West: Lamrock Ave															
10	L2	All MCs	263	3.6	263	3.6	0.878	16.7	LOS B	4.1	28.5	0.91	1.52	2.17	29.2
Approach			263	3.6	263	3.6	0.878	16.7	LOS B	4.1	28.5	0.91	1.52	2.17	29.2
All Vehicles			3524	5.7	3524	5.7	0.878	1.3	NA	4.1	28.5	0.07	0.11	0.16	37.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

N7 The capacity reduction has been determined from the queue blockage probability based on the Percentile Back of Queue values of a Site further downstream.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 1:01:18 PM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 Site: [3 (14)] Campbell Pde - Queen Eliz Dr - Option A - Sensitivity (Special Event MIDDAY)

Network: [1 (14)] Special Event MIDDAY - Sensitivity (Option A)

A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn Class	Mov Class	Demand Flows	Arrival Flows	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Queued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed			
			[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h			
			veh/h	%	veh/h	%		veh	m						
South: Campbell Pde															
2	T1	All MCs	1309	6.2	1309	6.2	0.573	0.9	LOSA	6.9 ^{N8}	49.5 ^{N8}	0.20	0.23	0.20	34.2
3a	R1	All MCs	182	4.0	182	4.0	0.573	3.7	LOSA	5.6 ^{N8}	40.1 ^{N8}	0.22	0.40	0.22	24.5
3u	U	All MCs	174	1.2	174	1.2	0.573	5.8	LOSA	5.6 ^{N8}	40.1 ^{N8}	0.22	0.40	0.22	24.5
Approach			1665	5.4	1665	5.4	0.573	1.7	LOSA	6.9 ^{N8}	49.5 ^{N8}	0.20	0.27	0.20	32.9
North: Campbell Pde															
7b	L3	All MCs	127	5.8	127	5.8	0.849	9.1	LOSA	12.4	90.5	0.70	0.81	0.96	22.6
8	T1	All MCs	1685	6.5	1685	6.5	0.849	8.9	LOSA	13.3	97.7	0.72	0.84	1.00	22.1
9u	U	All MCs	17	25.0	17	25.0	0.849	16.3	LOS B	13.3	97.7	0.73	0.88	1.04	26.9
Approach			1829	6.6	1829	6.6	0.849	9.0	LOSA	13.3	97.7	0.72	0.84	1.00	22.2
All Vehicles			3495	6.1	3495	6.1	0.849	5.5	LOSA	13.3 ^{N8}	97.7 ^{N8}	0.47	0.57	0.62	26.3

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^{N8} The Percentile Back of Queue extends to upstream Site lanes.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 1:01:23 PM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files\Modell\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [2 (14)] Campbell Pde - Lamrock Ave - Option A - Sensitivity (Special Event Midday)

Network: [1 (14)] Special Event Midday - Sensitivity (Option A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]	Arrival Flows [Total HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.]	Prop. Queued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed			
			veh/h	%	veh/h	%	v/c	sec				km/h			
South: Campbell Pde															
2	T1	All MCs	1402	5.8	1402	5.8	0.363	0.1	LOSA	-N7	-N7	0.00	0.00	0.00	39.4
Approach			1402	5.8	1402	5.8	0.363	0.1	NA	-N7	-N7	0.00	0.00	0.00	39.4
North: Campbell Pde															
8	T1	All MCs	1859	5.9	1859	5.9	0.489	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	39.5
Approach			1859	5.9	1859	5.9	0.489	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.5
West: Lamrock Ave															
10	L2	All MCs	263	3.6	263	3.6	0.878	16.7	LOS B	4.1	28.5	0.91	1.52	2.17	29.2
Approach			263	3.6	263	3.6	0.878	16.7	LOS B	4.1	28.5	0.91	1.52	2.17	29.2
All Vehicles			3524	5.7	3524	5.7	0.878	1.3	NA	-N7	-N7	0.07	0.11	0.16	37.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

N7 The capacity reduction has been determined from the queue blockage probability based on the Percentile Back of Queue values of a Site further downstream.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 1:01:23 PM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [1 (13)] Ped Crossing - Option A - Sensitivity (Special Event Midday)

