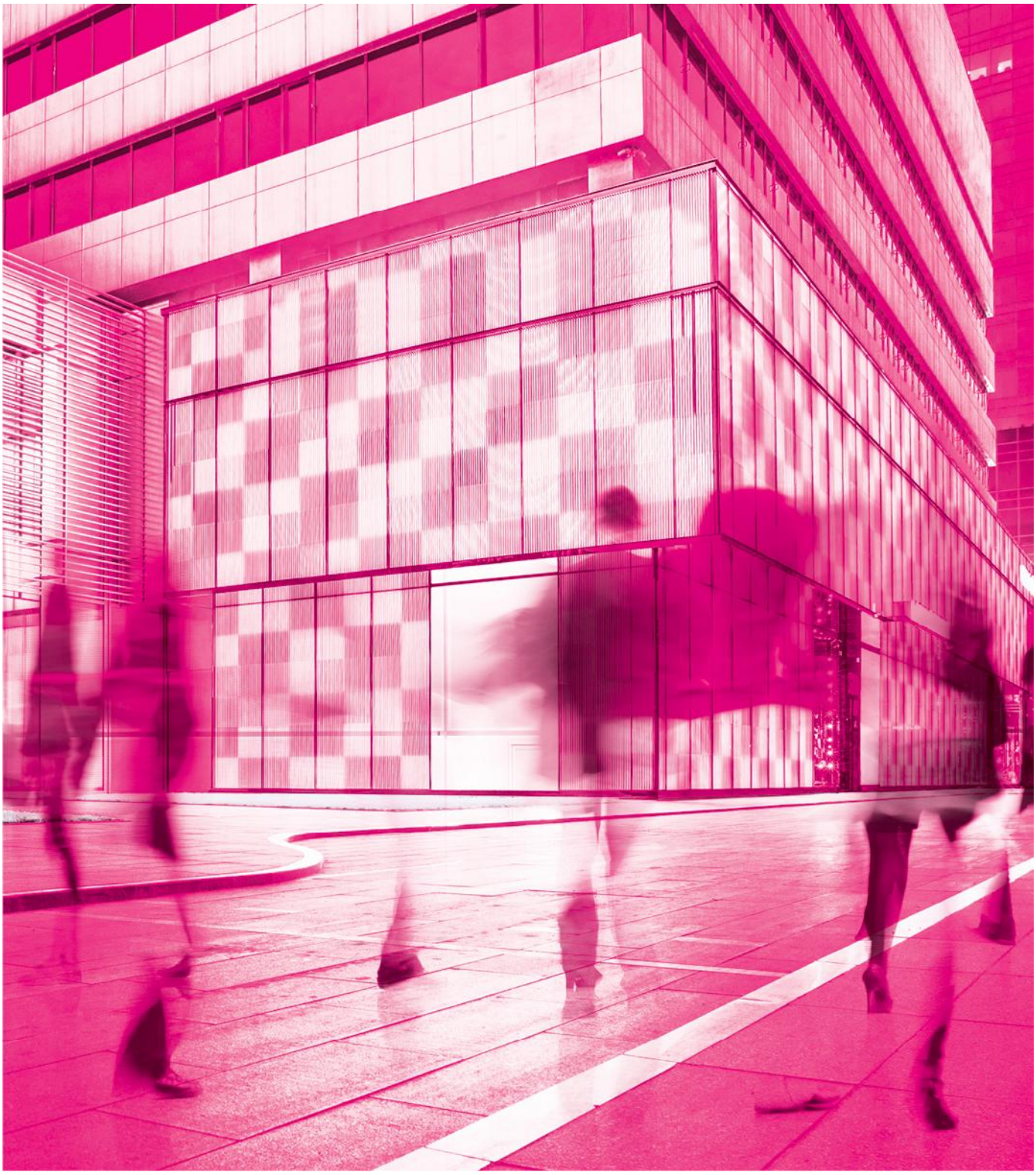
# Attachment A11

## Transport Impact Assessment



# Transport Impact Assessment

150 Day Street, Sydney

For UOL Group

28 August 2025

parking;
traffic;
civil design;
wayfinding;

ptc.

## Document Control

| Issue | Date | Issue Details | Author | Reviewed | For the attention of |
|---|---|---|---|---|---|
| 1 | 17/01/2025 | Draft | Olivia Lin | Andrew Morse/Dan Palmer | Jack Rixon |
| 2 | 23/01/2025 | Draft | Olivia Lin | Andrew Morse/Dan Palmer | Jack Rixon |
| 3 | 14/03/2025 | Draft | Olivia Lin | Andrew Morse/Dan Palmer | Jack Rixon |
| 4 | 24/03/2025 | Draft | Olivia Lin | Andrew Morse/Dan Palmer | Jack Rixon |
| 5 | 26/03/2025 | Final | Olivia Lin | Andrew Morse/Dan Palmer | Jack Rixon |
| 6 | 14/072025 | Final | Musstafa Abdullah | Dan Palmer | Jack Rixon |
| 7 | 29/07/2025 | Issued | Musstafa Abdulllah | Dan Palmer | Jack Rixon |
| 8 | 28/08/2025 | Survey data updates | Xavier Meurier | Dan Palmer | Jack Rixon |

## Contact

Andrew Morse
+61 2 8920 0800
+61 414 618 002
andrew.morse@ptcconsultants.co

Dan Palmer
+61 2 8920 0800
+61 416 251 524
dan.palmer@ptcconsultants.co

COMMERCIAL IN CONFIDENCE

The information contained in this document, including any intellectual property rights arising from designs developed and documents created, is confidential and proprietary to **ptc.**

This document may only be used by the person/organisation to whom it is addressed for the stated purpose for which it is provided and must not be imparted to or reproduced, in whole or in part, by any third person without the prior written approval of a **ptc.** authorised representative. **ptc.** reserves all legal rights and remedies in relation to any infringement of its rights in respect of its intellectual property and/or confidential information.

© 2025

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
info@ptcconsultants.co
t + 61 2 8920 0800
ptcconsultants.co

# Contents


1. Executive Summary 4
2. Introduction 5

2.1 Report Structure 7
2.2 Land Use Context 8
2.3 Development Proposal 8
2.4 Key Assumptions 12

3. Regulatory Context 13

3.1 Greater Sydney Region Plan 13
3.2 Sustainable Sydney 2030-2050 13
3.3 "A City for Walking" strategy and action plan – continuing the vision 2024 13
3.4 Cycling Strategy and Action Plan 2018-2030 14

4. Existing Transport Facilities 15

4.1 Road Hierarchy 15
**4.1.1** Road Classification 15
**4.1.2** Functional hierarchy 15
**4.1.3** Bathurst Street 16
**4.1.4** Harbour Street 17
**4.1.5** Day Street 18
**4.1.6** Sands Street 18
**4.1.7** Sussex Street 19
4.2 Public Transport 20
**4.2.1** Train and Light Rail Services 21
**4.2.2** Bus Services 23
4.3 Ferry 26
4.4 Car Share 26
4.5 Active Transport 27
4.6 Crash Statistics 28
4.7 Existing travel patterns 31
**4.7.1** Journey to Work Data 31
**4.7.2** Method of Travel to Work 32

5. Traffic Data Input 33

5.1 Key Assessed Intersections 33
5.2 Existing Traffic Volume 33
**5.2.1** Data collection 33
**5.2.2** Classified Intersection Counts and Peak Period Identification 34
**5.2.3** SCATS signal data 37

6. Traffic Impact Assessment 38

6.1 Future Traffic Growth 38
6.2 Existing and Proposed Development Trip Generation 38
**6.2.1** **Method 1** - uses the pro-rata of the existing hotel 38



© Copyright; **ptc.**

**6.2.2 Method 2** – applies the room growth rate as the rate for the pick-up and drop-off bays (Recommended Method) 39
6.3 Net development trips 39
6.4 Modelling Scenarios 39
6.5 SIDRA Analysis 40
**6.5.1** Assessment Criteria 40
**6.5.2** Traffic Modelling in Consultation with TfNSW 40
7. Parking Provision 42
7.1 Planning Policy 42
7.2 Hotel Parking Provision 42
**7.2.1** Accessible Car Parking Provision 42
**7.2.2** Bicycle Parking Provision 43
**7.2.3** End of Trip Facilities (EOTF) 43
**7.2.4** Motorcycle Parking Provision 44
**7.2.5** Bus and Coach Parking Provision 44
**7.2.6** Passenger drop-off and pick-up areas Provision 44
**7.2.7** Loading Dock Operation 45
**7.2.8** Loading Dock Survey 46
**7.2.9** Future Loading Dock Operation 47
8. Parking and Access Design Assessment 49
8.1 Access 49
**8.1.1** Car Park and Access 49
**8.1.2** Service Vehicle Access 49
8.2 Traffic Arrangements 49
**8.2.1** Existing Traffic Arrangement – Valet Parking & Undercroft Porte Cochère 49
**8.2.2** Proposed Traffic Arrangements – Valet Parking & External Drop-off and Pick-Up Bays 49
9. Summary and Conclusion 51
Attachment 1. SIDRA Results 52
Attachment 2. Swept Paths 53
Attachment 3. Survey Data 54


© Copyright; **ptc.**

Figure 1: Hotel Location (Source: Nearmap 2024, modified by **ptc.**) 6
Figure 2 : Property Plan (Source: Nearmap 2024, modified by **ptc.**) 6
Figure 3 : Land Use Zones (Source: NSW Planning Portal, modified by **ptc.)** 8
Figure 4: Existing Day Street Entry/Exit Route (Source: Hassell, modified by **ptc**.) 10
Figure 5: Proposed Vehicle Entry Route (Source: Hassell, modified by **ptc**.) 11
Figure 6: Proposed Vehicle Exit Route (Source: Hassell, modified by ptc.) 11
Figure 7: NSW Road Hierarchy (Source: TfNSW NSW Road Network Classifications, modified by **ptc**.) 16
Figure 8: Bathurst Street (Source: Google Map Street View, Westbound) 17
Figure 9: Harbour Street (Source: Google Map Street View, Southbound) 18
Figure 10: Day Street (Source: Google Map Street View, Northbound) 18
Figure 11: Sands Street (Source: Google Map Street View, Southbound) 19
Figure 12: Sussex Street (Source: Google Map Street View, Southbound) 20
Figure 13: Public Transport options within a 400m radius (Source: Google Maps, modified by **ptc**.) 20
Figure 14: Sydney Trains Network Map (Source: TfNSW Trip Planner, modified by **ptc**.) 21
Figure 15: Sydney Light Rail Network Map (Source: TfNSW Trip Planner, modified by **ptc**.) 22
Figure 16: Surrounding Bus Routes (Source: TfNSW Trip Planner, modified by **ptc**.) 23
Figure 17: Ferry Service Map (Source: TfNSW Trip Planner, modified by **ptc**.) 26
Figure 18: Car Share Facilities in the vicinity of the hotel (Source: GoGet, modified by **ptc**.) 27
Figure 19: Cycleways - Source: TfNSW Cycleway Finder 28
Figure 20: Surrounding Crash Location - Source: Transport for NSW crash map, modified by ptc. 29
Figure 21: Incident frequency per road crash category (2018-2022) - Source: NSW Road Crash Data 2018-2022 30
Figure 22: Origin Trip for the City of Sydney (Source: ABS 2016, modified by **ptc**.) 31
Figure 23: Method of Travel to Work for Workers within the City of Sydney (Source: ABS, 2016) 32
Figure 24: Key Assessed Intersections locations - Source: Nearmap, modified by **ptc.** 33
Figure 25: Existing Traffic Volume (AM Peak) 35
Figure 26: Existing Traffic Volume (PM Peak) 36

Table 2 Bathurst Street's Key Features 17
Table 3 Harbour Street's Key Features 17
Table 4 Day Street's Key Features 18
Table 5 Sands Street's Key Features 19
Table 6 Sussex Street's Key Features 19
Table 7 Train Service Summary 22
Table 8: Bus Service Summary 24
Table 9 Crash Summary 29
Table 10 Key Assessed Intersections 33
Table 11 Signalised intersections 37
Table 12 Modelling Scenarios 39
Table 13: Intersection Performance - Levels of Service 40
Table 14: Day Street / Bathurst Street Performance 41
Table 16 Car Parking Space Provisions 42
Table 17 Summary of Minimum Bicycle Parking Provision 43
Table 18 Summary of Minimum EOTF Provision 43
Table 19 Summary of Minimum Motorcycle Parking Provision 44
Table 20 City of Sydney Service Vehicle Parking Provision 45
Table 21 Service Vehicle Bays Requirement 45


© Copyright; **ptc.**

# 1. Executive Summary

**ptc.** has been engaged by UOL Group to prepare a Transport Impact Assessment (TIA) in relation to a Planning Proposal submitted to the City of Sydney for the redevelopment of the Park Royal Hotel at 150 Day Street, Sydney.

The proposal involves increasing the existing hotel from 11 to 22 storeys, providing approximately 204 rooms when suites are accounted for. The hotel is situated on the city side of Darling Harbour with direct access to the local and regional road networks, adjacent to the Western Distributor system.

The existing provision of car parking is within the maximum permitted in accordance with the Sydney Local Environmental Plan (LEP) 2012. Vehicular access and circulation have been assessed and been determined to be suitable. The proposed development does not warrant any additional car parking given the highly accessible CBD location of the site.

The traffic generated by the proposal has been determined and analysed in the context of the surrounding road network, and it has been demonstrated that the proposal will not significantly impact the surrounding road capacity or performance.


© Copyright; **ptc.**

## 2. Introduction

**ptc.** has been engaged by UOL Group to prepare a Transport Impact Assessment for the proposed redevelopment of the existing hotel (referred to herein as the site) at 150 Day Street, Sydney. The key objectives of this study include the following:

- Analyse and report the potential traffic impacts on the surrounding road network during weekdays.
- Identify and document capacity upgrade needs for the current and future-year scenarios.
- Review and identify potential capacity issues and constraints around the hotel property.
- Assess the proposed parking provision and, where necessary, provide justification if the provision exceeds or falls short of Council planning control requirements.
- Confirm that the proposed car park, vehicular access and internal circulation arrangements comply with the relevant standards.
- Describe the proposed service vehicle arrangement.

It is worth noting that the city aims to add 40,000 new hotel rooms to support the growing tourism and cultural economy. Expanding room capacity without additional parking can help minimise traffic impacts. The site is uniquely positioned and isolated from neighbouring properties, with primary access from Day Street, ensuring that it will not be subject to cumulative traffic impacts from other developments.

The assessment is based on relevant standards and guidelines, including the Sydney Local Environmental Plan (LEP) 2012, TfNSW Guide to Transport Impact Assessment (2024), Roads and Maritime Services (RMS) Guide to Traffic Generating Developments, Standards Australia, and other relevant Council policies.

The site location is outlined in Figure 1, and the property plan is presented in Figure 2. As shown in Figure 1 and Figure 2, the subject property is located on the city side of Darling Harbour. More specifically, it is situated on the corner bounded by Bathurst Street, Sands Street, Day Street, and the Cross City Tunnel.

The property is irregular in shape and has a total area of approximately 2,000m². It has a primary frontage to Day Street, and a rear aspect to Sands Street, which provides service vehicle access.


© Copyright; **ptc.**

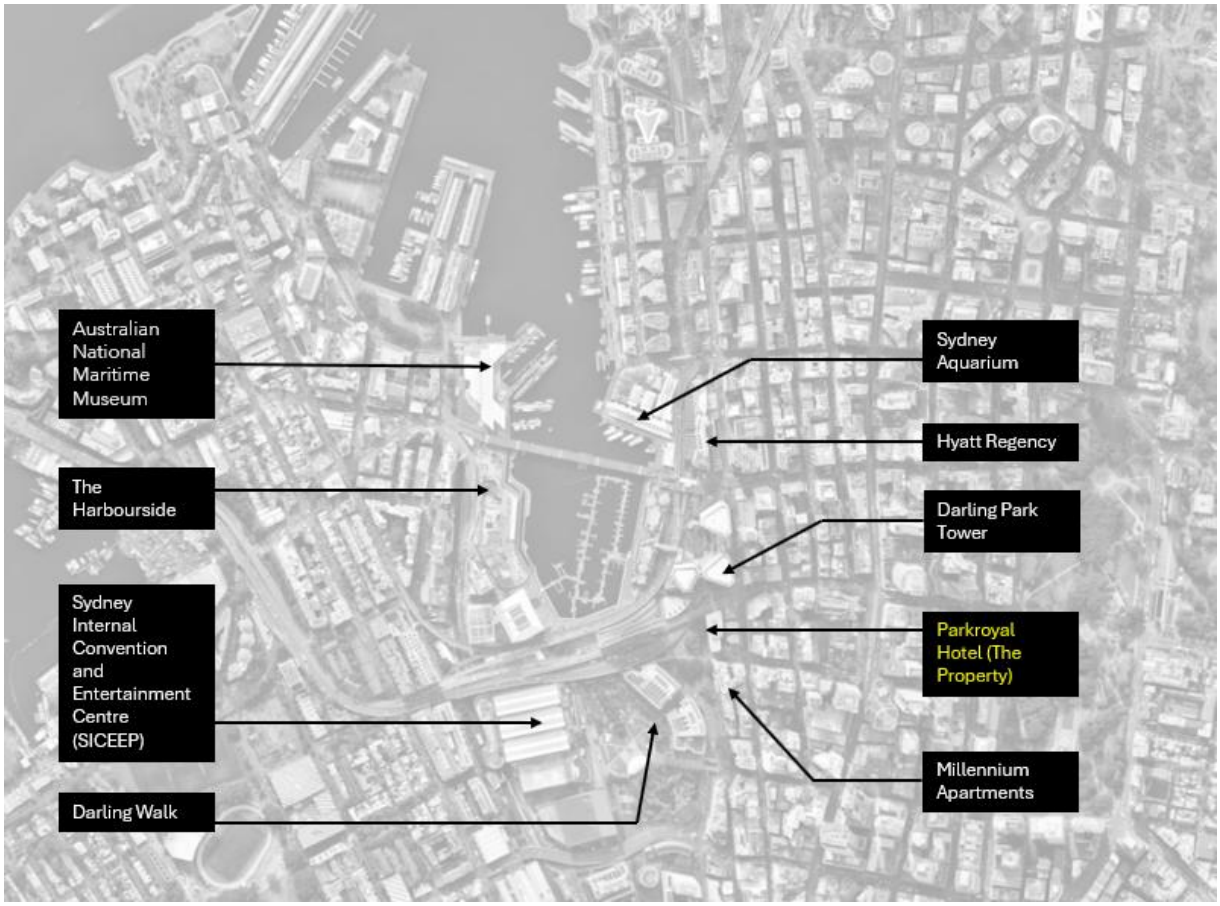



Figure 1: Hotel Location (Source: Nearmap 2024, modified by **ptc.**)

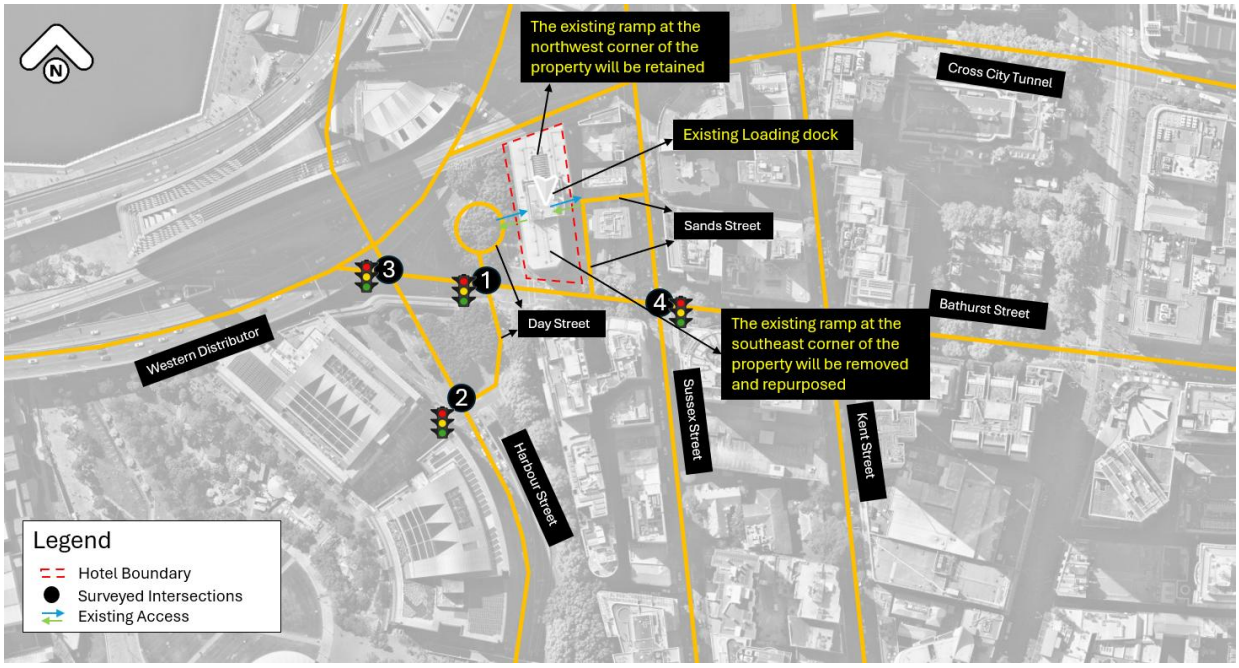



Figure 2 : Property Plan (Source: Nearmap 2024, modified by **ptc.**)


© Copyright; **ptc.**

## 2.1 Report Structure

This report presents the following considerations in relation to the Transport Impact Assessment of the Proposal:

- **Section 2:** Introduction
- **Section 3:** A description of the project
- **Section 4**: An overview of the land use planning, transport planning and policy framework guiding the precinct planning process
- **Section 5**: A description of the road network serving the property
- **Section 6:** Summary of traffic surveys at key local intersections
- **Section 7:** Determination of the traffic associated with the development proposal and the adequacy of the surrounding road network
- **Section 8:** Assessment of the proposed parking provision in the context of the relevant planning control requirements
- **Section 9:** Assessment of the proposed car park, vehicular access and internal circulation arrangements in relation to compliance with relevant standards and Council policies.
- **Section 10:** Conclusion


© Copyright; **ptc.**

## 2.2 Land Use Context

With reference to the Land Zoning Map, the property is predominantly within the SP5 – Metropolitan zone, with a portion of the property in the SP2 – Infrastructure zone, as outlined in Figure 3.

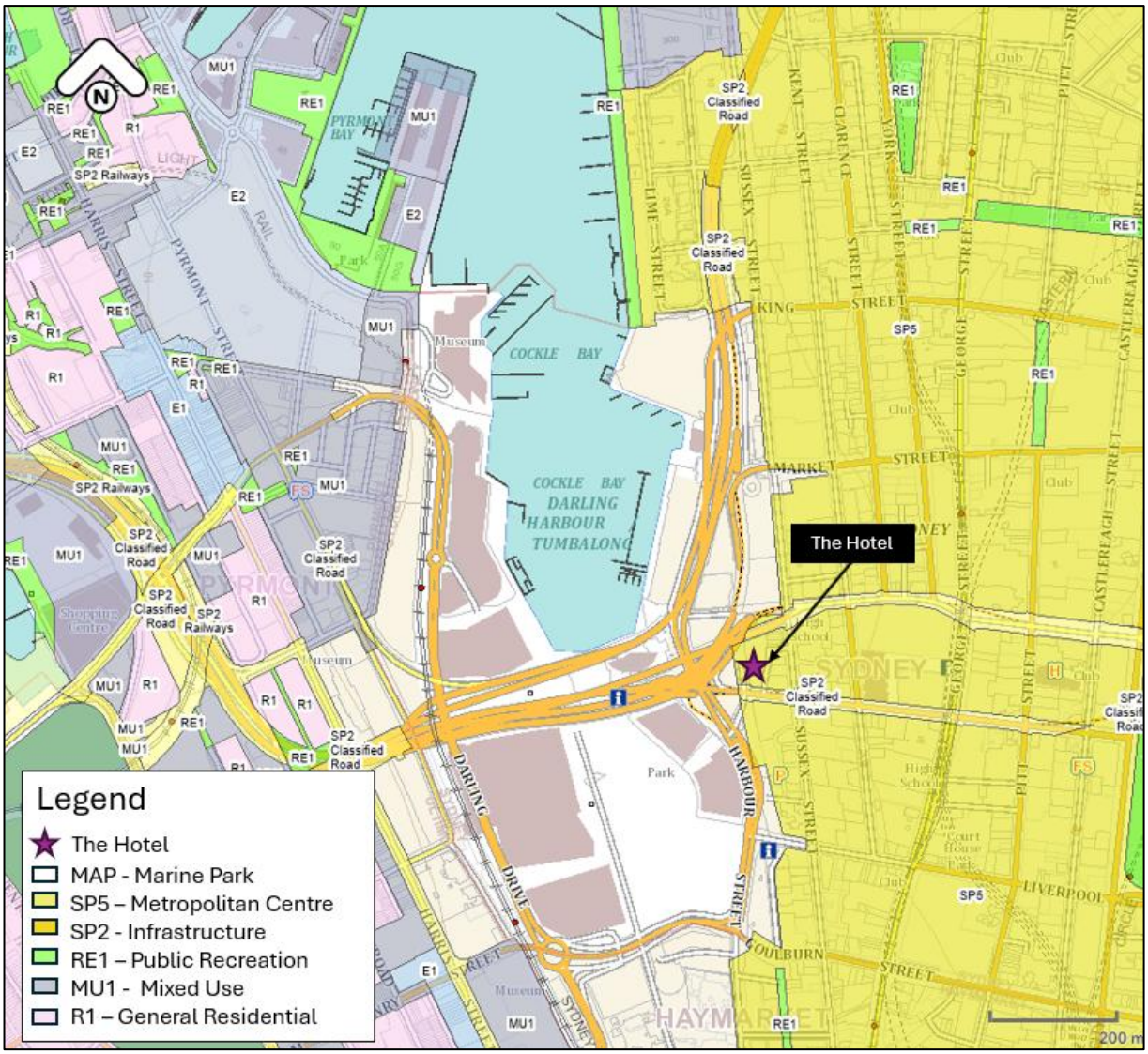



Figure 3 : Land Use Zones (Source: NSW Planning Portal, modified by **ptc.)**

## 2.3 Development Proposal

The planning proposal for the existing Park Royal Hotel at 150 Day Street, Sydney (**the site**), involves an ambitious upgrade and expansion of the existing hotel. This project aims to enhance the existing hotel offering while introducing a new, distinct hotel experience above the current structure, enabling the coexistence of the existing Park Royal and a new Pan Pacific Hotel on the same site. Strategically positioned at the edge of the City of Sydney, the development reinforces the city's entry into Darling Harbour by maintaining and emphasising the city wall characteristic of this prominent location.

The project is defined by three key principles – maximising adaptive reuse (setting a benchmark for future developments in Sydney), energising the Sydney visitor economy, and significantly enhancing the greening of both the public realm and the skyline, aligning with the City of Sydney's sustainability goals. Achieving this vision involves


© Copyright; **ptc.**

expanding the existing core to support the new hotel above, employing a 'strip to structure' approach from ground to Level 02 to facilitate amenity upgrades, lightly refurbishing existing hotel rooms, and comprehensively upgrading all building services. This initiative aims to establish a contemporary hotel destination while setting a new standard for sustainable urban redevelopment.

To achieve the intended outcomes, this planning proposal seeks to amend the *Sydney Local Environmental Plan 2012* (the **LEP**) by inserting a new site-specific clause for the subject site under Part 6 Division 5 Site-specific provisions to:

- allow a maximum building height of 85 metres,
- permit a maximum floor space ratio of 13.5:1 for hotel and associated land uses,
- restrict use to employment/hotel use and not residential accommodation or serviced apartments.

The Planning Proposal is supported by a site-specific Development Control Plan (**DCP**) and reference design scheme prepared by Hassell. Key elements of the site-specific DCP and reference design include:

- Renovation of an existing 2-level basement and existing 11-storey hotel, with the addition of a new 11-storey hotel above (including a transfer floor between the two structures) and a rooftop plant floor resulting:
    - Two hotel brand offerings – Park Royal Hotel (3.5 stars) and Pan Pacific Hotel (5 stars)
    - 490-540 hotel keys with a gross floor area of ~30,000m$^2$
    - Upgrade existing infrastructure and services (including new lift core),
    - New and upgraded hotel facilities (including lobby, dining areas, meeting rooms, ball room, gymnasium, bar and restaurants, and pool).
    - Removing the existing Porte Cochère and exit ramp resulted in a single-vehicle entry/exit ramp from Day Street being used only by the valet.
    - Retention of the existing loading dock on Sands Street, which will continue to accommodate 2 x B99 bays and 3 x SRV bays (including 2 compactors). No road works are required on Sands Street, however operational changes will be implemented through a Loading Dock Management Plan (LDMP).
- Significant greening and landscaping of the western façade.
- Ground floor public domain, public art and landscaping design. An existing exit ramp will be converted to a two-way entry-exit driveway by changing the pavement markings on Day Street.
- The key aspects of the proposal and reference design relevant to this report include:
    - The entry ramp to the basement is to be removed, and the exit ramp will be used to both enter and exit the basement. No public access will be permitted to the basement, parking of cars within the basement will be undertaken by concierge only.
    - New drop-off pick-up bays are proposed in the location of the entry ramp.
    - Existing hotel access from Day Street will be modified to accommodate the new dual-lane entry/exit, as depicted in Figure 5 and Figure 6, and a “Keep Clear” zone will be established at the hotel entry.
- After construction, the total number of staff will be 360, distributed across multiple shifts.


© Copyright; **ptc.**

- In reviewing the ground floor layout, it has been considered that the preferred outcome is the use of on-street parking spaces rather than a Porte Cochère, which provides a better outcome as it reduces vehicles crossing the footpath and can be accommodated given the cul-de-sac nature of the access road.

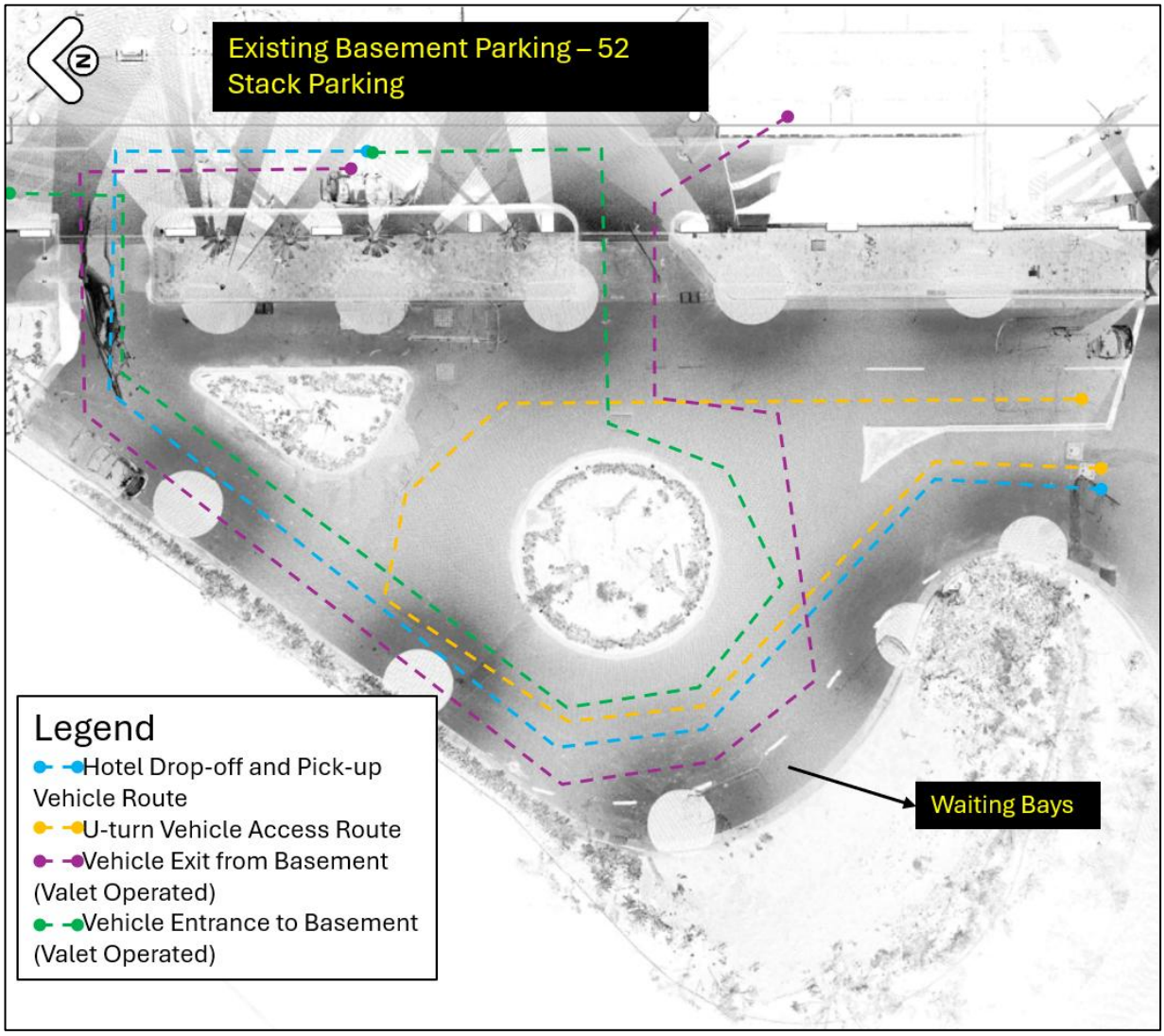



Figure 4: Existing Day Street Entry/Exit Route (Source: Hassell, modified by **ptc**.)


© Copyright; **ptc.**

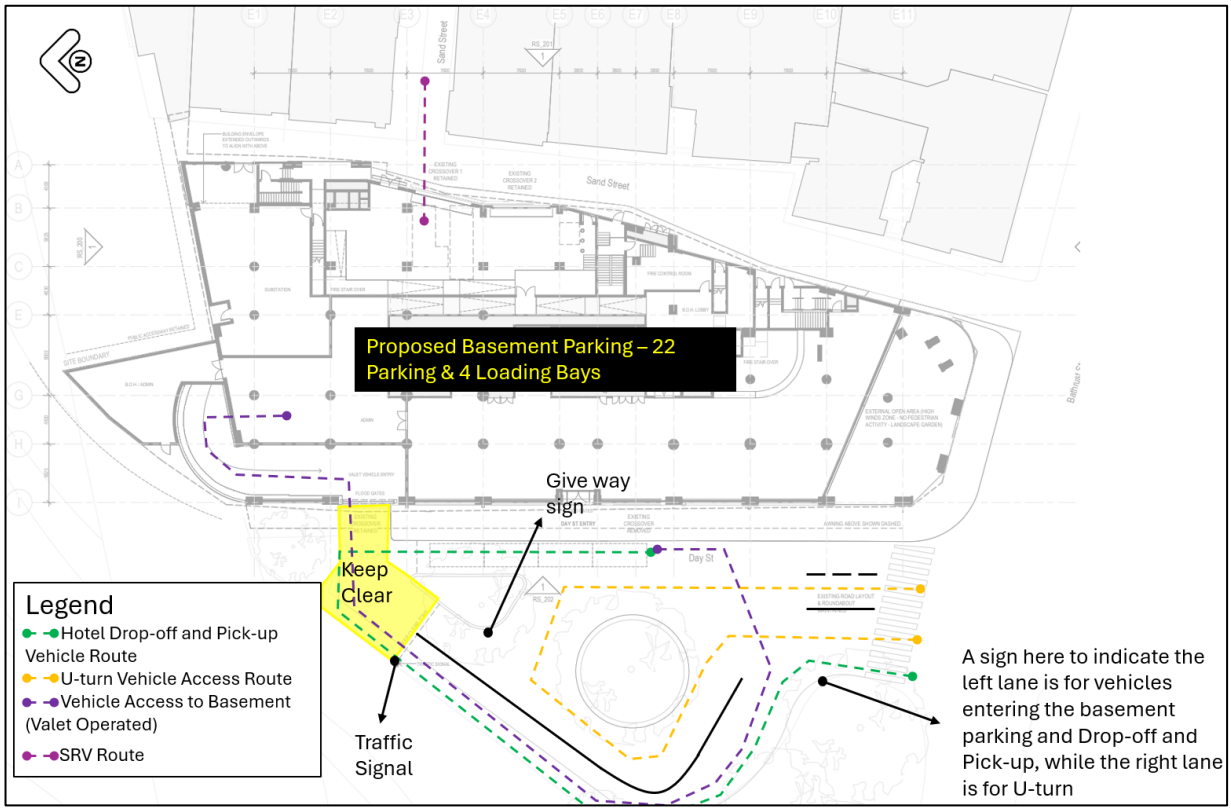



Figure 5: Proposed Vehicle Entry Route (Source: Hassell, modified by **ptc**.)

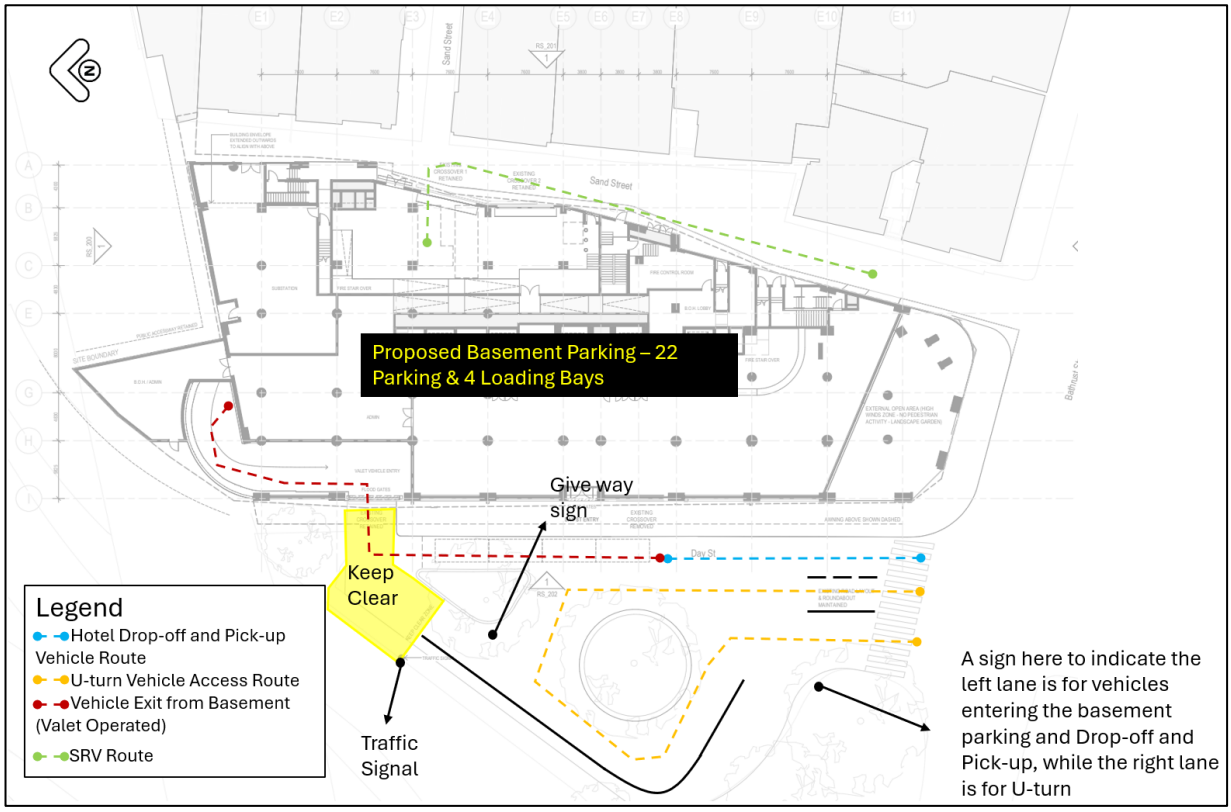



Figure 6: Proposed Vehicle Exit Route (Source: Hassell, modified by ptc.)


© Copyright; **ptc.**

## 2.4 Key Assumptions

All source data applied in preparing the traffic and transport assessment has been diligently collected and reviewed by **ptc.** However, given the level of detail of the assessment and the reliance on assumptions, the accuracy of modelling predictions will be influenced by unknown or unexpected changes to what has been assumed to occur in the future. **ptc.** has applied the appropriate effort and attention to ensure the completeness and accuracy of the analysis included in this report.

Other key assumptions for this study include the following:

- Nearmap was used for SIDRA base model geometry coding, which is assumed to reflect the current traffic network.
- Surveyed intersection turning counts (2024) have been applied for base-year traffic demand development.
- Surveyed queue length data (2024) has been utilised for base year SIDRA model calibration purposes.
- Surveyed video footage was utilised for the base year SIDRA model delay validation.


© Copyright; **ptc.**

# 3. Regulatory Context

## 3.1 Greater Sydney Region Plan

The 'Three-City Metropolis – Greater Sydney Region Plan,' Transport for NSW's (TfNSW) 'Future Transport 2050,' and Infrastructure NSW's 'State Infrastructure Strategy 2018-36' outline a vision for Greater Sydney as a vibrant and sustainable metropolis, integrating the Eastern Harbour City, Central River City, and Western Parkland City.

The plan provides strategic direction for Sydney's productivity, environmental management, and liveability, as well as for the location of housing, employment, infrastructure, and open spaces.

The plan's vision is to maintain Sydney's position as a strong global city and a great place to live. The proposed expansion of the Park Royal Hotel will contribute to accommodate the future demands of a growing urban population.

## 3.2 Sustainable Sydney 2030-2050

Some of the key transport targets outlined within the City of Sydney's *Sustainable Sydney 2030 Community Strategic Plan 2017-2021* include:

- By 2050, people will be using public transport, walking or cycling, to travel to and from work. This includes 9 out of 10 people working in the city centre and 2 out of 3 people working in the rest of the local area.

These transport mode share targets illustrate the City of Sydney's strong commitment to shifting away from private vehicles to sustainable transport with a greater focus on active travel modes. As the proposed development is ideally located within the heart of the Sydney CBD with a high level of accessibility to public transport and active transport facilities, hotel employees will likely utilise the wide range of active and sustainable modes to travel to and from work, thus further minimising private vehicle trips.

## 3.3 "A City for Walking" strategy and action plan – continuing the vision 2024

The "A City for Walking" Strategy and Action Plan – Continuing the Vision 2024 outlines a framework to achieve walking outcomes aligned with the Sustainable Sydney 2030-2050 vision. This strategy and action plan identifies the key actions for making our area more walkable, including:

- Collaborating with TfNSW to ensure traffic signal phasing prioritises pedestrians.
- Implementing local traffic management plans to reduce vehicle volume and speed, enhancing pedestrian safety.
- Proactively improving road rules and their enforcement as they relate to pedestrians.
- Reviewing and updating guidelines to enhance walkability.

People in Sydney make the highest number of daily walking trips (an average of 3.4), mainly because they can rely on public transport or walk to work (or other daily activities) instead of driving. The proposed development takes advantage of this trend by reducing basement parking, which will help reduce car use and encourage alternative transportation options like walking. Furthermore, the development plans to include external drop-off and pick-up zones to minimise pedestrian conflicts and improve safety, thus further encouraging walking.


© Copyright; **ptc.**

## 3.4 Cycling Strategy and Action Plan 2018-2030

Cycling Strategy and Action Plan (TfNSW, 2023) provides a framework for planning and prioritising cycling in Sydney. It aims to grow the number of people cycling for transport by investing in safe, connected networks, better using existing infrastructure and fostering partnerships to develop cycling infrastructure. Key points relevant to the strategy include:

- **Connecting the network** – building a bicycle network to make cycling safer in Sydney.
- **Supporting people to ride** – understanding and addressing barriers to help people start and continue cycling.
- **Supporting businesses** – partnering with employers to encourage employees to cycle.
- **Leadership and advocacy** – sharing our expertise and becoming a positive influence for improving cycling, not just within our own boundaries.

The City of Sydney Council is moving towards a well-connected cycle network to improve accessibility for staff and visitors to the CBD. The development would encourage people to cycle by providing high-quality end-of-trip facilities for employees and visitors.


© Copyright; **ptc.**

# 4. Existing Transport Facilities

## 4.1 Road Hierarchy

Roads within New South Wales are categorised in the following two ways:

- By classification (ownership)
- By the function that they perform

### 4.1.1 Road Classification

Roads are classified (as defined by the *NSW Roads Act 1993*) based on their importance to the movement of people and goods within NSW.

The classification of a road allows TfNSW to exercise authority of all or part of the road. Classified roads include Main Roads, State Highways, Tourist Roads, Secondary Roads, Tollways, Freeways, and Transitways. For management purposes, TfNSW has three administrative classes of roads:

- **State Roads** – Major arterial links through NSW and within major urban areas. They are the principal traffic-carrying roads and are fully controlled and maintained by TfNSW. State Roads include all Tollways, Freeways and Transitways; and all or part of a Main Road, Tourist Road or State Highway.
- **Regional Roads** – Roads of secondary importance between State Roads and Local Roads, which, along with State Roads, provide the main connections to and between smaller towns and perform a sub-arterial function in major urban areas. Regional roads are the responsibility of councils for maintenance funding, through TfNSW funds some maintenance based on traffic and infrastructure. Traffic management on Regional Roads is controlled under the delegations to local government from TfNSW. Regional Roads may own all, or part of a Main Road, Secondary Road, Tourist Road, State Highway, or other roads as determined by TfNSW.
- **Local Roads** – The remainder of the council-controlled roads, Local Roads, are the responsibility of councils for maintenance funding. TfNSW may fund some maintenance and improvements based on specific programs (e.g. urban bus routes road safety programs). Traffic management on Local Roads is controlled under the delegations to local government from TfNSW.

### 4.1.2 Functional hierarchy

Functional road classification involves the relative balance of the mobility and access functions. TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility to high accessibility and low mobility. These classes are:

- **Arterial Roads** – generally controlled by TfNSW, typically have no limit in flow and are designed to carry vehicles long distances between regional centres.
- **Sub-Arterial Roads** – can be managed by either TfNSW or the local council. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and they aim to carry through traffic between specific areas in a sub-region or provide connectivity from arterial road routes (regional links)
- **Collector Roads** – provide connectivity between local roads and the arterial road network and typically carry 2,000 and 10,000 vehicles daily.


© Copyright; **ptc.**

- **Local Roads** – provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles daily.

The hotel is located in the City of Sydney Local Government Area (LGA) and is serviced by a mix of state, regional and local roads, as presented in Figure 7.

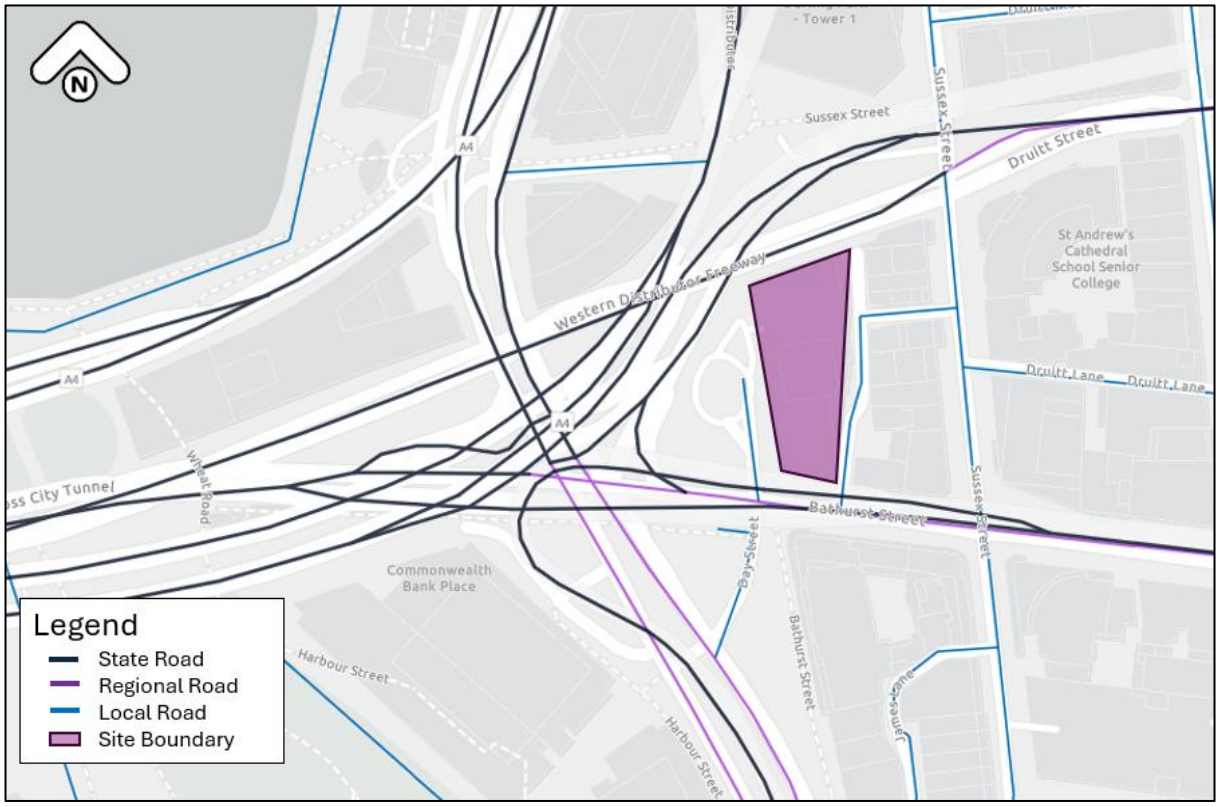



Figure 7: NSW Road Hierarchy (Source: TfNSW NSW Road Network Classifications, modified by **ptc**.)

The following section describes the existing conditions of key road links within the study area. The road network includes the following key road links.

- Bathurst Street
- Harbour Street
- Day Street
- Sands Street
- Sussex Street

### 4.1.3 Bathurst Street

Bathurst Street, located in the Sydney Central Business District, runs 650 metres in an east-west direction. Its western terminus is at Harbour Street, Darling Harbour, while the eastern terminus is at Elizabeth Street, adjacent to Hyde Park. The key features of Bathurst Street are summarised in Table 1 and Figure 8.


© Copyright; **ptc.**

Table 1 Bathurst Street's Key Features

| Bathurst Street | |
|---|---|
| **Road Classification** | Regional Road |
| **Alignment** | East – West |
| **Number of Lanes** | One-way with three lanes from Harbour Street to Day Street. From Day Street to Sussex Street, there are three eastbound lanes and one westbound divided by a double solid line (BB line). Then, from Sussex Street to Kent Street, it is one-way with two lanes. |
| **Carriageway Type** | Undivided |
| **Carriageway Width** | 13 metres |
| **Speed Limit** | Varies, 40-50km/h |
| **School Zone** | Yes |
| **Parking Controls** | In both directions, kerbside parallel parking was provided in some street sections. |
| **Forms Site Frontage** | No |

Figure 8: Bathurst Street (Source: Google Map Street View, Westbound)

#### 4.1.4 Harbour Street

Harbour Street is a regional road. The key features of Harbour Street can be found in Figure 9.