Network: [1 (14)] Special Event Midday - Sensitivity (Option A)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Pedestrian Crossing (Unsignalised)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h	
			veh/h	%	veh/h	%				veh	m				
SouthWest: Queen Elizabeth Dr															
2	T1	All MCs	309	4.8	309	4.8	0.534	8.4	LOSA	3.6 ^{N8}	25.7 ^{N8}	0.70	0.93	1.09	33.4
Approach			309	4.8	309	4.8	0.534	8.4	LOSA	3.6 ^{N8}	25.7 ^{N8}	0.70	0.93	1.09	33.4
All Vehicles			309	4.8	309	4.8	0.534	8.4	NA	3.6 ^{N8}	25.7 ^{N8}	0.70	0.93	1.09	33.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Akçelik M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

N8 The Percentile Back of Queue extends to upstream Site lanes.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 1:01:23 PM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

 Site: [3 (15)] Campbell Pde - Queen Eliz Dr - Option B - Sensitivity (Special Event Midday)

Network: [1 (15)] Special Event Midday - Sensitivity (Option B)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Roundabout

Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.]	Prop. Queued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	[Total HV]			v/c	sec		veh	Dist]			km/h	
			veh/h	%	veh/h	%									
South: Campbell Pde															
2	T1	All MCs	1399	6.0	1399	6.0	0.435	0.8	LOSA	3.8	27.0	0.13	0.16	0.13	35.8
Approach			1399	6.0	1399	6.0	0.435	0.8	LOSA	3.8	27.0	0.13	0.16	0.13	35.8
North: Campbell Pde															
7b	L3	All MCs	309	4.8	309	4.8	0.618	2.3	LOSA	0.0	0.0	0.00	0.23	0.00	34.6
8	T1	All MCs	1728	6.4	1728	6.4	0.618	1.3	LOSA	0.0	0.0	0.00	0.20	0.00	35.4
9u	U	All MCs	1725.0		1725.0		0.618	7.0	LOSA	0.0	0.0	0.00	0.18	0.00	37.3
Approach			2055	6.3	2055	6.3	0.618	1.5	LOSA	0.0	0.0	0.00	0.21	0.00	35.3
All Vehicles			3454	6.2	3454	6.2	0.618	1.2	LOSA	3.8	27.0	0.05	0.19	0.05	35.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025 1:01:26 PM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files \Model\25460-Campbell Parade Bondi-sid10-251209.sipx

MOVEMENT SUMMARY

Site: [2 (15)] Campbell Pde - Lamrock Ave - Option B - Sensitivity (Special Event Midday)

Network: [1 (15)] Special Event Midday - Sensitivity (Option B)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows [Total HV]	Arrival Flows [Total HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.]	Prop. Queued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed		
			veh/h	%	v/c	sec		veh	m			km/h		
South: Campbell Pde														
2	T1	All MCs	1136	6.5	0.401	0.1	LOSA	0.0	0.0	0.00	0.00	39.3		
Approach			1136	6.5	0.401	0.1	NA	0.0	0.0	0.00	0.00	39.3		
North: Campbell Pde														
8	T1	All MCs	1728	6.4	0.456	0.0	LOSA	0.0	0.0	0.00	0.00	39.6		
Approach			1728	6.4	0.456	0.0	NA	0.0	0.0	0.00	0.00	39.6		
West: Lamrock Ave														
10	L2	All MCs	263	3.6	0.493	8.9	LOSA	2.2	15.7	0.67	0.90	33.3		
Approach			263	3.6	0.493	8.9	LOSA	2.2	15.7	0.67	0.90	33.3		
All Vehicles			3127	6.2	0.493	0.8	NA	2.2	15.7	0.06	0.08	38.1		

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TTPP - THE TRANSPORT PLANNING PARTNERSHIP | Licence: NETWORK / 1PC | Processed: Thursday, 18 December 2025

1:01:26 PM

Project: C:\Users\ClintonCheung\OneDrive - TTPP\25460 Campbell Parade and Queen Elizabeth Drive Traffic Modelling\07 Modelling Files