Table 2 and Figure 9.

Table 2 Harbour Street's Key Features

| Harbour Street | |
|---|---|
| **Road Classification** | Regional Road |
| **Alignment** | North – South |
| **Number of Lanes** | Two to three lanes in each direction with medium/Tunnel |
| **Carriageway Type** | Divided |
| **Carriageway Width** | 30 metres |
| **Speed Limit** | 50km/h |
| **School Zone** | No |
| **Parking Controls** | No designated parking facilities are provided |
| **Forms Site Frontage** | No |


© Copyright; **ptc.**

Figure 9: Harbour Street (Source: Google Map Street View, Southbound)

#### 4.1.5 Day Street

Day Street is a local Street. The key features of Day Street can be found in Table 3 and Figure 10.

Table 3 Day Street's Key Features

| **Day Street** | |
|---|---|
| **Road Classification** | Local Road |
| **Alignment** | North - South |
| **Number of Lanes** | One to two lanes in each direction divided by a double solid line (BB line) |
| **Carriageway Type** | Undivided |
| **Carriageway Width** | 13 metres |
| **Speed Limit** | 50km/h |
| **School Zone** | No |
| **Parking Controls** | No designated parking facilities are provided |
| **Forms Site Frontage** | Yes |

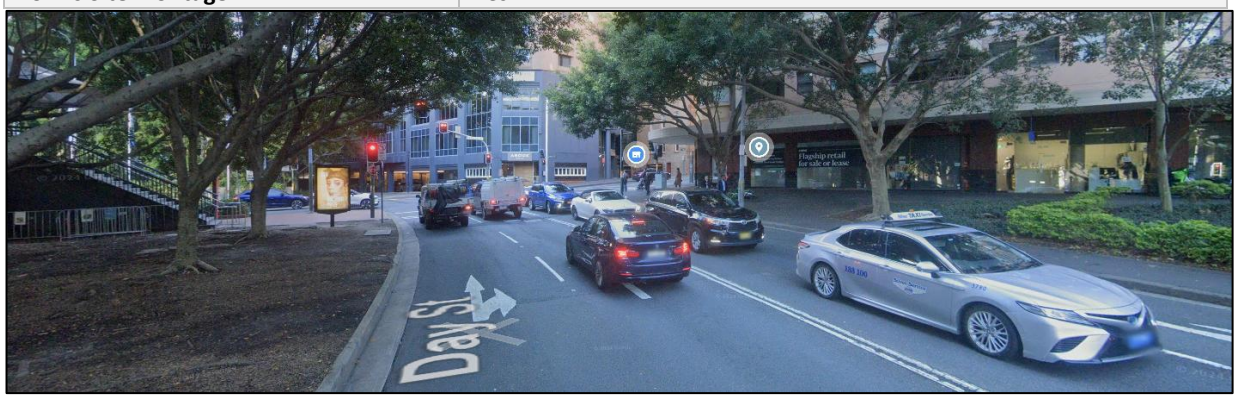



Figure 10: Day Street (Source: Google Map Street View, Northbound)

#### 4.1.6 Sands Street

Sands Street is a local Street. Table 4 and Figure 11 show its key features.


© Copyright; **ptc.**

Table 4 Sands Street's Key Features

| **Sands Street** | |
|---|---|
| Road Classification | Local Road |
| Alignment | East – West or North - South |
| Number of Lanes | One lane (One Way Road) |
| Carriageway Type | Undivided |
| Carriageway Width | 6.5 metres |
| Speed Limit | 50km/h |
| School Zone | No |
| Parking Controls | No designated parking facilities are provided |
| Forms Site Frontage | Yes |

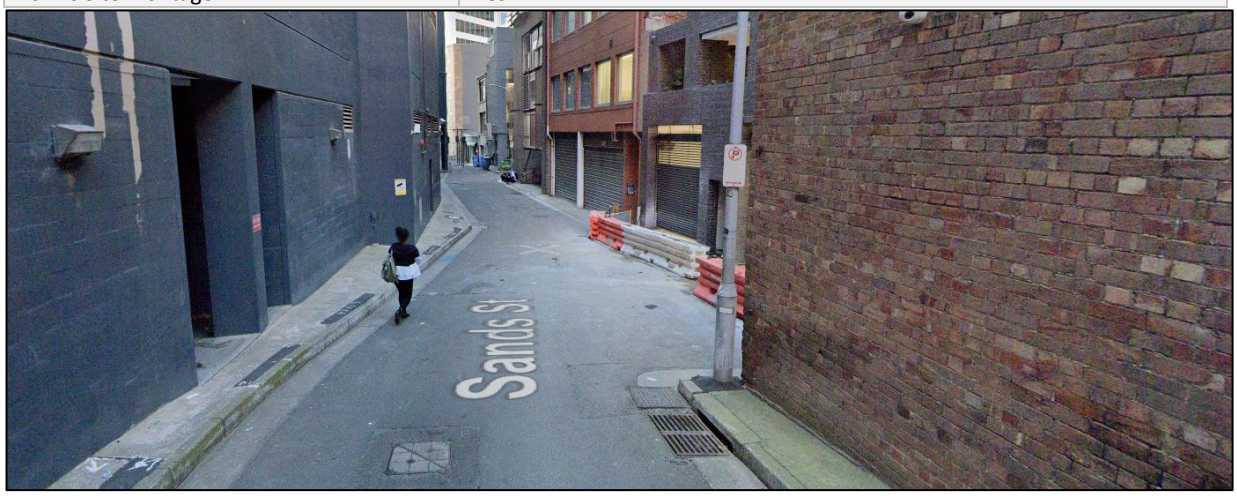



Figure 11: Sands Street (Source: Google Map Street View, Southbound)

#### 4.1.7 Sussex Street

Sussex Street is a local Road. The key features can be found in Table 5 and Figure 12.

Table 5 Sussex Street's Key Features

| **Sussex Street** | |
|---|---|
| Road Classification | Local Road |
| Alignment | North- South |
| Number of Lanes | Two to Four Lanes (One way Road) |
| Carriageway Type | Undivided |
| Carriageway Width | 11 metres |
| Speed Limit | 50km/h |
| School Zone | No |
| Parking Controls | In both directions, kerbside parallel parking was provided in some street sections. |
| Forms Site Frontage | No |


© Copyright; **ptc.**

Figure 12: Sussex Street (Source: Google Map Street View, Southbound)

## 4.2 Public Transport

The locality has been assessed in the context of available forms of public transport that may be utilised by prospective staff and guests. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggests that a 400 – 800m catchment is a comfortable walking distance. Figure 13 displays the public transport options within a 400-metre radius walking catchment.

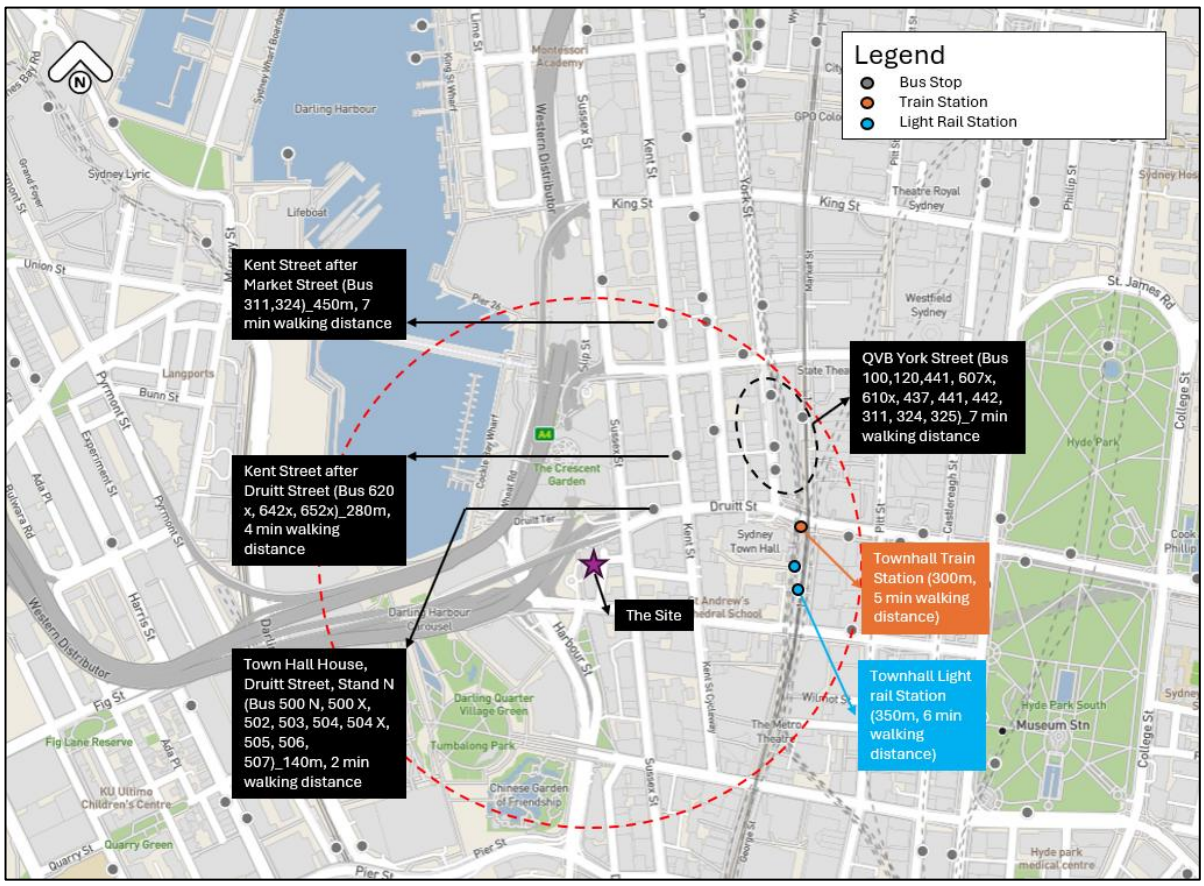



Figure 13: Public Transport options within a 400m radius (Source: Google Maps, modified by **ptc**.)


© Copyright; **ptc.**

Given that the site is located near the Sydney CBD, there are abundant public transport facilities within close proximity, all of which provide high-frequency services throughout each day, including train services, bus routes, ferry and light rail options, as outlined in the following subsections.

### 4.2.1 Train and Light Rail Services

Town Hall rail station is located within 400 meters of the site. Town Hall rail station provides access to extensive train services connecting to the Sydney Metropolitan area, providing frequent services seven days a week. Additionally, the Museum and St James Stations, Gadigal Metro Station, and the QVB Light Rail are located just outside the 400-metre radius.

A summary of the train and light rail services is presented in Figure 14, Figure 15 and Table 6.

Figure 14: Sydney Trains Network Map (Source: TfNSW Trip Planner, modified by **ptc**.)


© Copyright; **ptc.**

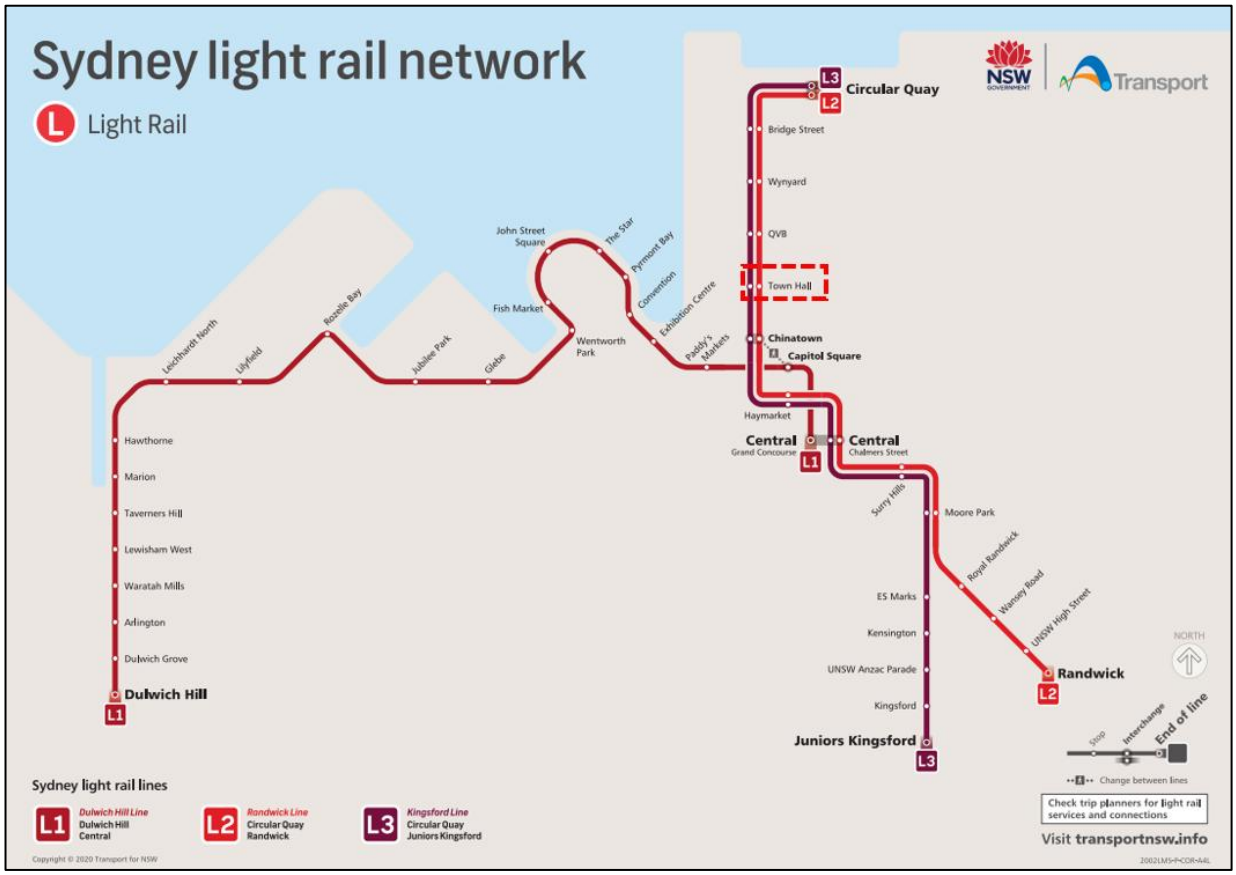



Figure 15: Sydney Light Rail Network Map (Source: TfNSW Trip Planner, modified by **ptc**.)

Table 6 Train Service Summary

| **Route** | **Coverage** | **Operation Summary** | |
|---|---|---|---|
| | | Weekdays | Weekends and Public Holidays |
| **T1** | City to Berowra via Gordon | Morning peak: every 3-6 minutes<br>Afternoon peak: every 3-6 minutes | Every 5-10 minutes |
| **T2** | City to Parramatta or Leppington | Morning peak: every 3-6 minutes<br>Afternoon peak: every 5-8 minutes | Every 5-10 minutes |
| **T3** | City to Liverpool or Lidcombe | Morning peak: every 5-10 minutes<br>Afternoon peak: every 7-15 minutes | Every 15 minutes |
| **T4** | Bondi Junction to Waterfall or Cronulla | Morning peak: every 3-10 minutes<br>Afternoon peak: every 3-6 minutes | Every 5-10 minutes |
| **T8** | City to Macarthur via Airport or Sydenham | Morning peak: every 3-10 minutes<br>Afternoon peak: every 3-10 minutes | Every 20 -50 minutes |
| **T9** | Hornsby to North Shore via City | Every 15 minutes | Every 15 minutes |


© Copyright; **ptc.**

| | | | |
|---|---|---|---|
| **CCN** | Newcastle to Central via Strathfield or Gordon | Morning peak: Every 15-20 minutes<br>Afternoon peak: No stop in Town Hall Station | No stop in Town Hall Station |
| **SCO** | Bondi Junction and Central to Bomaderry or Port Kembla | Morning peak: Every 20 - 60 minutes<br>Afternoon peak: Every 30-60 minutes | Every 60 minutes |
| **L2 (Light Rail)** | Randwick to Circular Quay | Morning peak: Every 8-13 minutes<br>Afternoon peak: Every 8-13 minutes | Every 15 minutes |
| **L3 (Light Rail)** | Circular Quay to Juniors Kingsford | Morning peak: Every 8-12 minutes<br>Afternoon peak: Every 10-12 minutes | Every 15 minutes |

### 4.2.2 Bus Services

Approximately nine bus stops are located within a 400m radius of the site, providing future staff and guests a vast range of options, in terms of both destination and frequency, to travel to and from the site by bus. A summary of available bus routes and frequencies is shown in Figure 16 and Table 7.

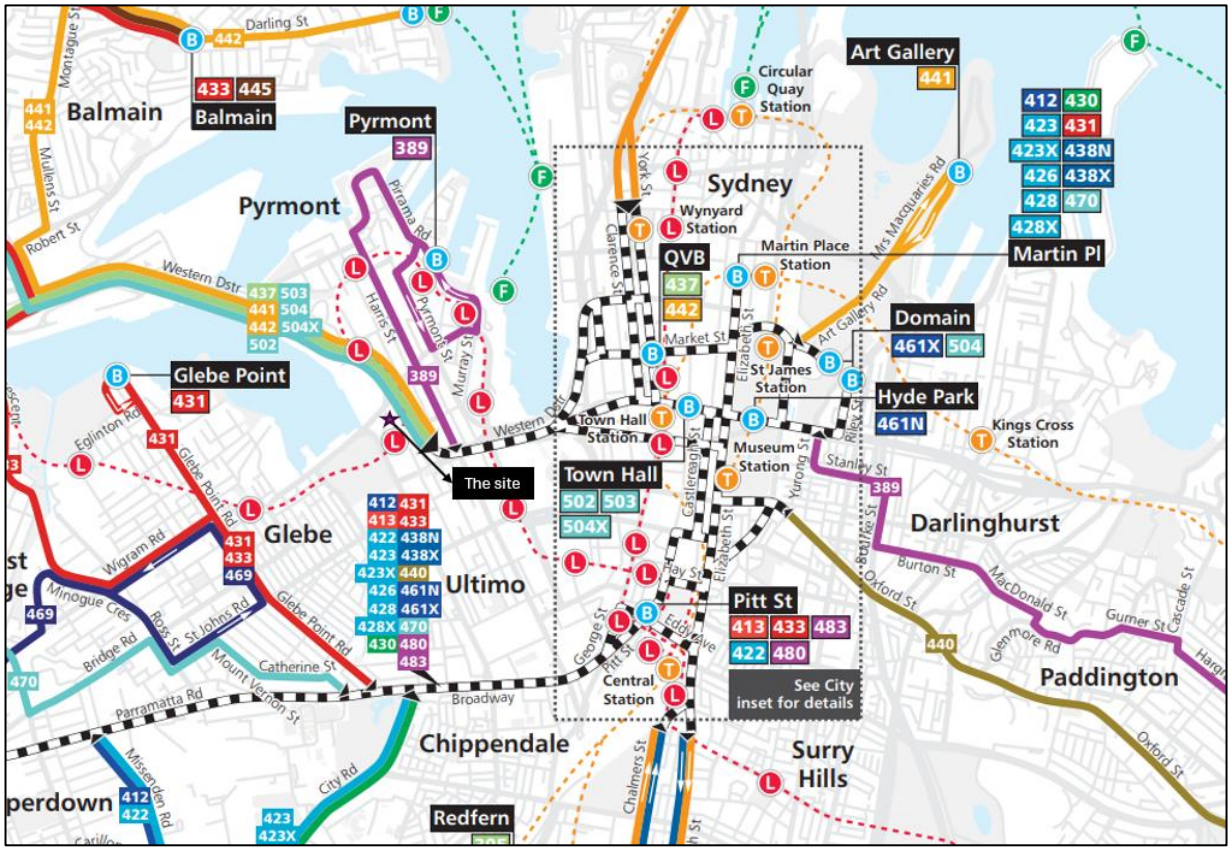



Figure 16: Surrounding Bus Routes (Source: TfNSW Trip Planner, modified by **ptc**.)


© Copyright; **ptc.**

Table 7: Bus Service Summary

| Route No. | Coverage | Frequency |
|---|---|---|
| **311** | Central Belmore Park to City Millers Point via Darlinghurst and Potts Point | **Weekdays:** Every 15-30 minutes<br>**Saturdays**: Every 30 minutes<br>**Sunday and public holidays**: Every 30 minutes |
| **620 X** | Dural to City Wynyard via Cherrybrook (Express Service) | **Weekdays**: Every 5-15 minutes<br>**Saturdays**: Not in operation<br>**Sunday and public holidays:** Not in operation |
| **642 X** | Dural to City Wynyard (Express Service) | **Weekdays:** Every 10-30 minutes<br>**Saturdays**: Not in operation<br>**Sunday and public holidays**: Not in operation |
| **652 X** | West Pennant Hills to City Wynyard (Express Service) | **Weekdays**: Every 5-30 minutes<br>**Saturdays**: Not in operation<br>**Sunday and public holidays**: Not in operation |
| **500 N** | City Hyde Park to Parramatta via Victoria Road (Night Service) | **Weekdays**: Every 30 minutes<br>**Saturdays**: Every 30 minutes<br>**Sunday and public holidays**: Every 60 minutes |
| **500 X** | West Ryde to City Hyde Park via Victoria Road (Night Service) | **Weekdays**: Every 10-15 minutes<br>**Saturdays**: Every 10-20 minutes<br>**Sunday and public holidays**: Every 10 -20 minutes |
| **502** | City Town Hall and Drummoyne to Cabarita Wharf | **Weekdays**: Every 9-30 minutes<br>**Saturdays**: Every 20-60 minutes<br>**Sunday and public holidays:** Every 30 minutes |
| **503** | City Town Hall to Drummoyne (Loop Service) | 8 services per day from Monday to Friday |
| **504** | Chiswick to City Domain | **Weekdays**: Every 10-30 minutes<br>**Saturdays**: Every 15-60 minutes<br>**Sunday and public holidays:** Every 15-60 minutes |
| **504 X** | City Town Hall to Chiswick (Express Service) | 2 services per day from 17:25 pm to 17:49 pm, Monday to Friday |
| **505** | City Town Hall to Woolwich | Every 30 minutes from 15:36 pm to 08:55 pm, Monday to Friday |
| **506** | Macquarie University to City Domain via East Ryde | **Weekdays**: Every 10-30 minutes<br>**Saturdays**: Every 30 minutes<br>**Sunday and public holidays:** Every 30 minutes |
| **507** | City Hyde Park & Gladesville to Meadowbank via Putney | **Weekdays**: Every 10-15 minutes<br>**Saturdays**: Every 60 minutes<br>**Sunday and public holidays:** Every 60 minutes |
| **100** | Taronga Zoo to City QVB (Loop Service) | **Weekdays**: Every 5-20 minutes<br>**Saturdays**: Every 10-20 minutes<br>**Sunday and public holidays**: Every 10-20 minutes |
| **120** | Chatswood to City QVB (Loop Service) | **Weekdays**: Every 10-20 minutes<br>**Saturdays**: Every 10-20 minutes<br>**Sunday and public holidays**: Every 20 minutes |
| **441** | City Art Gallery to Birchgrove via QVB (Loop Service) | **Weekdays**: Every 5-20 minutes<br>**Saturdays**: Every 45 -60 minutes<br>**Sunday and public holidays**: Every 30-60 minutes |
| **607 X** | Bella Vista Station to City QVB (Express Service) | **Weekdays**: Every 20-30minutes<br>**Saturdays**: Every 15-30 minutes<br>**Sunday and public holidays**: Every 15-30 minutes |
| **610 X** | Castle Hill to City QVB (Express Service) | **Weekdays**: Every 10-30 minutes<br>**Saturdays:** Every 10-30 minutes<br>**Sunday and public holidays**: Every 10-30 minutes |
| **437** | Five Dock to City QVB via City West Link | **Weekdays**: Every 15-30 minutes<br>**Saturdays**: Every 20-60 minutes<br>**Sunday and public holidays:** Every 30 minutes |


© Copyright; **ptc.**

| | | |
|---|---|---|
| **441** | City Art Gallery to Birchgrove via QVB (Loop Service) | **Weekdays**: Every 20-30 minutes<br>**Saturdays:** Every 30 minutes<br>**Sunday and public holidays:** Every 30 minutes |
| **442** | City QVB to Balmain East Wharf (Loop Service) | **Weekdays**: Every 5-40 minutes<br>**Saturdays**: Every 10-20 minutes<br>**Sunday and public holidays**: Every 10-15 minutes |
| **311** | City Millers Point to Central Belmore Park via Potts Point and Darlinghurst | **Weekdays**: Every 10-30 minutes<br>**Saturdays**: Every 30 minutes<br>**Sunday and public holidays:** Every 30 minutes |
| **324** | City Walsh Bay to Watsons Bay via Old South Head Road | **Weekdays:** Every 30 -60 minutes<br>**Saturdays:** Every 30-60 minutes<br>**Sunday and public holidays**: Every 30-60 minutes |
| **325** | City Walsh Bay to Watsons Bay via Vaucluse Road | **Weekdays**: Every 30-40minutes<br>**Saturdays:** Every 15-60 minutes<br>**Sunday and public holidays**: Every 40 minutes |
| **389** | Pyrmont to Bondi Junction | **Weekdays:** Every 10-30 minutes<br>**Saturdays**: Every 30 minutes<br>**Sunday and public holidays**: Every 20-30 minutes |
| **N10** | City Town Hall to Sutherland (Night Service) | **Weekdays**: Every 15-60 minutes from 1:00 am<br>**Saturdays**: Every 15-30 minutes from 1:00 am<br>**Sunday and public holidays**: Every 60 minutes from 1:00 am |
| **N11** | City Town Hall to Cronulla (Night Service) | **Weekdays**: Every 60 minutes from 1:30 am<br>**Saturdays:** Every 60 minutes from 1:30 am<br>**Sunday and public holidays**: Every 60 minutes from 1:30 am |
| **N20** | City Town Hall to Riverwood via Airport (Night Service) | Every 60 minutes from 1:00 am to 4:00 am |
| **N30** | City Town Hall to Macarthur (Night Service) | **Weekdays**: Every 30 minutes from 00:30 am<br>**Saturdays:** Every 30 minutes from 1:30 am<br>**Sunday and public holidays**: Every 60 minutes from 1:00 am |
| **N40** | City Town Hall to East Hills (Night Service) | **Weekdays:** Every 30 minutes from 00:10 am<br>**Saturdays:** Every 30 minutes from 00:10 am<br>**Sunday and public holidays:** Every 60 minutes from 00:10 am |
| **N50** | City Town Hall to Liverpool via Strathfield (Night Service) | **Weekdays:** Every 30 minutes from 00:04 am<br>**Saturdays:** Every 30 minutes from 00:04 am<br>**Sunday and public holidays:** Every 60 minutes from 00:04 am |
| **N60** | City Town Hall to Fairfield via Strathfield (Night Service) | **Weekdays:** Every 30 minutes from 00:40 am<br>**Saturdays**: Every 30 minutes from 00:40 am<br>**Sunday and public holidays:** Every 60 minutes from 00:40 am |
| **N61** | City Town Hall to Carlingford via Strathfield (Night Service) | **Weekdays:** Every 60 minutes from 00:30 am<br>**Saturdays:** Every 60 minutes from 00:30 am |
| **N70** | City Town Hall to Penrith via Parramatta (Night Service) | **Weekdays:** Every 60 minutes from 00:59 am<br>**Saturdays:** Every 60 minutes from 00:59 am<br>**Sunday and public holidays:** Every 60 minutes 00:59 am |
| **N71** | City Town Hall to Richmond via Parramatta (Night Service) | **Weekdays:** Every 60 minutes from 00:29 am<br>**Saturdays:** Every 60 minutes from 00:29 am<br>**Sunday and public holidays:** Every 60 minutes from 00:29 am |
| **N80** | City Town Hall to Hornsby via Strathfield (Night Service) | **Weekdays:** Every 60 minutes from 00:54 am<br>**Saturdays:** Every 60 minutes from 1:54 am |


© Copyright; **ptc.**

| | | |
|---|---|---|
| | | **Sunday and public holidays:** Every 60 minutes from 00:54 am |
| **N81** | City Town Hall to Parramatta via Sydney Olympic Park (Night Service) | **Weekdays:** Every 60 minutes from 1:24 am<br>**Saturdays:** Every 60 minutes from 1:24 am |
| **N90** | City Town Hall to Hornsby via Chatswood (Night Service) | **Weekdays:** Every 60 minutes from 1:40 am<br>**Saturdays:** Every 60 minutes from 1:40 am<br>**Sunday and public holidays:** Every 60 minutes from 1:40 am |
| **N91** | City Town Hall to Macquarie Centre (Night Service) | **Weekdays:** Every 60 minutes from 00:40 am<br>**Saturdays:** Every 60 minutes from 00:40 am<br>**Sunday and public holidays:** Every 60 minutes from 00:40 am |
| **N92** | City Town Hall to Tallawong via Macquarie Park (Night Service) | **Weekdays:** Every 60 minutes from 1:40 am<br>**Saturdays:** Every 60 minutes from 1:40 am<br>**Sunday and public holidays:** Every 60 minutes from 1:40 am |

## 4.3 Ferry

The hotel is located 1,300 metres from Barangaroo Wharf, beyond a comfortable walking distance of 800 meters, albeit there are opportunities to rest along the route. Alternatively, hotel guests and staff can walk to Town Hall Station to catch the SCO, T8, or T4 train lines, take the L2 or L3 light rail, or board the 333/336 bus to Circular Quay Station. The Circular Quay Station is next to the wharf and access to Parramatta. Figure 17 shows the layout of the ferry service routes.

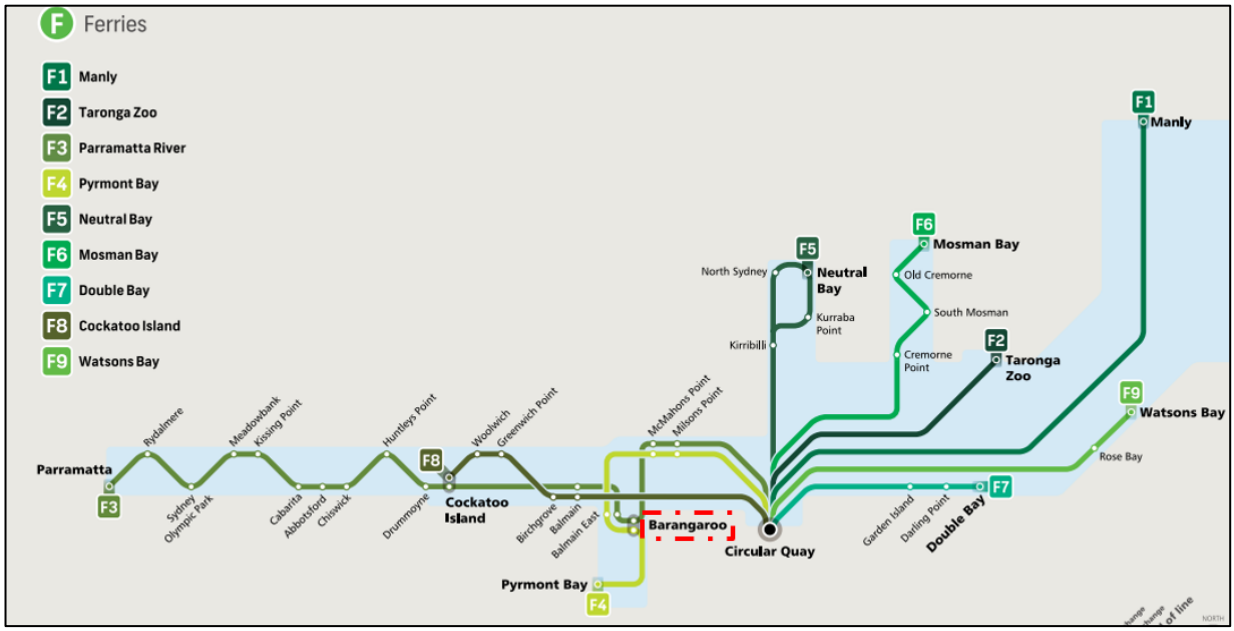



Figure 17: Ferry Service Map (Source: TfNSW Trip Planner, modified by **ptc**.)

In summary, the site is located in a highly accessible location, benefitting from access to high-frequency bus, rail and light rail services, providing a genuine opportunity for staff and guests to travel to and from the site sustainably.

## 4.4 Car Share

In addition to the public transport options, two car-share facilities are available in the vicinity of the hotel for staff or guests needing to access a vehicle. Figure 18 shows the nearby facilities of GoGet, one of the available car-share providers.


© Copyright; **ptc.**

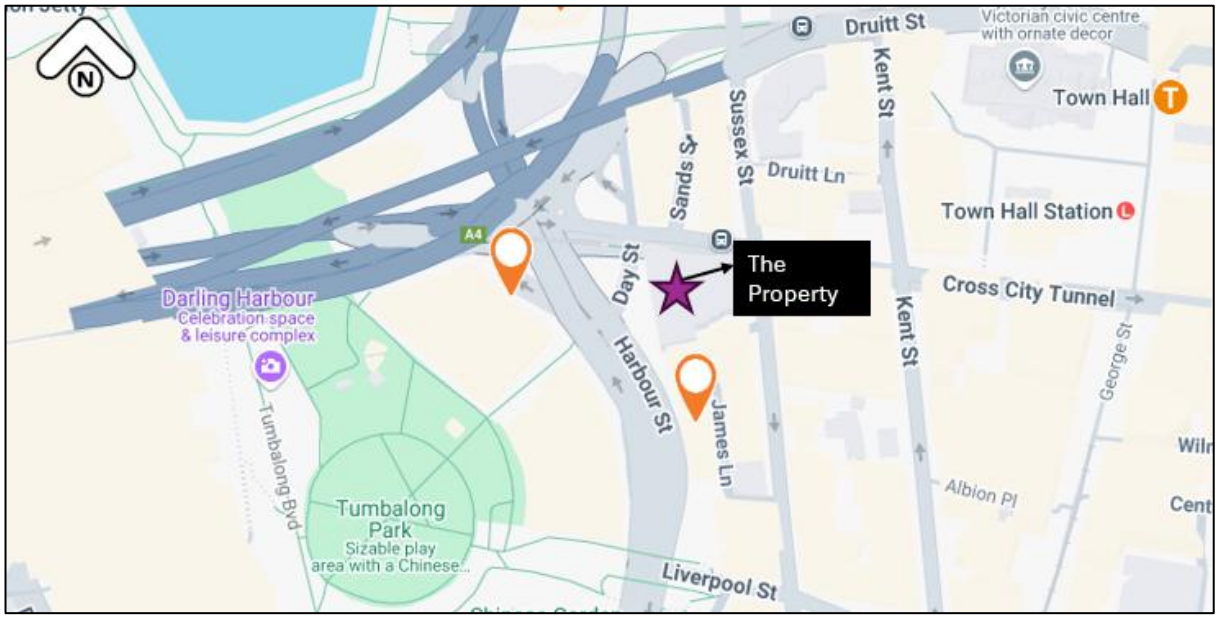



Figure 18: Car Share Facilities in the vicinity of the hotel (Source: GoGet, modified by **ptc**.)

## 4.5 Active Transport

The site has also been evaluated for active transport options, such as walking and cycling.

Previous developments in the Sydney Central Business District (CBD) have resulted in high pedestrian density and demand in the area. The City of Sydney Council and TfNSW are currently developing planning strategies to help prioritise traffic flow and allocate adequate space to support current and future growth in the CBD. This will help support place-making activities, further stimulating the economic development of the CBD.

Similar to all the footpaths surrounding the site, Bathurst Street experiences significant pedestrian activity. At the signalised intersection of Day Street and Bathurst Street, there are clearly marked signalised pedestrian crossings.

It is anticipated that with the ongoing implementation of the Sydney City Centre Access Strategy (TfNSW, 2013), there will be growth in the demand for bus services and pedestrian activity along the Bathurst Street and Day Street footpaths.

Cycling facilities have also been assessed using the TfNSW Cycleway Finder, as shown in Figure 19. There is limited access to the CBD cycle network. However, the Kent Street cycle lane is available via Bathurst Street (two blocks with no cycle lane).


© Copyright; **ptc.**

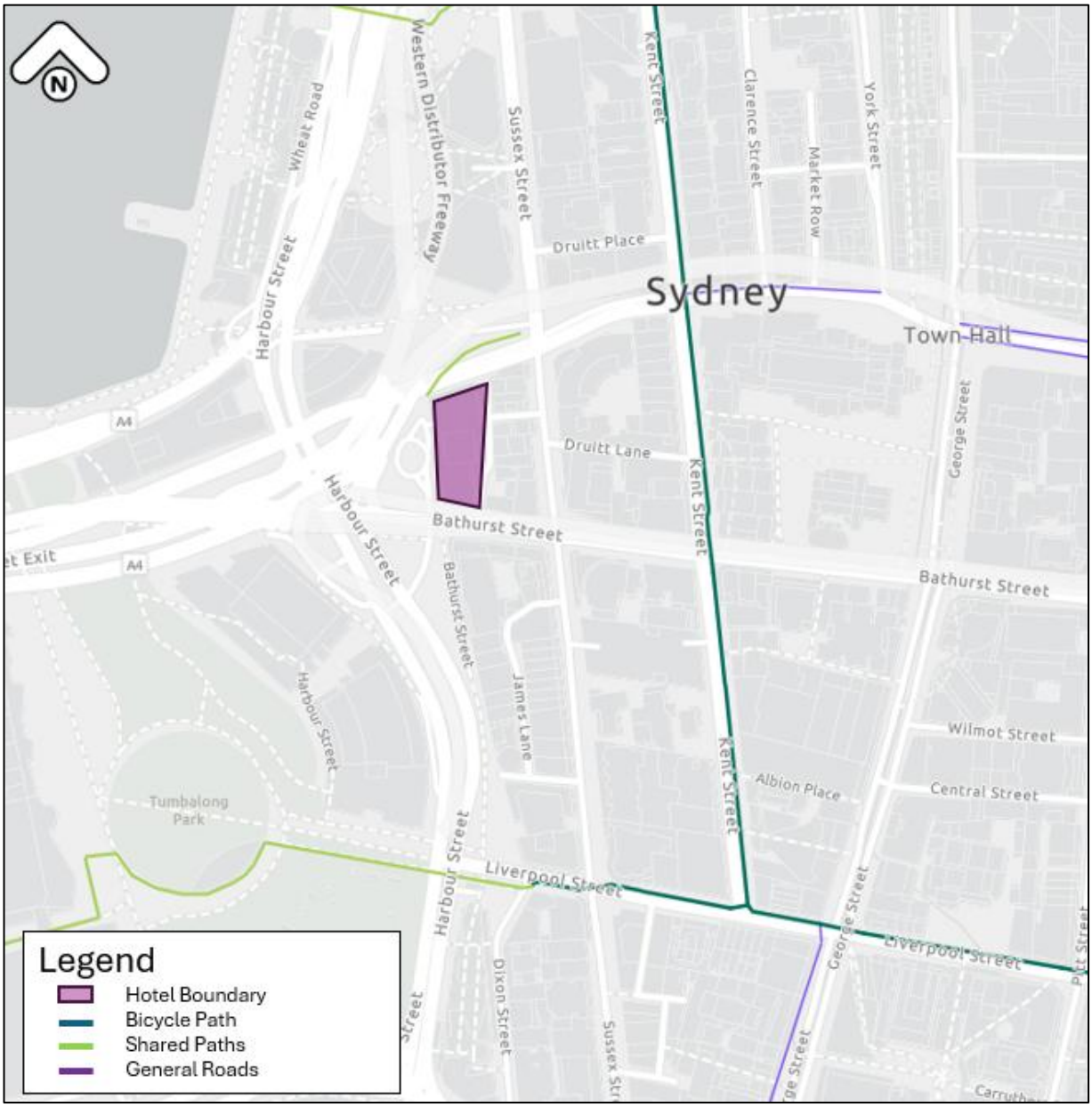



Figure 19: Cycleways - Source: TfNSW Cycleway Finder

Given the surrounding active transport options, staff and hotel guests are expected to be able to make journeys to and from the property with a reduced requirement for private transport.

## 4.6 Crash Statistics

Crash incident data was collected from road crash statistics published by the NSW Centre for Road Safety and from data provided by transport. The location of these crashes and the corresponding crash severity are shown in Figure 20.

TfNSW provides definitions for assessing the severity of crashes:

- **Non-casualty crash**: A crash in which at least one vehicle is towed away, but there are no person injuries.


© Copyright; **ptc.**

- **Minor crash**: A crash in which at least one person is injured, but there is no hospital admission or emergency department attendance.
- **Moderate crash**: A crash in which at least one person is admitted to a hospital or attends a hospital or emergency department
- **Serious crash**: A crash in which at least one person is admitted to hospital (not an ED-only admission) and is given an injury diagnosis on the same day or day after the crash
- **Fatal crash**: A crash in which at least one person dies within 30 days from injuries sustained in the crash.

Within a 400-metre radius of the site, there were 131 crashes between 2019 and 2023, including an average of 25.8 crashes per year. Ninety incidents (67 per cent) resulted in injuries, including 16 serious ones. One fatality was also reported in 2020. Among these, none of the reported incidents were located at the road area of 150 Day Street.

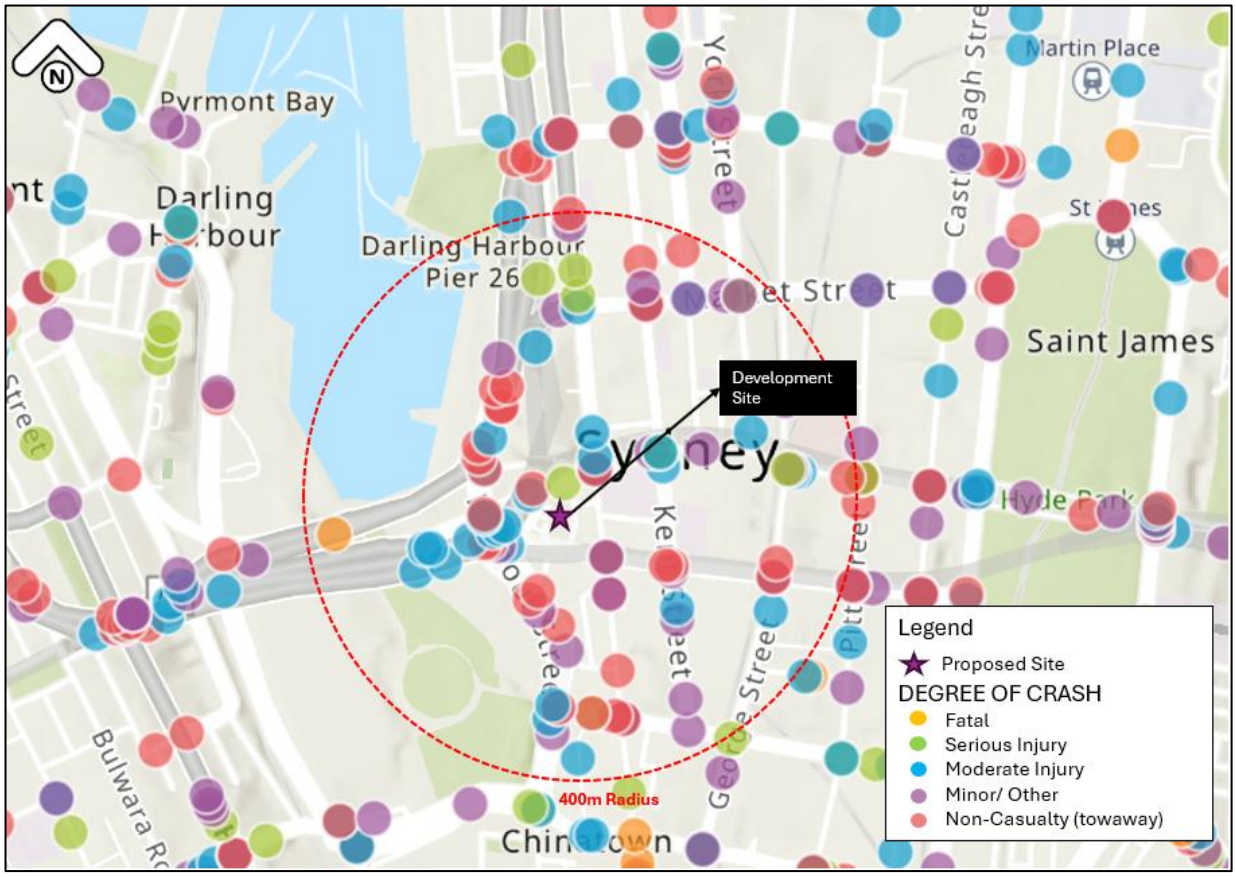



Figure 20: Surrounding Crash Location - Source: Transport for NSW crash map, modified by ptc.

A summary of the crash data is presented in Table 8.

Table 8 Crash Summary

| Location | Number of injuries | | | |
|---|---|---|---|---|
| | Fatal | Serious | Moderate/ Minor | No injury |
| **2019** | 0 | 5 | 20 | 8 |
| **2020** | 1 | 2 | 9 | 9 |
| **2021** | 0 | 4 | 16 | 13 |
| **2022** | 0 | 2 | 15 | 8 |
| **2023** | 0 | 2 | 13 | 3 |
| **Total** | 1 | 16 | 73 | 41 |


© Copyright; **ptc.**

Further analysis of the crash data indicates that rear-end crashes makeup 15 per cent of these crashes. A summary of the road crash categories is provided in Figure 21.

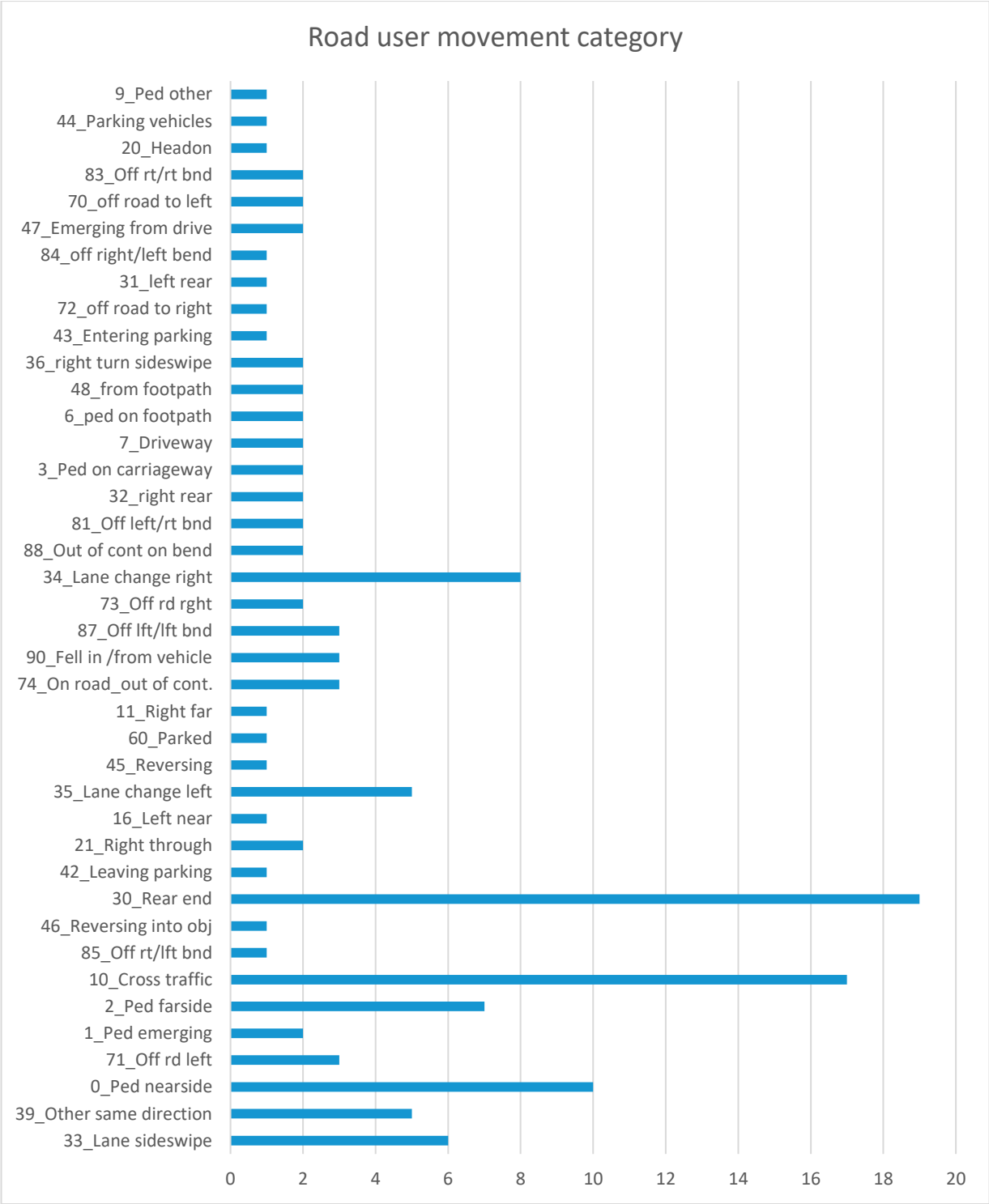



Figure 21: Incident frequency per road crash category (2018-2022) - Source: NSW Road Crash Data 2018-2022


© Copyright; **ptc.**

## 4.7 Existing travel patterns

### 4.7.1 Journey to Work Data

The Journey to Work data was collected by the Australian Bureau of Statistics (ABS) to outline the travel characteristics of workers within the City of Sydney LGA based on the Census of Population and Housing conducted in 2016.

The ABS provides information relating to people commuting from their usual place of residence to their place of work. The key residential areas where people travel from on their commute to work within the City of Sydney are illustrated in Figure 22.