\Model\25460-Campbell Parade Bondi-sid10-251209.sipx

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

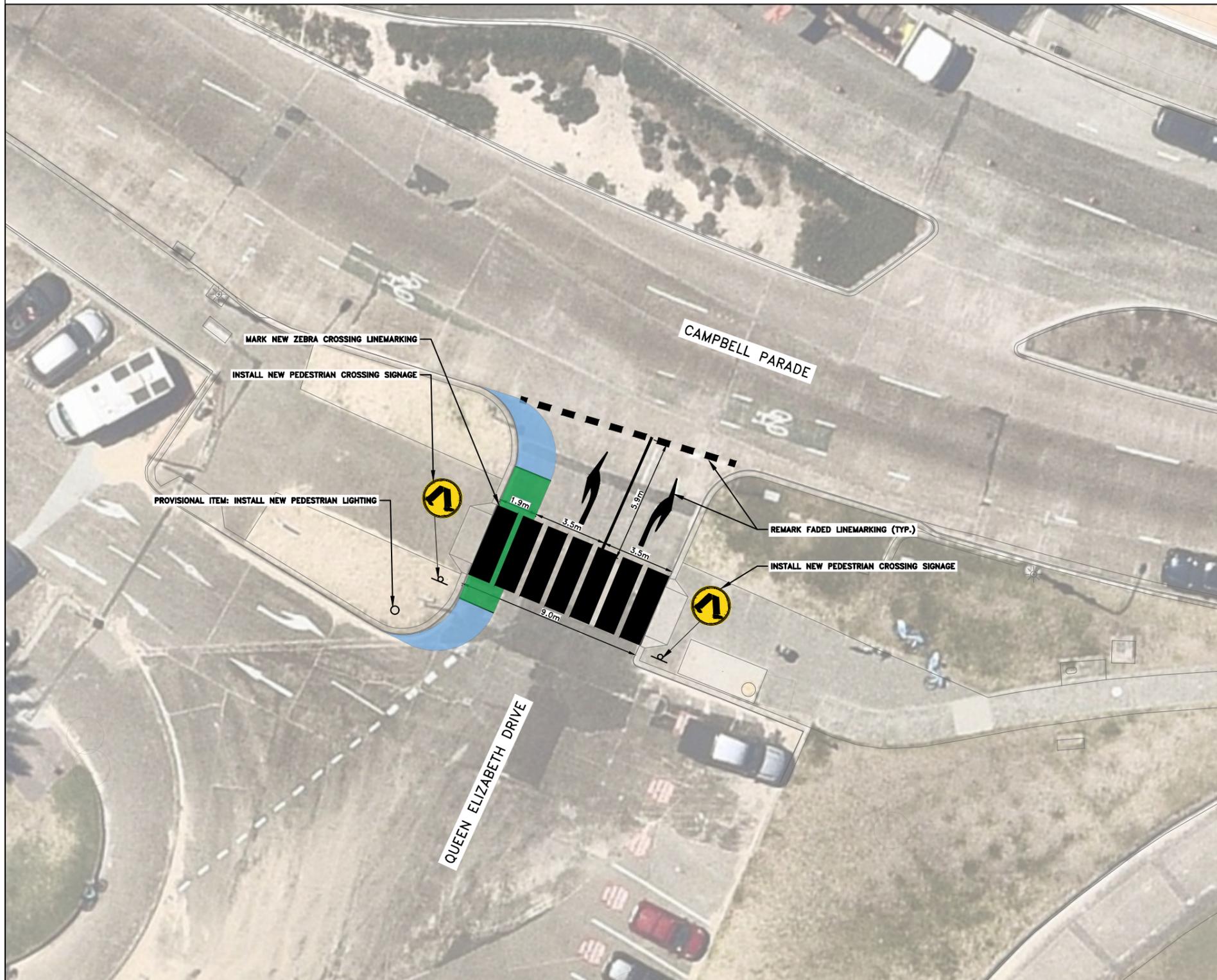
P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@tpp.net.au

www.tpp.net.au

QUEEN ELIZABETH DRIVE, BONDI BEACH PEDESTRIAN CROSSING CONCEPT DESIGN



LEGEND

-  NEW SIGNPOST
-  NEW LINEMARKING (TYP.)



ISSUE	ISSUE DESCRIPTION	DATE	DRN	DES	VER	ISSUE	ISSUE DESCRIPTION	DATE	DRN	DES	VER
A	CONCEPT DESIGN	15/01/26	AM	AM							



SURVEYED BY:
AAM SURVEY

DATE:
21/09/17

COORDINATION:
MGA

DATUM:
AHD



CIVIL DESIGN, MAJOR PROJECTS

Level 1, 87-99 Oxford Street, Bondi Junction, NSW, 2022
PO Box 9, Bondi Junction NSW 1555
Tel. (02) 9083 8000
Email: info@waverley.nsw.gov.au
Web: www.waverley.nsw.gov.au

APPROVED:

DATE SIGNED:

SCALE AS SHOWN @ A3:
PLAN: 1:200 HORIZ: N/A HORIZ: N/A
LONG-SECTION VERT: N/A CROSS-SECTION VERT: N/A

Project Name: QUEEN ELIZABETH DRIVE EXIT	PROJ No: XXX	
Drawing Title: LAYOUT PLAN - SHEET 2	TRIM No: -	
	Drawing No: C02.02	Issue: A