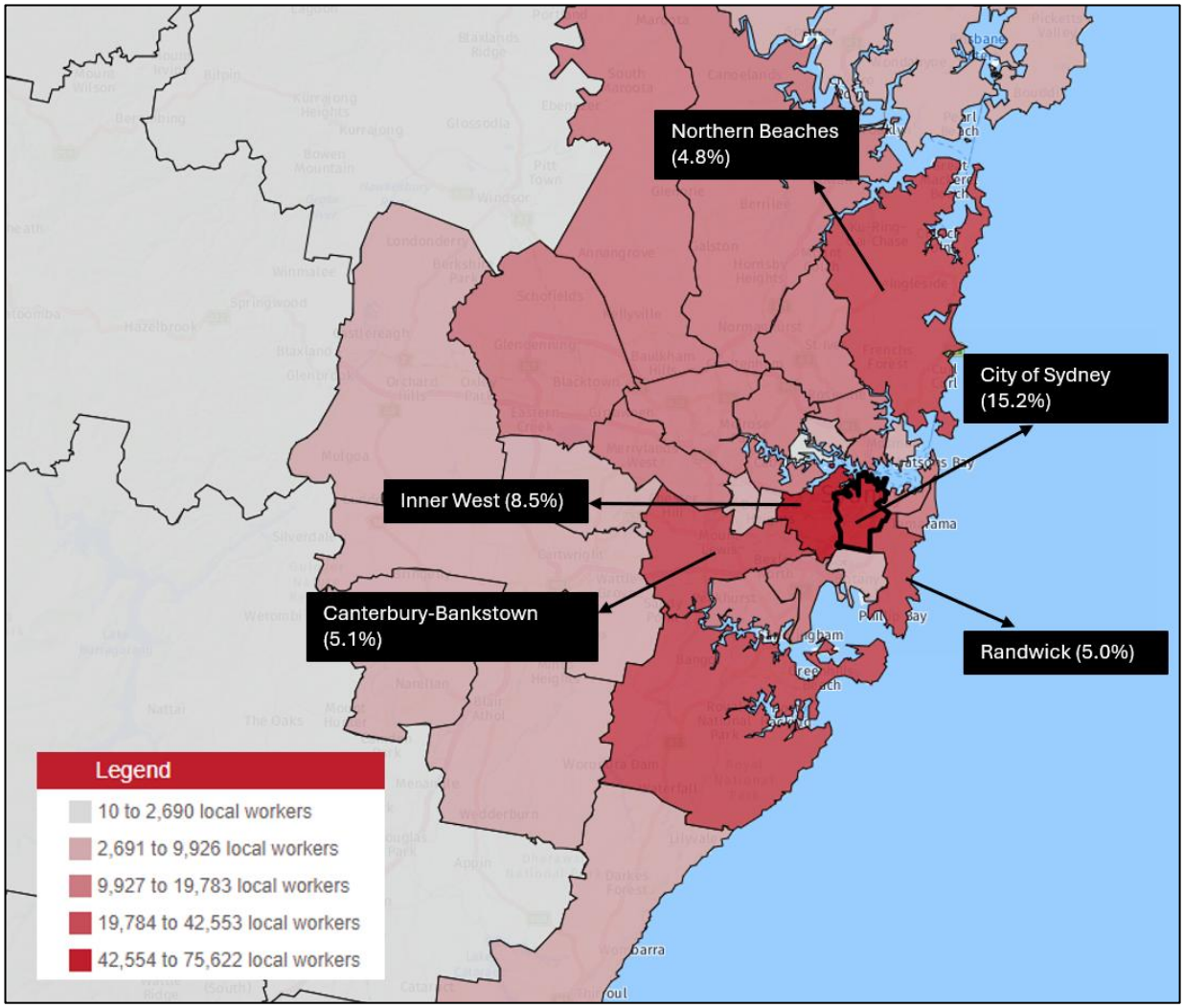



Figure 22: Origin Trip for the City of Sydney (Source: ABS 2016, modified by **ptc**.)

As shown in Figure 22, the top five areas where workers within the City of Sydney usually reside include:

- **City of Sydney** –15.2% of the workforce within the City of Sydney reside within the LGA.
- **Inner West** – comprising 8.5% of the workforce within the City of Sydney.
- **Canterbury-Bankstown** – comprising 5.1% of the workforce within the City of Sydney.
- **Randwick** – comprising 5.0% of the workforce within the City of Sydney; and


© Copyright; **ptc.**

- **Northern Beaches** – comprising 4.8% of the workforce within the City of Sydney.

### 4.7.2 Method of Travel to Work

There is no on-site vehicle parking available for staff, and parking charges within Sydney are high and steadily increasing; the likelihood of staff choosing to drive to work is minimal. Many staff associated with the development anticipate adopting public transport as their primary mode of travel. The Australian Bureau of Statistics (ABS) provides 'Journey to Work' (JTW) data for the City of Sydney LGA (Refer to Figure 23).

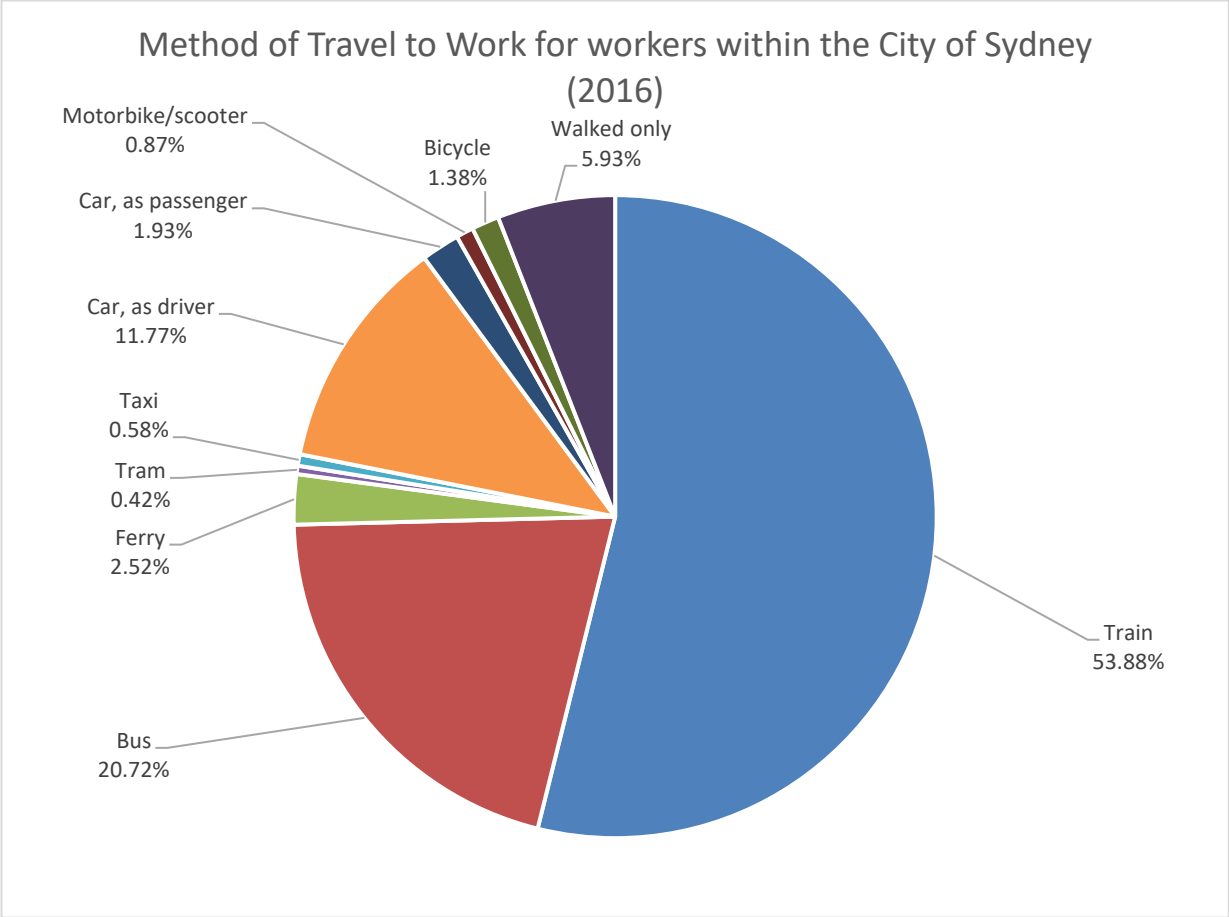



Figure 23: Method of Travel to Work for Workers within the City of Sydney (Source: ABS, 2016)

In 2016, the majority of workers within the City of Sydney travelled to work by train, which accounts for approximately 54% of workers, followed by 21% travelling by bus, 2.5% by ferry and 0.4% by tram/light rail. This results in a public transport mode share of approximately 78%, a significant proportion of the workforce within the City of Sydney. While the data is the most recent to be collected prior to the influence of COVID-19, there is no indication that 'car as driver' has increased as a percentage in recent years, noting that 'work from home' has increased, somewhat reducing the percentage of all other modes.


© Copyright; **ptc.**

# 5. Traffic Data Input

## 5.1 Key Assessed Intersections

The following key intersections are located within the vicinity of the hotel, as shown in Table 9 and Figure 24.

Table 9 Key Assessed Intersections

| No. | Intersection Name | Intersection Type |
|---|---|---|
| **1** | Day Street/ Bathurst Street | Traffic Signal |
| **2** | Bathurst Street/ Harbour Street | Traffic Signal |
| **3** | Day Street/ Harbour Street | Traffic Signal |
| **4** | Bathurst Street/ Sussex Street | Traffic Signal |

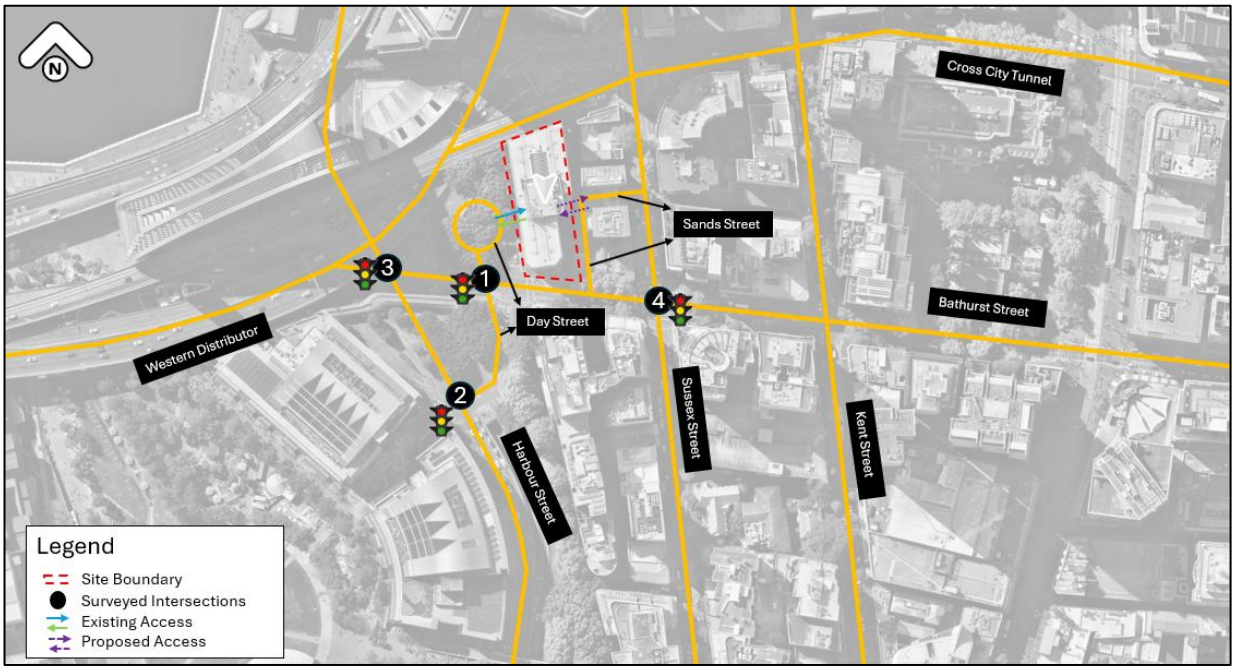



Figure 24: Key Assessed Intersections locations - Source: Nearmap, modified by **ptc.**

## 5.2 Existing Traffic Volume

### 5.2.1 Data collection

Traffic data collection was conducted by the *Trans Traffic Survey* on Thursday, 12th December 2024. The surveys included:

- Classification Intersection counts - four (4) intersections (Refer to Table 9)
- Queue length surveys - four (4) intersections (Refer to Table 9)
    - Due to the absence of traffic count data for the south approach at the Day Street/Harbour Street intersection, it is estimated that there are 60 vehicles during the peak one-hour period, averaging one vehicle per minute.


© Copyright; **ptc.**

### 5.2.2 Classified Intersection Counts and Peak Period Identification

The surveys captured light vehicles, heavy vehicles and pedestrian activity. The surveys were undertaken in 15-minute increments on a weekday between the following times to identify the peak periods:

- Morning Peak Period: 6:00 am-9:00 am
- Afternoon Peak Period 3:00 pm-6:00 pm

The network AM peak hour was identified as 8:15 am to 9:15 am, and the PM peak hour was identified as 16:15 pm to 17:15 pm. Peak hour volumes for each intersection are shown in Figure 25 and Figure 26.


© Copyright; **ptc.**

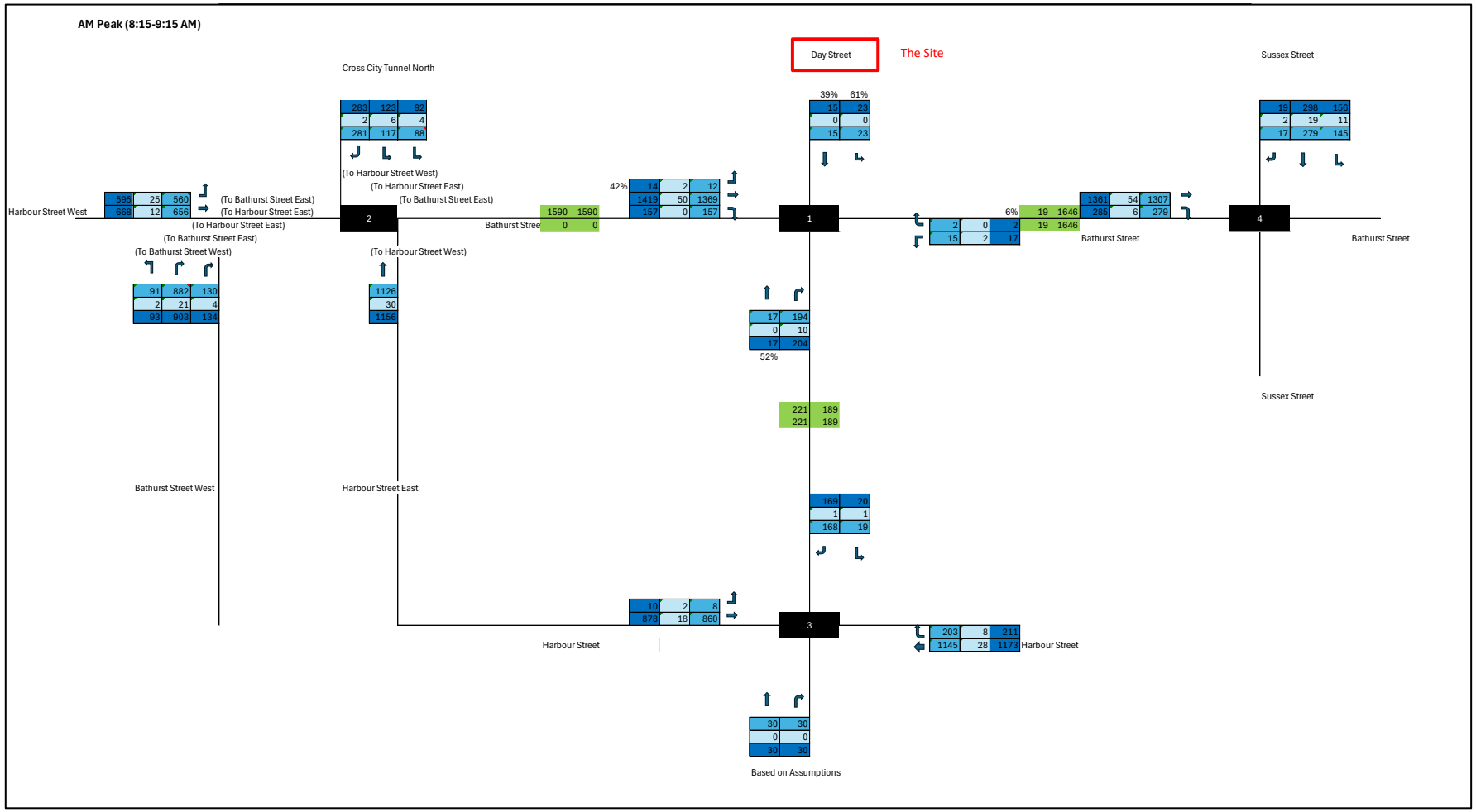



Figure 25: Existing Traffic Volume (AM Peak)


© Copyright; **ptc.**

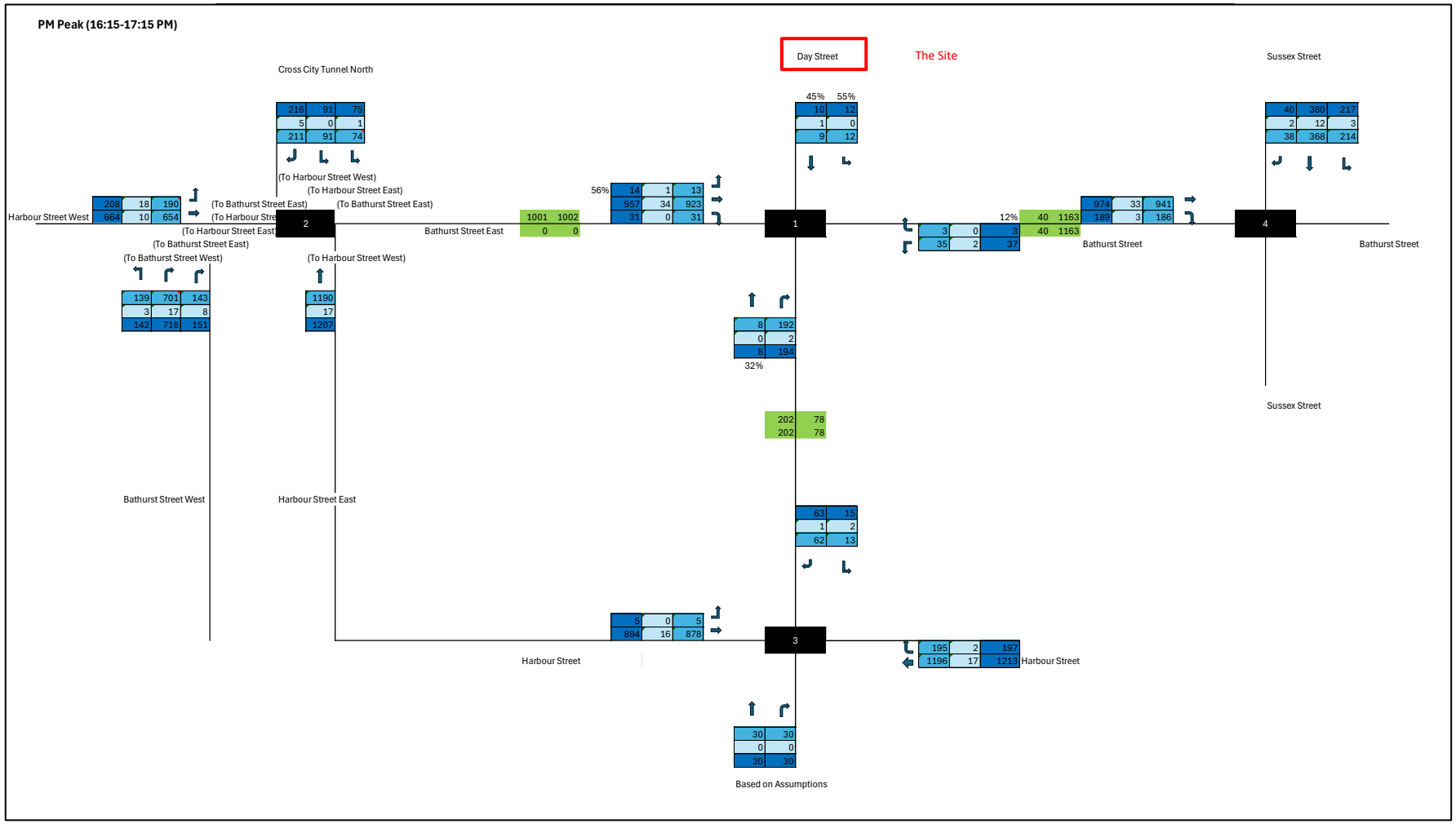



Figure 26: Existing Traffic Volume (PM Peak)


© Copyright; **ptc.**

### 5.2.3 SCATS signal data

The Sydney Coordinated Adaptive Traffic System (SCATS) manages signal timings, cycle times and offsets for all signalised intersections in NSW. It also collects historical SCATS data, which can be used in traffic modelling to replicate the performance of signalised intersections.

SCATS data was used to inform the signal coding within the SIDRA model. The data provides insights into the cycle time, phase time, and intergreen time incorporated into the model. The following SCATS traffic signal information was obtained from Transport for NSW for the signalised intersections:

- SCATS history files
- TCS graphic plots

Table 10 shows the intersections for which SCATS signal data was provided.

Table 10 Signalised intersections

| TCS Number | Intersection |
|---|---|
| **2331** | Day Street/ Bathurst Street |
| **247** | Bathurst Street/ Harbour Street |
| **2832** | Day Street/ Harbour Street |
| **2631** | Bathurst Street/ Sussex Street |


© Copyright; **ptc.**

# 6. Traffic Impact Assessment

## 6.1 Future Traffic Growth

In line with Council's feedback and to align with current traffic modelling practices for the Sydney CBD, a zero-growth scenario has been adopted for all future modelling. This reflects the anticipated mode shift away from private vehicle use, supported by public transport upgrades and strategic land use planning.

This revised approach ensures consistency with the TfNSW Traffic Modelling Guidelines (Feb 2013) and more accurately reflects conditions in the local road network.

## 6.2 Existing and Proposed Development Trip Generation

The existing hotel accommodates 336 rooms, and the northern section of Day Street serves only the hotel in isolation from any other properties. Based on the traffic survey, the existing vehicle trips on the northern section of Day Street are:

- Morning peak hour vehicle trips: 38 (two-way)
- Evening peak hour vehicle trips: 22 (two-way)

These vehicle trips represent the total number of vehicles accessing the hotel, including staff, guests, etc.

By applying these trip rates based on the existing traffic survey, with a 46:54 inbound-outbound split in the AM and a 53:47 split in the PM, the following vehicle trip generation is calculated:

- 38 vehicle trips per hour during the morning peak period (17 inbound, 21 outbound)
- 22 vehicle trips per hour during the evening peak period (12 inbound, 10 outbound)

There are two methods for calculating the proposed development's trip generation.

- **Method 1** - uses the pro-rata of the existing hotel.
- **Method 2** – applies the room growth rate as the rate for the pick-up and drop-off bays.

### 6.2.1 **Method 1** - uses the pro-rata of the existing hotel

The ITE Guide is a US-based trip generation study that relies on data collected by the City of San Diego, the San Diego Association of Governments (SANDAG), the Institute of Transportation Engineers (ITE), and other qualified sources. In this manual, a specific generation rate for hotels is provided. A trip generation summary based on the ITE trip generation data is outlined as follows:

- Proposed peak hour vehicle trip rate: 0.42 trips/ room

Additionally, the Guide to Transport Impact Assessment (2024) provides the pro-rata rate for the hotel, which is as follows:

- Proposed AM peak hour vehicle trips: 1.69 trips/100$m^2$Gross Floor Area
- Proposed PM peak hour vehicle trips: 1.20 trips/100$m^2$Gross Floor Area

Considering the above rates, the vehicle trips generated by the proposal are anticipated to be lower than those estimated from US-based survey data. This is attributed to a number of site-specific factors, including:

- Idyllic walking catchment for hotel patrons and staff


© Copyright; **ptc.**

Convenient access to multiple modes of public transport, offering a wide range of high-frequency services with coverage across the Greater Sydney Region and major regional cities, along with the increasing popularity of sustainable modes of transportation (e.g., walking, biking, etc.).

- No additional basement parking is provided.

The number of private vehicle trips will ultimately be dictated by the number of off-site parking in proximity to the hotel. In the context of planning, these trips have, to an extent, already been factored into the city's road network as part of the assessment of the car park development themselves.

#### 6.2.2 **Method 2** – applies the room growth rate as the rate for the pick-up and drop-off bays (Recommended Method)

With the hotel expansion, the development will be built on top of the existing hotel, providing approximately 204 rooms when suites are accounted for . The ratio of proposed hotel rooms to existing rooms is 1.60:1. As a result, it is reasonable to assume that the proposed pick-up and drop-off trips will follow the same growth rate.

In accordance with Sydney LEP 2012, the development will not include additional basement parking spaces (See Section 7.2). Therefore, vehicle growth will all be generated by additional drop-off and pick-up bay trips. Consequently, the proposed drop-off and pick-up bay trips/vehicle trips on Day Street are shown as follows:

- Proposed Morning peak hour vehicle trips: 61
- Proposed Evening peak hour vehicle trips: 35

By applying these trip rates based on the existing traffic survey, with a 46:54 inbound-outbound split in the AM and a 53:47 split in the PM, the following vehicle trip generation is calculated:

- 61 vehicle trips per hour during the morning peak period (28 inbound, 33 outbound)
- 35 vehicle trips per hour during the evening peak period (19 inbound, 16 outbound)

## 6.3 Net development trips

When taking into account the existing and proposed traffic generation of the hotel and pick-up and drop-off trips, the net traffic impacts are as follows:

- +23 vehicle trips per hour during the morning peak period (11 inbound, 12 outbound)
- +13 vehicle trips per hour during the evening peak period (7 inbound, 6 outbound)

## 6.4 Modelling Scenarios

The following scenarios have been assessed in this report (Refer to Table 11).

Table 11 Modelling Scenarios

| Scenarios | Description |
|---|---|
| **Existing** | The existing road network with the existing traffic volumes, as observed in the traffic survey |
| **Future Do Minimum (10 years)** | The existing road network with background traffic growth |
| **Future with development (10 years)** | The existing road network with background traffic growth and the proposed development trips |

Note: These modelling scenarios have been assessed for the 12th of December 2024 survey data.


© Copyright; **ptc.**

Following discussion and agreement with City of Sydney , SIDRA modelling has been refined for the Day Street / Bathurst Street intersection only, as it directly interfaces with the development access. Other intersections were not recalibrated, as they are not materially impacted by the proposal.

## 6.5 SIDRA Analysis

### 6.5.1 Assessment Criteria

A volume analysis was performed using the SIDRA Intersection 9.1, a micro-analytical tool for individual intersection and whole-network modelling. The models are based on the collected traffic survey data. SIDRA provides a number of performance indicators outlined below:

- **Degree of Saturation** – The total usage of the intersection is expressed as a factor of 1, with 1 representing 100% use/saturation. (e.g. 0.8=80% saturation)
- **Average Delay** – The average delay encountered by all vehicles passing through the intersection. It is often important to review the average delay of each approach as a side road could have a long delay time, while the large free-flowing major traffic will provide an overall low average delay.
- **95% Queue Lengths (Q95)** – is defined as the queue length in metres that has only a 5-percent probability of being exceeded during the analysis time period. It transforms the average delay into measurable distance units.
- **Level of Service (LoS)** – This is a categorisation of average delay, intended for simple reference. It is a good indicator of overall performance for individual intersections. The RMS adopts the following bands (Refer to Table 12).

Table 12: Intersection Performance - Levels of Service

| Level of Service | Average Delay (secs/vehicle) | Traffic Signals, Roundabout | Give Way & Stop Signs |
|---|---|---|---|
| **A** | <14 | Good operation | |
| **B** | 15 to 28 | Good with acceptable delays & spare capacity | Acceptable delays & spare capacity |
| **C** | 29 to 42 | Satisfactory | Satisfactory, but accident study required |
| **D** | 43 to 56 | Operating 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** | >70 | Extra capacity required | Extreme delay, major treatment required |

Intersections operating at LOS C or better are considered satisfactory. LOS D indicates that the intersection is approaching capacity, and an accident study may be required. LOS E suggests that the intersection is at capacity, and this level of service is generally unsuitable for unsignalized intersections. LOS F indicates that the intersection is failing and requires additional capacity.

### 6.5.2 Traffic Modelling in Consultation with TfNSW

Following consultation with TfNSW, the SIDRA model has been recalibrated for the Day Street / Bathurst Street intersection, which directly interfaces with the hotel's primary vehicle access point.

The modelling:


© Copyright; **ptc.**

- Ensures all legs of the intersection operate below a Degree of Saturation (DoS) of 1.0, complying with the TfNSW Traffic Modelling Guidelines (Feb 2013).
- Incorporates signal coordination, consistent with existing SCATS phasing.
- Accurately reflects lane configurations and turning movements based on the latest surveyed geometry.
- Other intersections previously modelled (e.g. Harbour Street / Bathurst Street, Day Street / Harbour Street) were not revised, as they are not directly impacted by the development's access or egress.

Table 13: Day Street / Bathurst Street Performance

| **Scenario** | **LOS** | | **Average Delay (sec)** | | **95th % Queue Length (m)** | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| **Existing** | A | A | 8.7 | 12.6 | 46.2 | 41.2 |
| **Existing + Development** | A | A | 9.1 | 12.9 | 46.5 | 41.4 |

The updated modelling confirms that the proposed development will not adversely impact the performance of the Day Street / Bathurst Street intersection. The intersection maintains a Level of Service A in both the AM and PM peak periods under existing and future scenarios, reflecting excellent operating conditions with substantial spare capacity. The slight increases in average delay and queue lengths are negligible and remain well within the available road space. Given that this is the only intersection directly affected by the development's vehicle access and egress, no further modelling adjustments are considered necessary.


© Copyright; **ptc.**

# 7. Parking Provision

## 7.1 Planning Policy

The proposed development has been assessed against the following planning documents:

- *RMS Guide to Traffic Generating Developments 2002 (RMS Guide)*
- *NSW Planning Guidelines for Walking and Cycling 2004*
- *City of Sydney Development Control Plan 2012*
- *Guide to Transport Impact Assessment_ Technical guidance for transport practitioners (2024)*
- *Sydney Local Environment Plan 2012*

As the proposal provides hotel accommodation in accordance with Division 1 of Chapter 7 of the LEP 2012, the planning proposal complies with the development standards under subsection 7.9(1) of the LEP 2012. Compliance with these standards prevents the consent authority from imposing more stringent parking requirements. The LEP takes precedence over the City of Sydney DCP.

Notwithstanding, the City of Sydney DCP is considered for guidance for accessible parking, which is not explicitly addressed in the LEP or RMS Guide to Traffic Generating Development.

## 7.2 Hotel Parking Provision

The development proposes an appropriate number of car parking spaces in accordance with the Sydney LEP 2012. The LEP encourages development to have a lower parking supply if there is good access to public transport services, and on this basis, provides a maximum parking rate for visitor accommodation (hotel) land use with no minimum parking requirement.

It is important to note that the increase in traffic generation is primarily attributed to higher volumes of drop-off and pick-up vehicles. Therefore, any changes to the size of the hotel would not impact the findings of the transport assessment.

Additionally, it should be noted that the level of on-site car parking is decreasing as a result of the proposed development, which acknowledges the highly accessible CBD location of the site.

The proposed on-site parking provisions for visitor accommodation (hotel) with the LEP 2012 maximum allowances are shown in Table 14. It should be noted that the on-site car park will be concierge controlled and therefore no public access will be provided to the parking garage.

Table 14 Car Parking Space Provisions

| Land Use | Proposed Car Parking Provision | Sydney LEP 2012 Maximum Allowable Car Parking Spaces |
|---|---|---|
| **Hotel (204 rooms)** | 26 | 112 |

The LEP 2012 sets maximum parking allowances and no minimum requirements for the proposed hotel uses or hotel operations/ deliveries, etc. Thus, providing 26 parking spaces for hotel users complies with the LEP.

### 7.2.1 Accessible Car Parking Provision

The basement parking is currently valet-operated and will continue as part of the development proposals. According to the City of Sydney DCP, accessible parking is not required in car parks where a valet service is provided and where


© Copyright; **ptc.**

the general public or occupants do not have direct access to the parking spaces. Therefore, no accessible parking is necessary. The drop-off and pick-up bays are designed to allow for accessible access for guests.

### 7.2.2 Bicycle Parking Provision

As per Section 3.11.3 of the Sydney DCP 2012, the minimum bicycle parking requirement for hotel uses is outlined in Table 15.

In accordance with the DCP, bicycle spaces are to be provided as follows:

- Class 3 bike rails for visitors of any land use.

Table 15 Summary of Minimum Bicycle Parking Provision

| Component | Proposed no. of rooms/ employees | DCP Bicycle Parking Rate (min) | Parking Bicycle Provision Requirement (min) | Proposed Bicycle Parking Provision |
|---|---|---|---|---|
| **Staff** | 360 staff | 1 per 4 staff | 45 | 45 |
| **Guests** | Up to 539 rooms | 1 per 20 rooms | 27 | 27 |
| **Total** | | | 72 | 72 |

A total of 72 bicycle parking spaces will be provided in the existing basement. The area is fully managed under a concierge-only model, with no guest or public access. Guests check in their bicycles at the ground floor, and hotel staff secure them in the basement.

### 7.2.3 End of Trip Facilities (EOTF)

As per Section 3.11.3 of the Sydney DCP 2012, the minimum EOTF requirements for hotel use are outlined in Table 16.

Table 16 Summary of Minimum EOTF Provision

| EOTF Type | Required Bike Spaces | Minimum DCP Rate | Minimum EOTF Provision | Proposed EOTF |
|---|---|---|---|---|
| **Personal Lockers** | 72 total staff bike spaces | 1 personal locker for each bike parking space | 72 lockers | 72 |
| **Shower & Change Cubicles** | | One shower and change cubicle for up to 10 bike parking spaces.<br><br>Two showers and cubicles for 11 to 20 or more bike parking spaces are provided.<br><br>Two additional showers and cubicles for each additional 20 bike parking spaces or part thereof. | 8 showers and change cubicles | 6 |


© Copyright; **ptc.**

### 7.2.4 Motorcycle Parking Provision

The City of Sydney Council DCP Schedule 7 specifies the minimum parking rates for motorcycle parking spaces in hotel development. Applying the rate to the proposed development results in the motorcycle parking provision requirements, as detailed in Table 17. As the development is utilising existing parking with no additional car spaces, there is no requirement for motorcycle parking provision.

Table 17 Summary of Minimum Motorcycle Parking Provision

| Component | Proposed No. of Car Spaces | DCP Parking Rate (Min) | DCP Parking Minimum | Proposed Parking Provision |
|---|---|---|---|---|
| **All buildings** | 0 | 1 space for every 12 car parking spaces | 0 | 0 |

Note: The existing basement parking has been reduced

### 7.2.5 Bus and Coach Parking Provision

The DCP 2012 outlines bus and coach parking requirements for hotel developments in Section 7.8.2. It specifies that provisions for tourist coach parking associated with hotels should take into account the availability of off-site coach parking. Where feasible and subject to urban design, heritage, and streetscape considerations, passenger and baggage loading and unloading should be accommodated within the property.

Swept path analysis has been undertaken for a Mercedes Benz Tourismo coach (approximately 12 metres in length), which closely reflects the size of coaches historically observed on Day Street. As shown in Attachment 2, the analysis confirms that coach access to the site via Day Street is technically achievable, with sufficient clearance and turning movement for occasional use.

It is noted that the hotel operator does not anticipate regular coach arrivals. The intended operating model is based on guests arriving via executive-style shuttle buses and smaller vehicles, which are more consistent with the expectations of a 5-star hotel.

### 7.2.6 Passenger drop-off and pick-up areas Provision

The DCP 2012 outlines the requirements for passenger drop-off and pick-up areas for hotel uses in section 7.8.3. It specifies that for hotels, motels, and serviced apartments:

- 2 car spaces, plus
- 1 bus/coach space per 100 rooms, where the development includes 100 or more rooms.

The proposal enables the provision of four drop-off and pick-up bays. When a minibus arrives, two of these bays can be used for the minibus, while the remaining two car spaces are designated for regular car drop-offs and pick-ups, meeting the DCP requirements. For larger vehicles, such as coaches, please refer to Section 7.2.5.


© Copyright; **ptc.**

### 7.2.7 Loading Dock Operation

In accordance with Schedule 7, section 8 of the Sydney DCP, the minimum service vehicle parking requirement for hotel uses is outlined in Table 18.

Table 18 City of Sydney Service Vehicle Parking Provision

| Land Use Type | Rooms | DCP minimum Service Vehicle Parking Provision | Proposed number of Parking Spaces |
|---|---|---|---|
| **Hotel** | 1 space per 50 hotel rooms, or part thereof, up to 100 hotel rooms; then<br><br>1 space per 100 hotel rooms, plus<br><br>1 space per 400sqm of reception, lounge, bar and restaurant area GFA, or part thereof, for the first 200 sqm; then<br><br>1 space per 8000sqm of reception, lounge, bar and restaurant area GFA thereafter | 7 | 5 |

In line with the DCP requirements, 7 service vehicle parking spaces are required. However, the TfNSW Urban Freight Forecaster tool was utilised to provide a more practical assessment. This tool is more effective than the DCP for urban logistics, as it uses real-time data, reflects current transportation trends, and offers adaptable freight forecasts. DCPs, in contrast, are based on static guidelines that may not account for recent changes or the complexity of urban freight operations.

Table 19 Service Vehicle Bays Requirement

| | No. of spaces suggested | No. of spaces provided |
|---|---|---|
| **Small (B99, Vans, Utes)** | 2 | 2 |
| **Medium (SRV, Small Truck)** | 1 | 3 |
| **Large (MRV, HRV, Large Trucks)** | 0 | 0 |

Note: 2 x SRV bays accommodate waste compactors but are available to other SRVs when not in use.

As outlined in Table 19, The Toolkit recommends:

- 2 x B99 bays
- 1 x SRV bay

The existing loading dock accessed via Sands Street provides:

- 2 x B99 bays
- 3 x SRV bays (including 2 used for waste compactors, which are shared when not in use)


© Copyright; **ptc.**

These provisions exceed the minimum requirement and are considered sufficient to support hotel operations, provided that vehicle access is managed under a Loading Dock Management Plan.

Deliveries to and from the hotel are scheduled at specific times. All hotel deliveries are anticipated to be governed by supply contracts, allowing delivery times to be assigned with an estimated 75% reliability. Most food deliveries occur early in the morning, laundry deliveries are mostly scheduled around midday, and waste collection happens at night.

As a result, hotel deliveries can be planned to occur outside peak commuter periods, helping to avoid congestion and minimise the impact on other hotel users. Therefore, B99, vans and Utes can share the proposed loading dock bay at the rear of the hotel.

The loading dock is located on Sands Street and will be retained in its current form. It accommodates 3 x SRV bays (including 2 bays also used for waste compactors) and 2 x B99 bays. All service vehicle access and egress will occur via Sands Street, which is a one-way road accessed from Sussex Street. Vehicles exit by turning right onto Sands Street and continuing east to Bathurst Street. **No service vehicle bays are proposed within the basement due to a head height constraint of 2.3m**

#### 7.2.8 Loading Dock Survey

Following further consultation with City of Sydney, it was requested that the number and type of service vehicles using the existing Sands Street loading dock be recorded for information purposes only. In response, **ptc**. has commissioned a seven-day video survey of the Sands Street loading dock to establish accurate demand profiles, vehicle types and dwell times.

A detailed traffic survey was commissioned and completed by 360 Traffic Surveys (provided as Attachment 3) to establish the existing operational profile of the Sands Street loading dock. The key parameters of the survey are summarised below:

- Survey Type: Continuous seven-day video survey of the Sands Street loading dock.
- Survey Period: 14/08/25 – 22/08/25
- Survey Duration: 24 hours per day, enabling analysis of peak and off-peak activity.
- Survey Coverage: Vehicle arrivals and departures, dwell times and vehicle classifications.
- Vehicle Classification: Vehicles were categorised in accordance with the Austroads classification system and Council's request, including:
  - Car / Utility
  - Van
  - Small Rigid Vehicle (SRV, ~6.4 m)
  - Medium Rigid Vehicle (MRV, ~8.8–10.2 m)
  - Heavy Rigid Vehicle (HRV, ~12.5 m)
- Delivery Categories: Where distinguishable from video data, vehicles were allocated to delivery categories such as:
  - Waste collection
  - General delivery


© Copyright; **ptc.**

- Courier and parcel services

- Dwell Time Recording: Arrival and departure times for each vehicle were logged to establish dwell time distributions.

The data collected has been analysed to provide hourly, daily and weekly demand profiles, which are presented in the coming section. The following section summarises the outcomes of the seven-day survey of the Sands Street loading dock. Dwell times are also reported.

Table 20 - Daily Vehicle Arrivals by Type (7-Day Survey)

| | Car | Waste Truck (SRV / MRV) | SRV/MRV | Van | Total |
|---|---|---|---|---|---|
| **Monday** | 1 | 4 | 9 | 6 | **20** |
| **Tuesday** | 0 | 1 | 11 | 6 | **18** |
| **Wednesday** | 0 | 4 | 11 | 9 | **24** |
| **Thursday** | 1 | 1 | 12 | 11 | **25** |
| **Friday** | 1 | 5 | 11 | 8 | **25** |
| **Saturday** | 0 | 0 | 8 | 3 | **11** |
| **Sunday** | 0 | 0 | 2 | 1 | **3** |
| **Total** | **3** | **15** | **64** | **44** | **126** |

Across the seven-day survey, a total of 126 vehicles accessed the Sands Street loading dock, with SRVs / MRVs (64) and vans (44) making up the majority. The busiest days were Thursday and Friday (25 arrivals), while weekend activity dropped significantly. The weekday average was 22 vehicles per day, highlighting consistent midweek demand.

Table 21 – Dwell Times by vehicle class

| Vehicle Class | Average (minutes) | 85th Percentile (minutes) |
|---|---|---|
| **Car** | 11 | 21 |
| **Waste Truck** | 4 | 6 |
| **SRV/MRV** | 9 | 16 |
| **Van** | 6 | 16 |

Table 21 confirms that cars have the longest dwell times (average: 11 min; 85th percentile: 21 min), while garbage trucks have the shortest (4 min; 6 min). Trucks and vans share similar upper-range dwell times (16 min), though trucks average longer.

#### **7.2.9** Future Loading Dock Operation

No physical changes to the existing loading dock accessed via Sands Street are proposed; however, a Loading Dock Management Plan (LDMP) will be implemented to support the development proposal to coordinate access and ensure maximum efficiency of the loading dock, avoiding conflicts and supporting efficient operation. An App based approach is now typical (*Veyor* or similar) which includes a centralised booking and scheduling, designated access routes, on-site management, marshalling support, and safety measures such as incident logging. Waste collection and courier


© Copyright; **ptc.**

deliveries will be managed to avoid peak periods, and all drivers will be inducted in site-specific safety protocols. This approach aligns with the TfNSW Last Mile Freight Toolkit for a 540-room hotel.

Swept path analysis demonstrating use of the existing loading dock is provided in Attachment 2. Extensive analysis has been completed to demonstrate that the proposed Compactors (none are on-site currently) can be serviced from within the loading dock without encroaching onto Sands Street. Attachment 2 also contains the vehicle and compactor specification provided by Veolia. Below is a summary of how waste compactors ensure efficiencies rather than bins:

- Compactors compress general waste and cardboard recycling to reduce its overall size and increase density, thus reduces the quantity of bins required and the overall footprint of the bin storage area required within the loading dock.
- Compactors drastically cut down the number of waste and cardboard recycling collection tips required, thus reducing vehicle movements within the loading dock leading to cost savings and increased operational efficiency.
- The contained nature of compactors reduces spills, overflowing bins, odour and vermin, creating a cleaner more hygienic loading dock.
- Compacting waste keeps it out of site, contributing to a cleaner, more organised appearance for the loading dock and surrounding area.


© Copyright; **ptc.**

# 8. Parking and Access Design Assessment

## 8.1 Access

### 8.1.1 Car Park and Access

The proposed hotel extension will not increase the number of basement parking spaces, as the existing basement parking layout will be retained. Therefore, the relevant car parking design parameters were not reviewed. It is worth mentioning that the basement operates under a concierge-only parking model. Hotel staff are solely responsible for parking and retrieving guest vehicles, ensuring controlled internal circulation. No public or self-parking is permitted. Vehicle movements within the stacked bays are managed by staff to avoid interference with the entry ramp or waiting bay. Swept paths confirm uninterrupted access to the basement at all times.

### 8.1.2 Service Vehicle Access

The existing loading area on Sands Street will be retained in its current layout, accommodating 3 x SRV bays and 2 x B99 bays. As per the request of City of Sydney a 7-day loading dock survey has been completed to assess the current operations. Access will be managed through an LDMP to ensure efficient scheduling and operation.

## 8.2 Traffic Arrangements

### 8.2.1 Existing Traffic Arrangement – Valet Parking & Undercroft Porte Cochère

The existing hotel provides a one-way undercroft porte cochère for drop-off and pick-up by taxis, minibuses, and valet services, with 52 double-stacked basement parking spaces available on Level B1.

Hotel guests are required to reserve parking in advance. Upon arrival, they can drive to the porte cochère and hand their car keys to the reception. The valet will park the vehicle in the basement via the northern entrance. When guests wish to retrieve their car, they can inform the reception, and the valet will return the vehicle to the porte cochère from the southern exit of the basement.

This valet service operates self-regulating, meaning guests must use alternative transportation or park elsewhere if reserved parking is unavailable.

### 8.2.2 Proposed Traffic Arrangements – Valet Parking & External Drop-off and Pick-Up Bays

The hotel will be expanded by eleven levels, providing approximately 204 rooms when suits are accounted for. The basement parking provision will be reduced to 26 spaces. This will assist in reducing the impact of traffic on Day Street.

The expanded hotel will remove the existing Porte Cochère and replace it with four external drop-off and pick-up bays on Day Street. Additionally, the existing single-entry lane will be divided into two lanes: the left lane will be used for valet access to the basement or for hotel guests to enter the drop-off and pick-up bays, while the right lane will be used for U-turns. Of the two exit lanes, the left lane will be used by hotel guests exiting from the drop-off and pick-up bays, and the right lane will be used by vehicles making U-turns.

The proposed development aims to remove a vehicle crossover by consolidating basement access to a single ramp at the existing basement exit ramp to the northwest and providing external drop-off and pick-up bays along Day Street. This approach will prioritise pedestrian safety by reducing conflict points, providing an active frontage along Day Street and further enhancing the public realm.


© Copyright; **ptc.**

After the expansion, hotel guests will still need to reserve parking in advance. Upon arrival, guests will drive to the proposed external drop-off and pick-up bays and hand over their car keys to the front desk. The valet will then park the vehicle in the basement via the northern entrance. When guests wish to retrieve their car, they can notify the front desk, and the valet will bring the vehicle from the basement exit.

A traffic signal will be installed at the basement ramp. The signal at the ground-level entrance will remain green unless a vehicle is attempting to exit the basement, which will trigger the photoelectric (PE) beam. In this case, the basement traffic signal will turn green, and the traffic signal at the ground-level entrance will turn red. After approximately 5-10 seconds, the signals will swap: the ground-level signal will turn green, and the basement signal will turn red. Additionally, inside the basement, vehicles must give way to oncoming traffic.


© Copyright; **ptc.**

# 9. Summary and Conclusion

The following summarises the key findings of the study:

- The development will provide approximately 204 rooms when suites are accounted for to the existing hotel.
- An assessment of public transport services in the vicinity reveals that the hotel is located in Sydney's CBD, which offers excellent connectivity throughout the broader Sydney region.
- A review of walking and cycling infrastructure indicates that the hotel is highly accessible on foot due to high-quality footpath coverage.
- Service vehicle requirements have been reviewed and clarified in accordance with the TfNSW Last Mile Toolkit and through consultation with City of Sydney. The loading dock will provide 2 B99 bays and 3 SRV bays, managed by a future LDMP. Swept path analysis has confirmed that both the proposed Waste Compactors can be serviced from within the Loading Dock without encroachment onto Sands Street.
- The basement parking will be reduced from 52 to 26 double-stacked parking spaces, as the LEP does not mandate a minimum parking requirement. This reduction aligns with the project's sustainability goals.
- Updated modelling of the Day Street / Bathurst Street intersection confirms that the development will not adversely impact traffic operations. The intersection continues to perform at Level of Service A, with negligible changes in delay or queuing. No further modelling changes are considered necessary.
- An external pick-up and drop-off area with four spaces will be provided in place of the undercroft Porte Cochère, improving the pedestrian environment on Day Street and reducing conflicts with vehicle crossovers.
- As part of the proposed upgrades, a minimum of 72 bicycle parking spaces, 72 personal lockers and eight showers are planned to be provided for the hotel to promote sustainable transportation options better.
- The resultant traffic impact of the proposed development is negligible, and therefore, no mitigation is necessary.
- The adaptive reuse of an existing hotel leads to some efficiencies in relation to servicing and waste, as these will be collated in the back of the house, which has a marginal reduction in heavy vehicle activity.
- A queueing assessment for pick-up and drop-off operations estimates that, with four designated spaces, there is a 95% likelihood of no significant queueing along Day Street.

In conclusion, it has been demonstrated that the proposed development will have a negligible impact on the operation of the local road network. It is being delivered with a range of measures to improve and encourage access by active and sustainable modes, compliant with local and regional policy.