REPORT
FC/5.9/26.03



Subject: Oxford Street and Ruthven Street Intersection, Bondi Junction - Safety Upgrades

TRIM No: A20/0069

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Notes that the quick-build safety measures implemented at the intersection of Oxford Street and Ruthven Street, Bondi Junction, in September 2025 have successfully addressed the safety concerns raised by the community.
2. Notes the retention of the current kerb extensions, planters and signage as a permanent safety solution, given their semi-permanent construction and effectiveness.

1. Executive Summary

This report details the successful implementation and performance of safety upgrades at the Oxford Street and Ruthven Street intersection. Following a Council resolution in April 2025 to address pedestrian and cyclist safety concerns arising from the cycleway installation, a ‘quick-build’ solution was deployed in September 2025. These measures, including kerb extensions and planters, have been seen to effectively slowed vehicle turning speeds and improved sightlines. Given the infrastructure’s understood effectiveness and its semi-permanent nature, these measures are now recognised as a final outcome by officers. It is noted the deployment of the quick build solution was undertaken prior to reporting back to Council as the cost-effective solution was delivered within existing budget and was considered a priority to deliver due to safety concerns.

2. Introduction/Background

The intersection of Oxford Street and Ruthven Street underwent significant changes during the installation of the Bondi Junction cycleway. While intended to improve active transport, the resulting streetscape widened the intersection, leading to reports of unsafe conditions. Residents noted a ‘chaotic’ environment where drivers struggled with lane discipline, often blocking cyclists or endangering pedestrians, including students from Woollahra Public School. In response, Council resolved on 29 April 2025 to investigate and implement safety strategies.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 29 April 2025	CM/8.12/25.04	That Council: 1. Notes that: (a) The intersection of Oxford Street and

		<p>Ruthven Street, Bondi Junction, was upgraded as part of the cycleway installation, but as a result the intersection is now much wider.</p> <p>(b) As a result of this widening, residents have reported the intersection as being unsafe for pedestrians trying to cross and for vehicles and cyclists trying to navigate the intersection.</p> <p>2. Investigates strategies for making the intersection safe, including but not limited to:</p> <p>(a) Installing temporary structures (such as planter boxes) on both sides of the northern edge of the pedestrian crossing and any line marking as appropriate. This is expected to reduce turning radius, which may help slow down turning vehicles and improve pedestrian safety. This would be implemented as a trial measure subject to ongoing monitoring, with a view to the implementation of a more permanent solution.</p> <p>(b) Subject to the outcome of the monitoring of the temporary structures, other measures to reduce speed with which traffic traverses this intersection.</p> <p>3. Officers prepare a report to Council by July 2025 detailing options, timelines and the upgrade's inclusion as a priority in the Strategic Asset Management Plan (SAMP) budget.</p>
--	--	---

4. Discussion

Following Council's resolution last year to enhance safety at the Oxford Street and Ruthven Street intersection, staff have completed a high-level assessment of vehicle movements and active transport patterns. This data informed the quick-build solution comprising kerb extensions, planters, and improved signage which was implemented in September 2025. This solution, although originally intended to be a trial, has resulted in semi-permanent construction elements to achieve the intended outcomes.

These extensions have successfully narrowed travel lanes, requiring drivers to reduce speed when turning. This alignment ensures vehicles approach pedestrian and bicycle crossings at a more perpendicular angle, improving driver sightlines and lane discipline. Initial observations indicate a improvement in pedestrian/cyclist comfort and safety along Oxford Street.

Given the success of the solution and the semi-permanent nature of the kerb extensions, officers are adopting these measures as the final outcome, noting that it addresses the Council resolution. These

assets will be renewed in line with Council's Strategic Asset Management Plan (SAMP) as required, potentially as more permanent installations.

5. Financial Impact

By adopting these semi-permanent measures as the final outcome, Council avoids the additional capital expenditure that would be required for a full civil reconstruction, while still achieving the desired safety standards. Ongoing maintenance of the planters and signage will be absorbed into existing operational budgets.

6. Risks/Issues

Regular monitoring will continue to ensure the quick-build materials remain in good condition and do not create unforeseen hazards. The current layout maintains the required swept paths for emergency vehicles, as per the original design requirements, and monitoring of conflict between road users will continue.

7. Attachments

Nil.