© Copyright; **ptc.**

# Attachment 1. SIDRA Results


© Copyright; **ptc.**

# MOVEMENT SUMMARY

## Site: 2331 [2024 AM Bathurst Street / Day Street (Site Folder: 2024 AM Existing Scenario)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

2024 AM Bathurst Street/ Day Street_Existing
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated  Cycle Time = 125 seconds (Site User-Given Phase Times)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Bathurst Street | | | | | | | | | | | | | | | |
| 4a | L1 | All MCs | 18 | 11.8 | 18 | 11.8 | 0.153 | 52.2 | LOS D | 1.1 | 8.3 | 0.96 | 0.70 | 0.96 | 5.9 |
| 6 | R2 | All MCs | 2 | 0.0 | 2 | 0.0 | * 0.153 | 72.2 | LOS F | 1.1 | 8.3 | 0.96 | 0.70 | 0.96 | 6.2 |
| Approach | | | 20 | 10.5 | 20 | 10.5 | 0.153 | 54.3 | LOS D | 1.1 | 8.3 | 0.96 | 0.70 | 0.96 | 5.9 |
| North: Day Street | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 24 | 0.0 | 24 | 0.0 | 0.182 | 63.6 | LOS E | 1.4 | 10.1 | 0.97 | 0.71 | 0.97 | 5.6 |
| 9a | R1 | All MCs | 16 | 0.0 | 16 | 0.0 | 0.084 | 57.8 | LOS E | 0.9 | 6.2 | 0.93 | 0.68 | 0.93 | 5.1 |
| Approach | | | 40 | 0.0 | 40 | 0.0 | 0.182 | 61.3 | LOS E | 1.4 | 10.1 | 0.95 | 0.70 | 0.95 | 5.4 |
| West: Bathurst Street | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 15 | 14.3 | 15 | 14.3 | 0.501 | 5.8 | LOS A | 5.9 | 42.6 | 0.20 | 0.19 | 0.20 | 20.4 |
| 11 | T1 | All MCs | 1494 | 3.5 | 1494 | 3.5 | * 0.501 | 2.8 | LOS A | 6.4 | 46.2 | 0.20 | 0.22 | 0.20 | 35.4 |
| 12b | R3 | All MCs | 165 | 0.0 | 165 | 0.0 | 0.501 | 6.4 | LOS A | 6.0 | 42.6 | 0.20 | 0.33 | 0.20 | 18.0 |
| Approach | | | 1674 | 3.3 | 1674 | 3.3 | 0.501 | 3.1 | LOS A | 6.4 | 46.2 | 0.20 | 0.23 | 0.20 | 32.7 |
| SouthWest: Day Street | | | | | | | | | | | | | | | |
| 30a | L1 | All MCs | 18 | 0.0 | 18 | 0.0 | 0.654 | 26.4 | LOS B | 5.5 | 39.7 | 0.78 | 0.73 | 0.79 | 7.1 |
| 32a | R1 | All MCs | 215 | 4.9 | 215 | 4.9 | * 0.654 | 36.4 | LOS C | 5.6 | 40.6 | 0.78 | 0.73 | 0.79 | 8.3 |
| Approach | | | 233 | 4.5 | 233 | 4.5 | 0.654 | 35.6 | LOS C | 5.6 | 40.6 | 0.78 | 0.73 | 0.79 | 8.2 |
| All Vehicles | | | 1966 | 3.4 | 1966 | 3.4 | 0.654 | 8.7 | LOS A | 6.4 | 46.2 | 0.29 | 0.31 | 0.29 | 21.7 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options 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.
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 Green.
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.

* Critical Movement (Signal Timing)

**Pedestrian Movement Performance**

| Mov ID | Crossing | Input Vol. ped/h | Dem. Flow ped/h | Aver. Delay sec | Level of Service | AVERAGE BACK OF QUEUE [ Ped ped | Dist ] m | Prop. Que | Eff. Stop Rate | Travel Time sec | Travel Dist. m | Aver. Speed m/sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Bathurst Street | | | | | | | | | | | | |
| P2 | Full | 364 | 383 | 57.6 | LOS E | 1.3 | 1.3 | 0.97 | 0.97 | 224.2 | 200.0 | 0.89 |
| SouthWest: Day Street | | | | | | | | | | | | |
| P8 | Full | 239 | 252 | 57.2 | LOS E | 0.9 | 0.9 | 0.96 | 0.96 | 223.9 | 200.0 | 0.89 |
| All Pedestrians | | 603 | 635 | 57.4 | LOS E | 1.3 | 1.3 | 0.97 | 0.97 | 224.1 | 200.0 | 0.89 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

---

**SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: PARKING AND TRAFFIC CONSULTANTS | Licence: NETWORK / 1PC | Processed: 07 July 2025 14:55:00
Project: S:\PROJECTS_2024\1073_MECN_150DayStSydney\03 WIP\07 SIDRA\150 Day Street SIDRA Model - Offset Test_v0.3.sip9

# MOVEMENT SUMMARY

## Site: 2331 [2024 PM Bathurst Street/ Day Street (Site Folder: 2024 PM Existing Scenario)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

2024 PM Bathurst Street/ Day Street_Existing
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated  Cycle Time = 120 seconds (Site User-Given Phase Times)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Bathurst Street | | | | | | | | | | | | | | | |
| 4a | L1 | All MCs | 39 | 5.4 | 39 | 5.4 | 0.246 | 49.5 | LOS D | 2.2 | 16.0 | 0.95 | 0.73 | 0.95 | 6.2 |
| 6 | R2 | All MCs | 3 | 0.0 | 3 | 0.0 | * 0.246 | 69.6 | LOS E | 2.2 | 16.0 | 0.95 | 0.73 | 0.95 | 6.5 |
| Approach | | | 42 | 5.0 | 42 | 5.0 | 0.246 | 51.0 | LOS D | 2.2 | 16.0 | 0.95 | 0.73 | 0.95 | 6.2 |
| North: Day Street | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.091 | 60.0 | LOS E | 0.7 | 4.9 | 0.95 | 0.68 | 0.95 | 5.8 |
| 9a | R1 | All MCs | 11 | 10.0 | 11 | 10.0 | 0.059 | 55.1 | LOS D | 0.6 | 4.3 | 0.92 | 0.67 | 0.92 | 5.4 |
| Approach | | | 23 | 4.5 | 23 | 4.5 | 0.091 | 57.8 | LOS E | 0.7 | 4.9 | 0.94 | 0.68 | 0.94 | 5.6 |
| West: Bathurst Street | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 15 | 7.1 | 15 | 7.1 | 0.328 | 8.7 | LOS A | 5.3 | 37.9 | 0.29 | 0.27 | 0.29 | 17.2 |
| 11 | T1 | All MCs | 1007 | 3.6 | 1007 | 3.6 | * 0.328 | 5.7 | LOS A | 5.7 | 41.2 | 0.29 | 0.27 | 0.29 | 28.1 |
| 12b | R3 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.328 | 9.2 | LOS A | 5.5 | 39.5 | 0.29 | 0.30 | 0.29 | 15.9 |
| Approach | | | 1055 | 3.5 | 1055 | 3.5 | 0.328 | 5.8 | LOS A | 5.7 | 41.2 | 0.29 | 0.27 | 0.29 | 27.4 |
| SouthWest: Day Street | | | | | | | | | | | | | | | |
| 30a | L1 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.558 | 24.0 | LOS B | 4.4 | 31.1 | 0.73 | 0.70 | 0.73 | 7.5 |
| 32a | R1 | All MCs | 204 | 1.0 | 204 | 1.0 | * 0.558 | 34.0 | LOS C | 4.6 | 32.3 | 0.73 | 0.70 | 0.73 | 8.7 |
| Approach | | | 213 | 1.0 | 213 | 1.0 | 0.558 | 33.6 | LOS C | 4.6 | 32.3 | 0.73 | 0.70 | 0.73 | 8.7 |
| All Vehicles | | | 1333 | 3.2 | 1333 | 3.2 | 0.558 | 12.6 | LOS A | 5.7 | 41.2 | 0.39 | 0.36 | 0.39 | 18.0 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options 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.
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 Green.
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.

* Critical Movement (Signal Timing)

**Pedestrian Movement Performance**

| Mov ID | Crossing | Input Vol. ped/h | Dem. Flow ped/h | Aver. Delay sec | Level of Service | AVERAGE BACK OF QUEUE [ Ped ped | Dist ] m | Prop. Que | Eff. Stop Rate | Travel Time sec | Travel Dist. m | Aver. Speed m/sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Bathurst Street | | | | | | | | | | | | |
| P2 | Full | 364 | 383 | 55.0 | LOS E | 1.3 | 1.3 | 0.97 | 0.97 | 221.7 | 200.0 | 0.90 |
| SouthWest: Day Street | | | | | | | | | | | | |
| P8 | Full | 239 | 252 | 54.7 | LOS E | 0.8 | 0.8 | 0.96 | 0.96 | 221.4 | 200.0 | 0.90 |
| All Pedestrians | | 603 | 635 | 54.9 | LOS E | 1.3 | 1.3 | 0.96 | 0.96 | 221.6 | 200.0 | 0.90 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

---

**SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: PARKING AND TRAFFIC CONSULTANTS | Licence: NETWORK / 1PC | Processed: 07 July 2025 14:55:03
Project: S:\PROJECTS_2024\1073_MECN_150DayStSydney\03 WIP\07 SIDRA\150 Day Street SIDRA Model - Offset Test_v0.3.sip9

# MOVEMENT SUMMARY

## Site: 2331 [2034 AM With Development Bathurst Street / Day Street (Site Folder: 2034 AM Future With Development)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

2024 AM Bathurst Street/ Day Street_Existing
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated  Cycle Time = 125 seconds (Site User-Given Phase Times)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Bathurst Street | | | | | | | | | | | | | | | |
| 4a | L1 | All MCs | 18 | 11.8 | 18 | 11.8 | 0.186 | 52.1 | LOS D | 1.2 | 8.8 | 0.97 | 0.71 | 0.97 | 5.8 |
| 6 | R2 | All MCs | 3 | 0.0 | 3 | 0.0 | * 0.186 | 72.0 | LOS F | 1.2 | 8.8 | 0.97 | 0.71 | 0.97 | 6.1 |
| Approach | | | 21 | 10.0 | 21 | 10.0 | 0.186 | 55.1 | LOS D | 1.2 | 8.8 | 0.97 | 0.71 | 0.97 | 5.9 |
| North: Day Street | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 32 | 0.0 | 32 | 0.0 | 0.237 | 64.1 | LOS E | 1.9 | 13.2 | 0.97 | 0.73 | 0.97 | 5.5 |
| 9a | R1 | All MCs | 20 | 0.0 | 20 | 0.0 | 0.106 | 58.1 | LOS E | 1.1 | 7.9 | 0.94 | 0.69 | 0.94 | 5.1 |
| Approach | | | 52 | 0.0 | 52 | 0.0 | 0.237 | 61.8 | LOS E | 1.9 | 13.2 | 0.96 | 0.71 | 0.96 | 5.4 |
| West: Bathurst Street | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 20 | 10.5 | 20 | 10.5 | 0.502 | 5.8 | LOS A | 5.9 | 42.8 | 0.20 | 0.19 | 0.20 | 20.4 |
| 11 | T1 | All MCs | 1494 | 3.5 | 1494 | 3.5 | * 0.502 | 2.8 | LOS A | 6.4 | 46.5 | 0.20 | 0.22 | 0.20 | 35.3 |
| 12b | R3 | All MCs | 165 | 0.0 | 165 | 0.0 | 0.502 | 6.4 | LOS A | 6.0 | 42.9 | 0.20 | 0.33 | 0.20 | 18.0 |
| Approach | | | 1679 | 3.3 | 1679 | 3.3 | 0.502 | 3.2 | LOS A | 6.4 | 46.5 | 0.20 | 0.23 | 0.20 | 32.7 |
| SouthWest: Day Street | | | | | | | | | | | | | | | |
| 30a | L1 | All MCs | 24 | 0.0 | 24 | 0.0 | 0.667 | 26.9 | LOS B | 5.7 | 41.4 | 0.79 | 0.73 | 0.81 | 7.1 |
| 32a | R1 | All MCs | 215 | 4.9 | 215 | 4.9 | * 0.667 | 36.7 | LOS C | 5.7 | 41.8 | 0.79 | 0.73 | 0.80 | 8.3 |
| Approach | | | 239 | 4.4 | 239 | 4.4 | 0.667 | 35.7 | LOS C | 5.7 | 41.8 | 0.79 | 0.73 | 0.80 | 8.2 |
| All Vehicles | | | 1991 | 3.4 | 1991 | 3.4 | 0.667 | 9.1 | LOS A | 6.4 | 46.5 | 0.30 | 0.31 | 0.30 | 21.1 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options 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.
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 Green.
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.

* Critical Movement (Signal Timing)

**Pedestrian Movement Performance**

| Mov ID | Crossing | Input Vol. ped/h | Dem. Flow ped/h | Aver. Delay sec | Level of Service | AVERAGE BACK OF QUEUE [ Ped ped | Dist ] m | Prop. Que | Eff. Stop Rate | Travel Time sec | Travel Dist. m | Aver. Speed m/sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Bathurst Street | | | | | | | | | | | | |
| P2 | Full | 364 | 383 | 57.6 | LOS E | 1.3 | 1.3 | 0.97 | 0.97 | 224.2 | 200.0 | 0.89 |
| SouthWest: Day Street | | | | | | | | | | | | |
| P8 | Full | 239 | 252 | 57.2 | LOS E | 0.9 | 0.9 | 0.96 | 0.96 | 223.9 | 200.0 | 0.89 |
| All Pedestrians | | 603 | 635 | 57.4 | LOS E | 1.3 | 1.3 | 0.97 | 0.97 | 224.1 | 200.0 | 0.89 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

---

**SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: PARKING AND TRAFFIC CONSULTANTS | Licence: NETWORK / 1PC | Processed: 07 July 2025 14:55:08
Project: S:\PROJECTS_2024\1073_MECN_150DayStSydney\03 WIP\07 SIDRA\150 Day Street SIDRA Model - Offset Test_v0.3.sip9

# MOVEMENT SUMMARY

## Site: 2331 [2034 PM With Development Bathurst Street / Day Street (Site Folder: 2034 PM Future With Development)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

2024 PM Bathurst Street/ Day Street_Existing
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated  Cycle Time = 120 seconds (Site User-Given Phase Times)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Bathurst Street | | | | | | | | | | | | | | | |
| 4a | L1 | All MCs | 39 | 5.4 | 39 | 5.4 | 0.271 | 49.4 | LOS D | 2.3 | 16.4 | 0.96 | 0.74 | 0.96 | 6.1 |
| 6 | R2 | All MCs | 4 | 0.0 | 4 | 0.0 | * 0.271 | 69.5 | LOS E | 2.3 | 16.4 | 0.96 | 0.74 | 0.96 | 6.4 |
| Approach | | | 43 | 4.9 | 43 | 4.9 | 0.271 | 51.4 | LOS D | 2.3 | 16.4 | 0.96 | 0.74 | 0.96 | 6.2 |
| North: Day Street | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 16 | 0.0 | 16 | 0.0 | 0.114 | 60.3 | LOS E | 0.9 | 6.2 | 0.96 | 0.69 | 0.96 | 5.8 |
| 9a | R1 | All MCs | 14 | 7.7 | 14 | 7.7 | 0.075 | 55.2 | LOS D | 0.7 | 5.5 | 0.93 | 0.68 | 0.93 | 5.3 |
| Approach | | | 29 | 3.6 | 29 | 3.6 | 0.114 | 57.9 | LOS E | 0.9 | 6.2 | 0.94 | 0.69 | 0.94 | 5.6 |
| West: Bathurst Street | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 19 | 5.6 | 19 | 5.6 | 0.330 | 8.7 | LOS A | 5.3 | 38.1 | 0.29 | 0.28 | 0.29 | 17.1 |
| 11 | T1 | All MCs | 1007 | 3.6 | 1007 | 3.6 | * 0.330 | 5.7 | LOS A | 5.7 | 41.4 | 0.29 | 0.28 | 0.29 | 28.0 |
| 12b | R3 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.330 | 9.2 | LOS A | 5.5 | 39.7 | 0.29 | 0.30 | 0.29 | 15.9 |
| Approach | | | 1059 | 3.5 | 1059 | 3.5 | 0.330 | 5.8 | LOS A | 5.7 | 41.4 | 0.29 | 0.28 | 0.29 | 27.3 |
| SouthWest: Day Street | | | | | | | | | | | | | | | |
| 30a | L1 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.563 | 24.1 | LOS B | 4.5 | 31.6 | 0.73 | 0.70 | 0.73 | 7.5 |
| 32a | R1 | All MCs | 204 | 1.0 | 204 | 1.0 | * 0.563 | 34.1 | LOS C | 4.6 | 32.7 | 0.73 | 0.70 | 0.73 | 8.7 |
| Approach | | | 215 | 1.0 | 215 | 1.0 | 0.563 | 33.6 | LOS C | 4.6 | 32.7 | 0.73 | 0.70 | 0.73 | 8.7 |
| All Vehicles | | | 1346 | 3.1 | 1346 | 3.1 | 0.563 | 12.9 | LOS A | 5.7 | 41.4 | 0.40 | 0.37 | 0.40 | 17.7 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options 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.
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 Green.
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.

* Critical Movement (Signal Timing)

**Pedestrian Movement Performance**

| Mov ID | Crossing | Input Vol. ped/h | Dem. Flow ped/h | Aver. Delay sec | Level of Service | AVERAGE BACK OF QUEUE [ Ped ped | Dist ] m | Prop. Que | Eff. Stop Rate | Travel Time sec | Travel Dist. m | Aver. Speed m/sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Bathurst Street | | | | | | | | | | | | |
| P2 | Full | 364 | 383 | 55.0 | LOS E | 1.3 | 1.3 | 0.97 | 0.97 | 221.7 | 200.0 | 0.90 |
| SouthWest: Day Street | | | | | | | | | | | | |
| P8 | Full | 239 | 252 | 54.7 | LOS E | 0.8 | 0.8 | 0.96 | 0.96 | 221.4 | 200.0 | 0.90 |
| All Pedestrians | | 603 | 635 | 54.9 | LOS E | 1.3 | 1.3 | 0.96 | 0.96 | 221.6 | 200.0 | 0.90 |

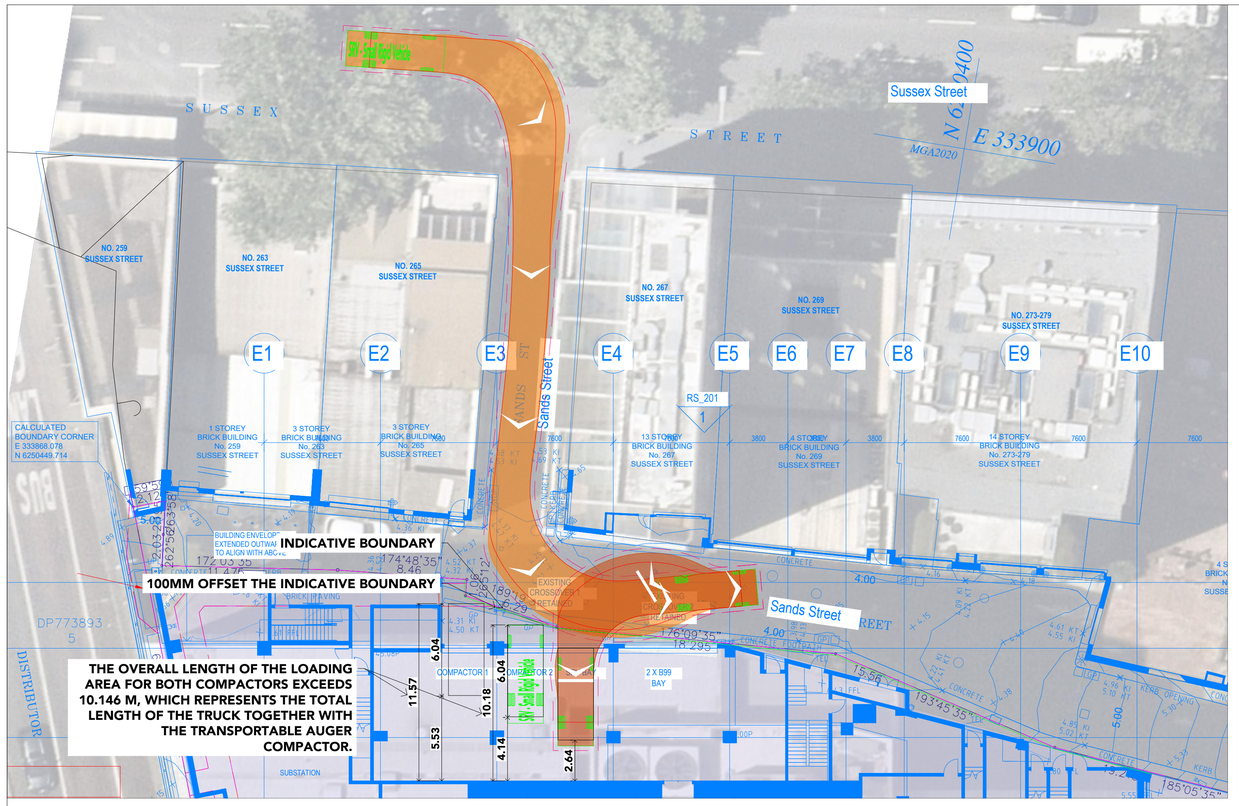
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

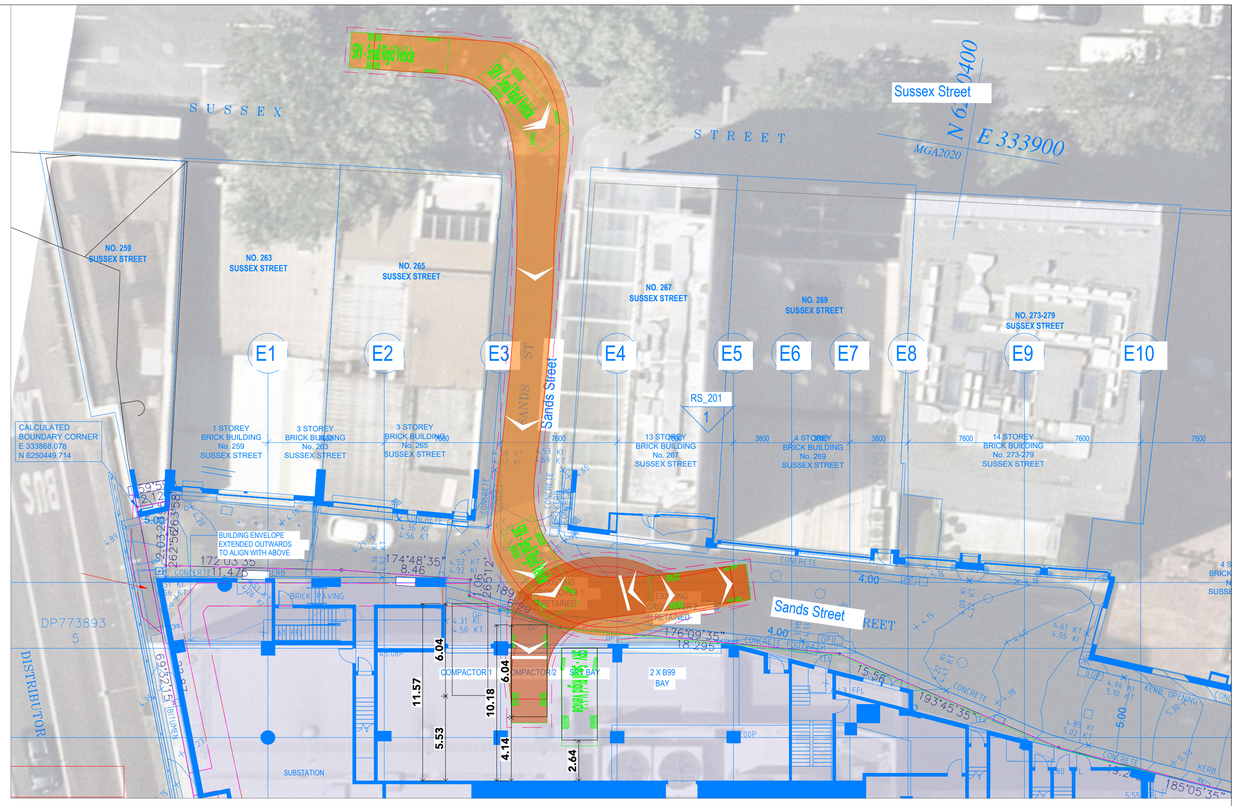
---

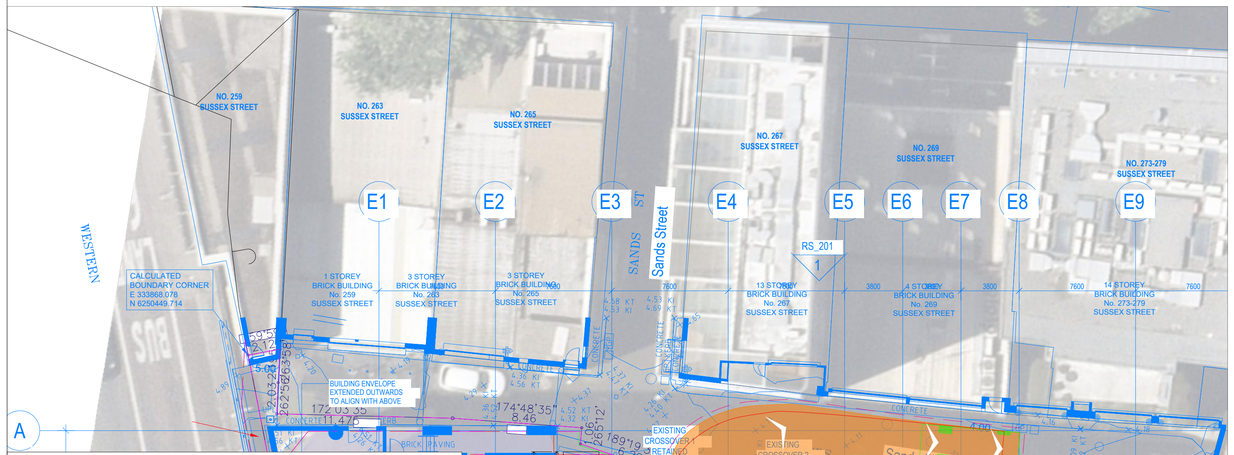
**SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: PARKING AND TRAFFIC CONSULTANTS | Licence: NETWORK / 1PC | Processed: 07 July 2025 14:55:10
Project: S:\PROJECTS_2024\1073_MECN_150DayStSydney\03 WIP\07 SIDRA\150 Day Street SIDRA Model - Offset Test_v0.3.sip9

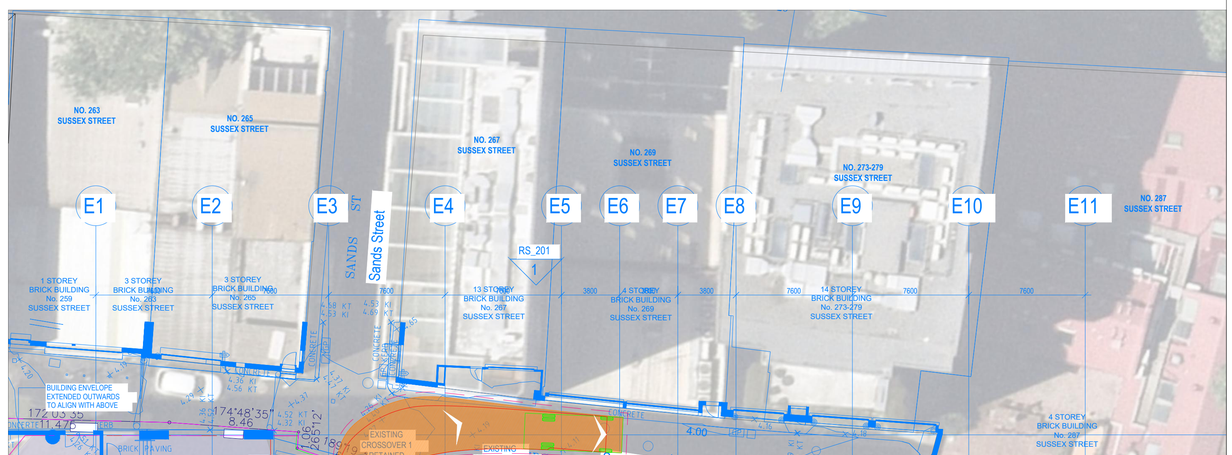
# Attachment 2. Swept Paths

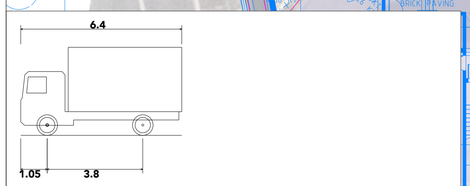

© Copyright; **ptc.**




**SRV - Small Rigid Vehicle**

| | |
|---|---|
| Overall Length | 6.400m |
| Overall Width | 2.330m |
| Overall Body Height | 3.500m |
| Min Body Ground Clearance | 0.398m |
| Track Width | 2.330m |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 7.100m |


ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co


| REV | DATE | DESCRIPTION | DRAWN | REVIEWED |
|---|---|---|---|---|
| ---- | ---- | ---- | ---- | ---- |
| ---- | ---- | ---- | ---- | ---- |
| ---- | ---- | ---- | ---- | ---- |
| P4 | 26/08/25 | FOR INFORMATION | MA | DP |
| P3 | 07/08/25 | FOR INFORMATION | XM | DP |
| P2 | 29/07/25 | FOR INFORMATION | XM | DP |
| P1 | 08/07/25 | FOR INFORMATION | XM | DP |

DRAWING KEY

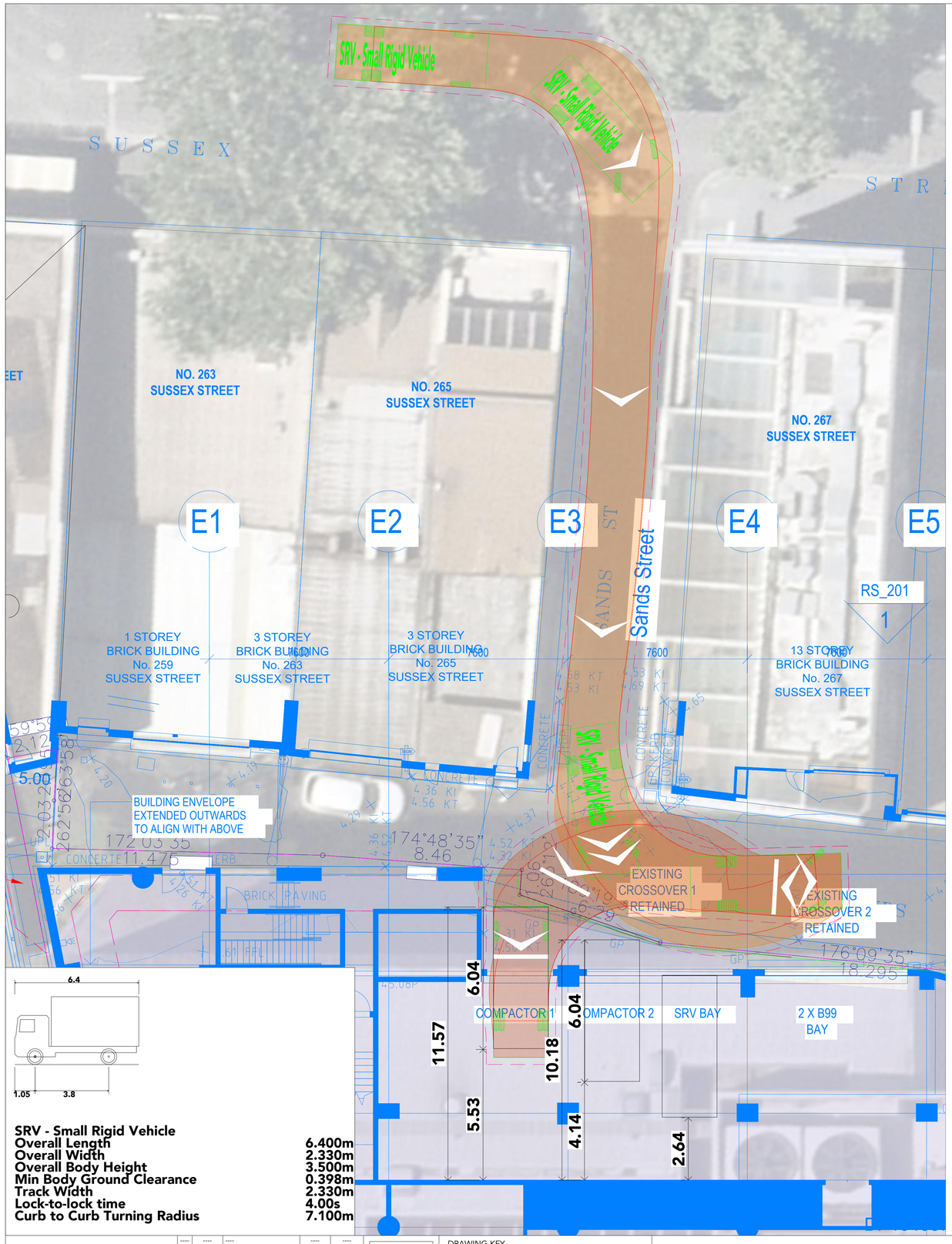
PROJECT
150 DAY STREET, SYDNEY

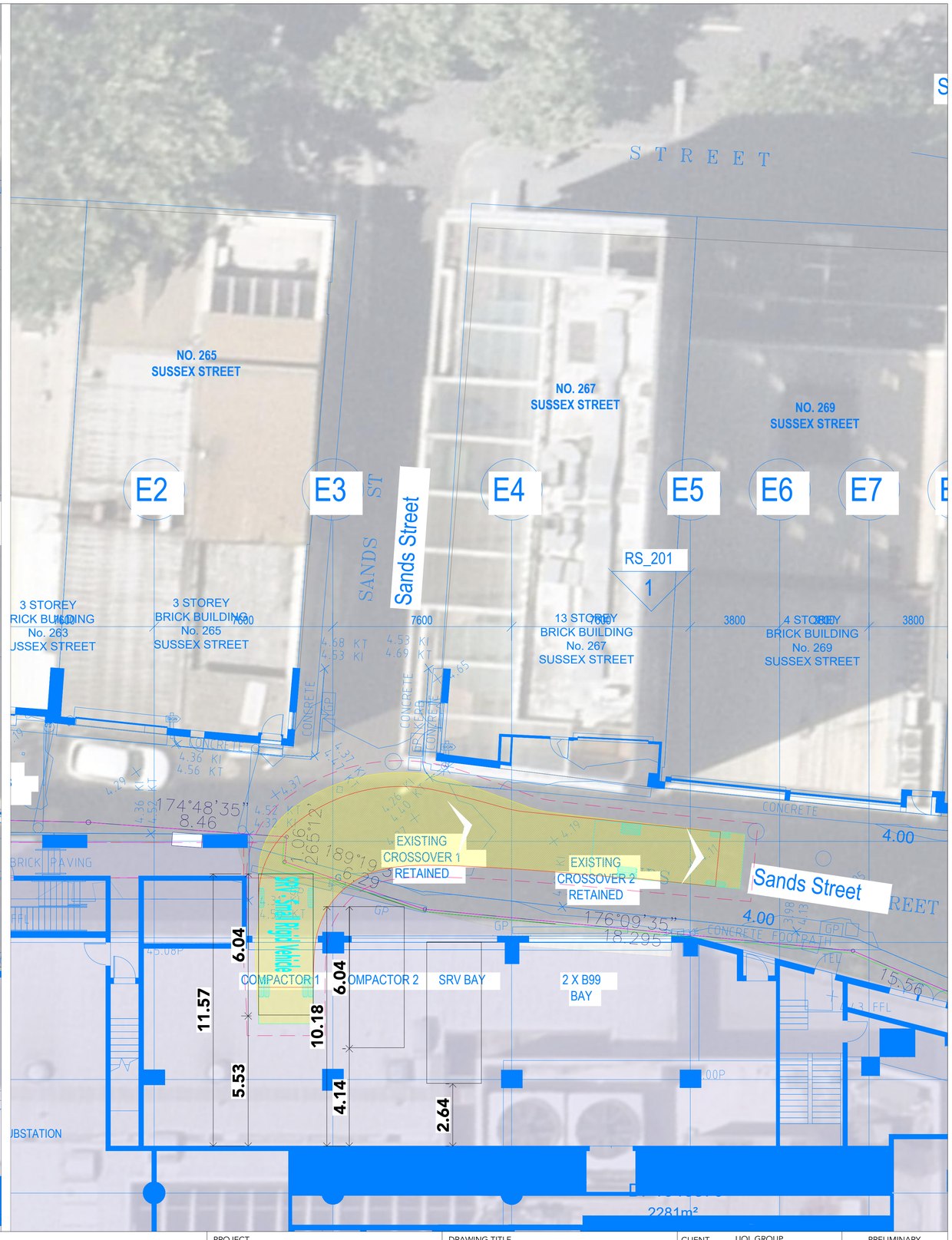
DRAWING TITLE
SWEPT PATH ANALYSIS - SANDS STREET LOADING DOCK

| | |
|---|---|
| CLIENT | UOL GROUP |
| DRAWING # | 01C-0001 |
| PROJECT # | 24-1073 |
| SCALE | 1 : 200 @ A3 |

PRELIMINARY

REV P4






ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

| REV | DATE | DESCRIPTION | DRAWN | REVIEWED |
|---|---|---|---|---|
| ---- | ---- | ---- | ---- | ---- |
| ---- | ---- | ---- | ---- | ---- |
| ---- | ---- | ---- | ---- | ---- |
| P4 | 26/08/25 | FOR INFORMATION | MA | DP |
| P3 | 07/08/25 | FOR INFORMATION | XM | DP |
| P2 | 29/07/25 | FOR INFORMATION | XM | DP |
| P1 | 08/07/25 | FOR INFORMATION | XM | DP |

DRAWING KEY

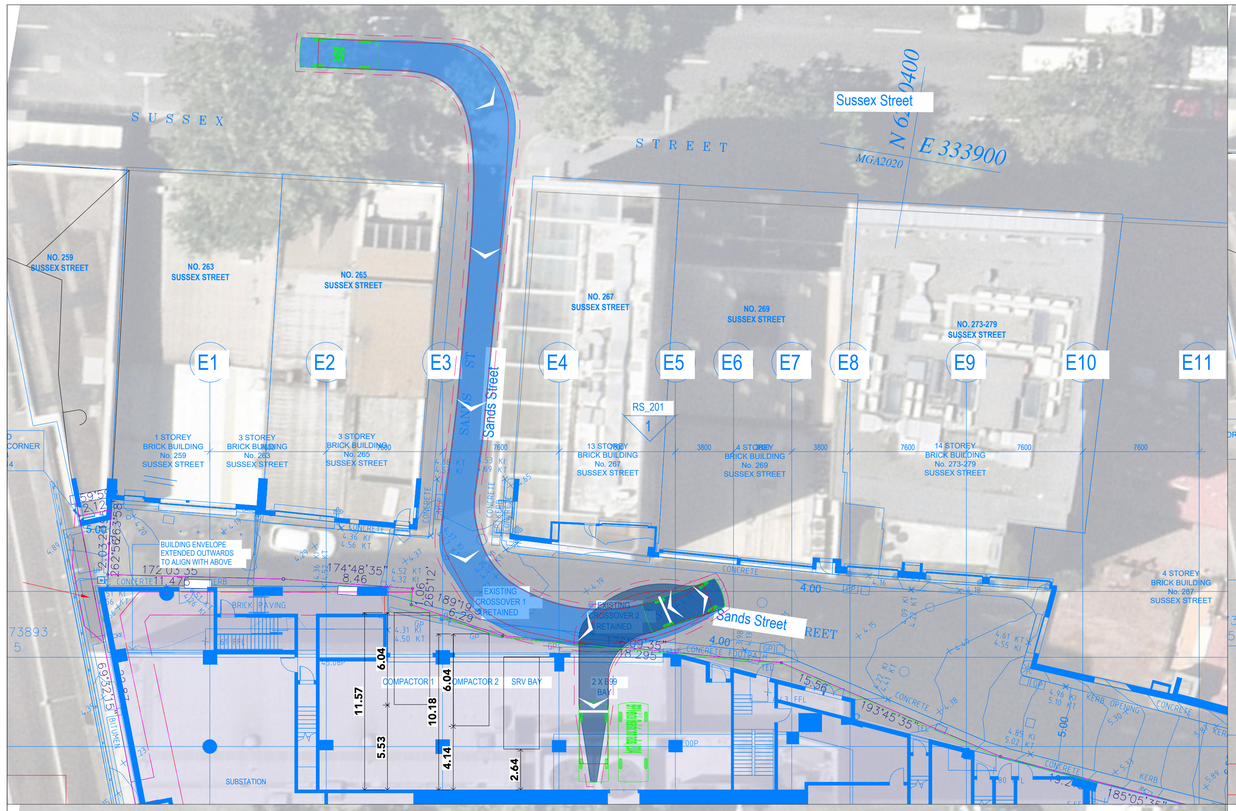
PROJECT
150 DAY STREET, SYDNEY

DRAWING TITLE
SWEPT PATH ANALYSIS - SANDS STREET LOADING DOCK

| | |
|---|---|
| CLIENT | UOL GROUP |
| DRAWING # | 01C-0002 |
| PROJECT # | 24-1073 |
| SCALE | 1 : 100 @ A3 |

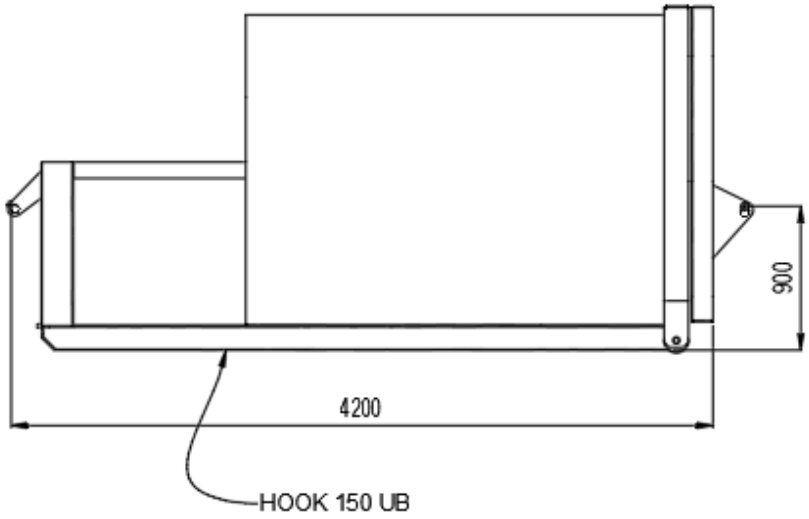
PRELIMINARY

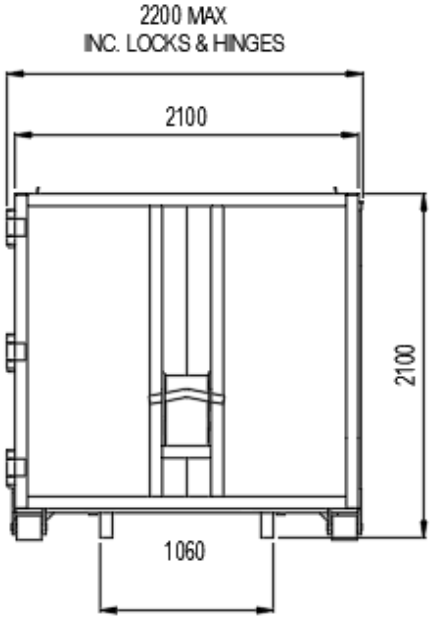
REV P4


SUSSEX STREET
Sussex Street
N 6202400
E 333900
MGA2020
NO. 259 SUSSEX STREET
NO. 263 SUSSEX STREET
NO. 265 SUSSEX STREET
NO. 267 SUSSEX STREET
NO. 269 SUSSEX STREET
NO. 273-279 SUSSEX STREET
E1
E2
E3
E4
E5
E6
E7
E8
E9
E10
E11
SANDS ST
Sands Street
RS_201
1
1 STOREY BRICK BUILDING No. 259 SUSSEX STREET
3 STOREY BRICK BUILDING No. 263 SUSSEX STREET
3 STOREY BRICK BUILDING No. 265 SUSSEX STREET
13 STOREY BRICK BUILDING No. 267 SUSSEX STREET
4 STOREY BRICK BUILDING No. 269 SUSSEX STREET
14 STOREY BRICK BUILDING No. 273-279 SUSSEX STREET
4 STOREY BRICK BUILDING No. 287 SUSSEX STREET
BUILDING ENVELOPE EXTENDED OUTWARDS TO ALIGN WITH ABOVE
EXISTING CROSSOVER 1 RETAINED
EXISTING CROSSOVER 2 RETAINED
COMPACTOR 1
COMPACTOR 2
SRV BAY
2 X B99 BAY
SUBSTATION
11.57
6.04
5.53
10.18
6.04
4.14
2.64
4.00
5.00
15.56
193°45'35"
185°05'35"
174°48'35"
8.46
172°03'35"
11.476
176°09'35"
18.295
18.919
6.29
26.512
CONCRETE
KERB
BRICK PAVING
EFFL
OHP
GP
LIGHT POLE
KERB OPENING
CONCRETE UNDERPATH
CONCRETE PATH
6932715
6932715
6932715

# AT90-100

10m Transportable AUGER Compactor

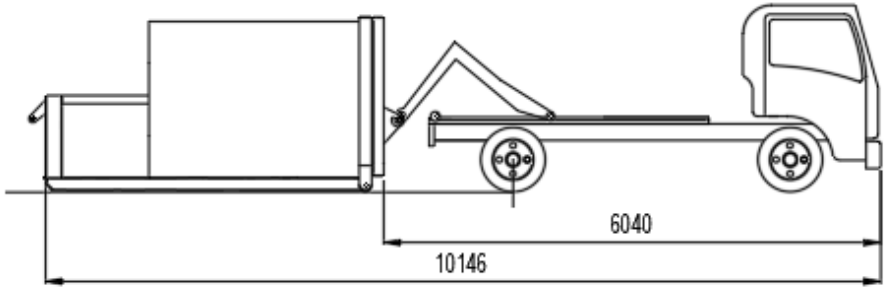


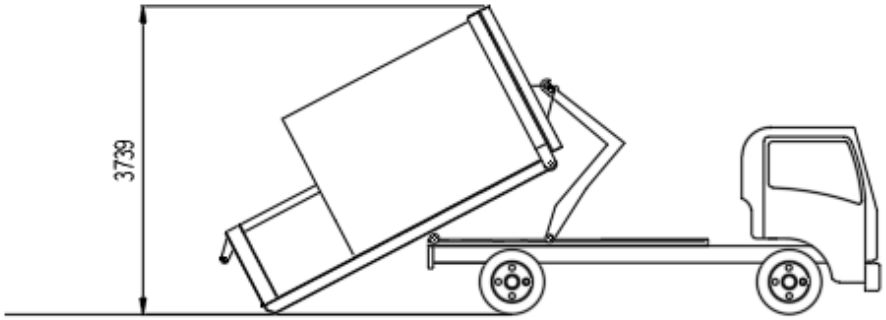



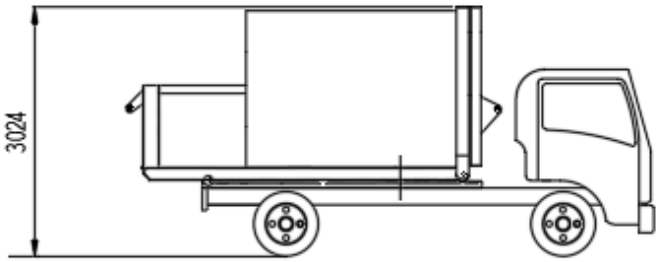
# AT90-100

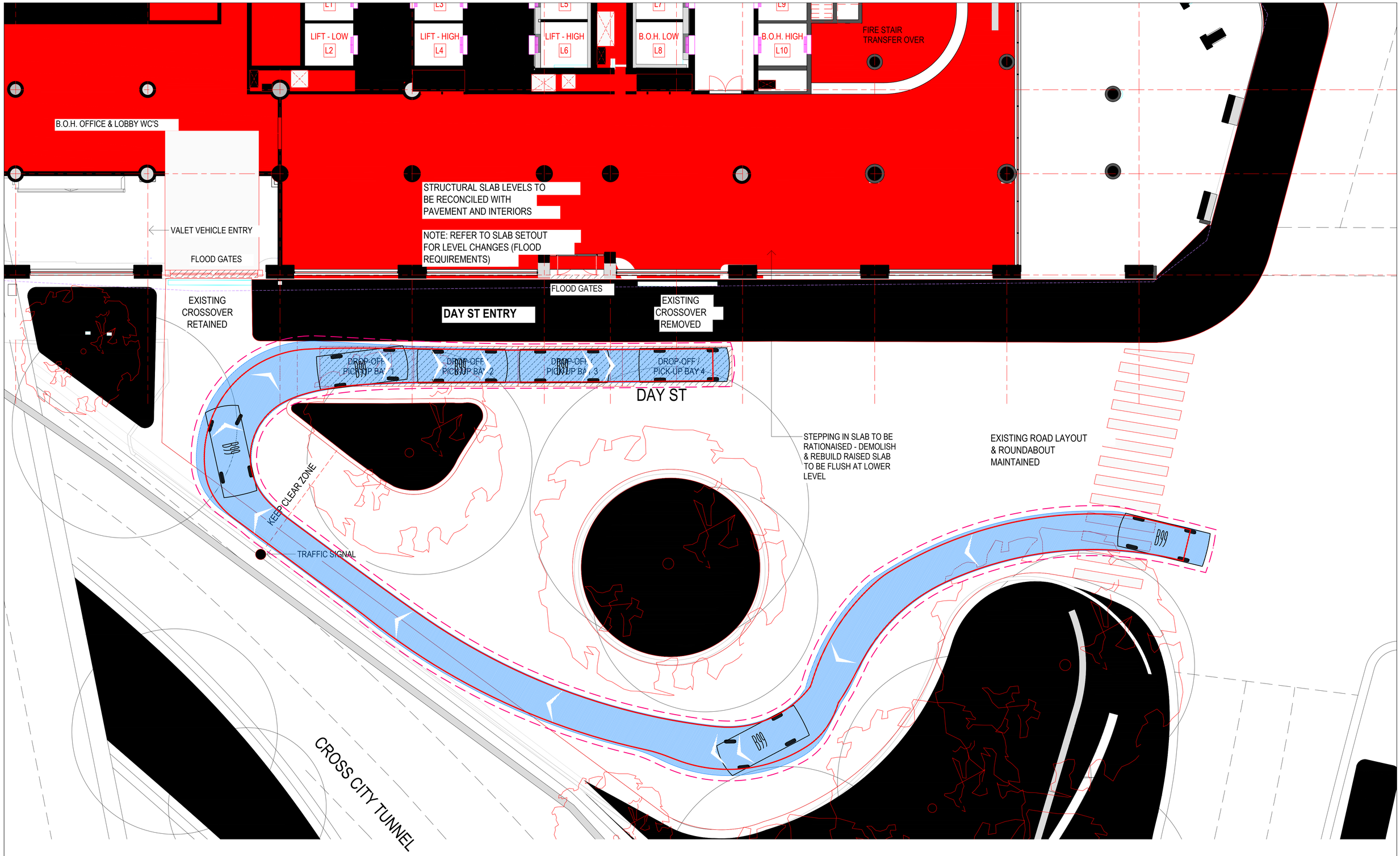
10m Transportable AUGER Compactor

**TRUCK WIDTH: 2300 mm**
**(2800 mm WITH MIRRORS)**






823

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

| REV | DATE | DESCRIPTION | DRAWN | REVIEWED |
|---|---|---|---|---|
| X | **** | **** | **** | **** |
| **** | **** | **** | **** | **** |
| **** | **** | **** | **** | **** |
| **** | **** | **** | **** | **** |
| **** | **** | **** | **** | **** |
| **** | **** | **** | **** | **** |
| P1 | 07/08/25 | FOR INFORMATION | XM | DP |

DRAWING KEY

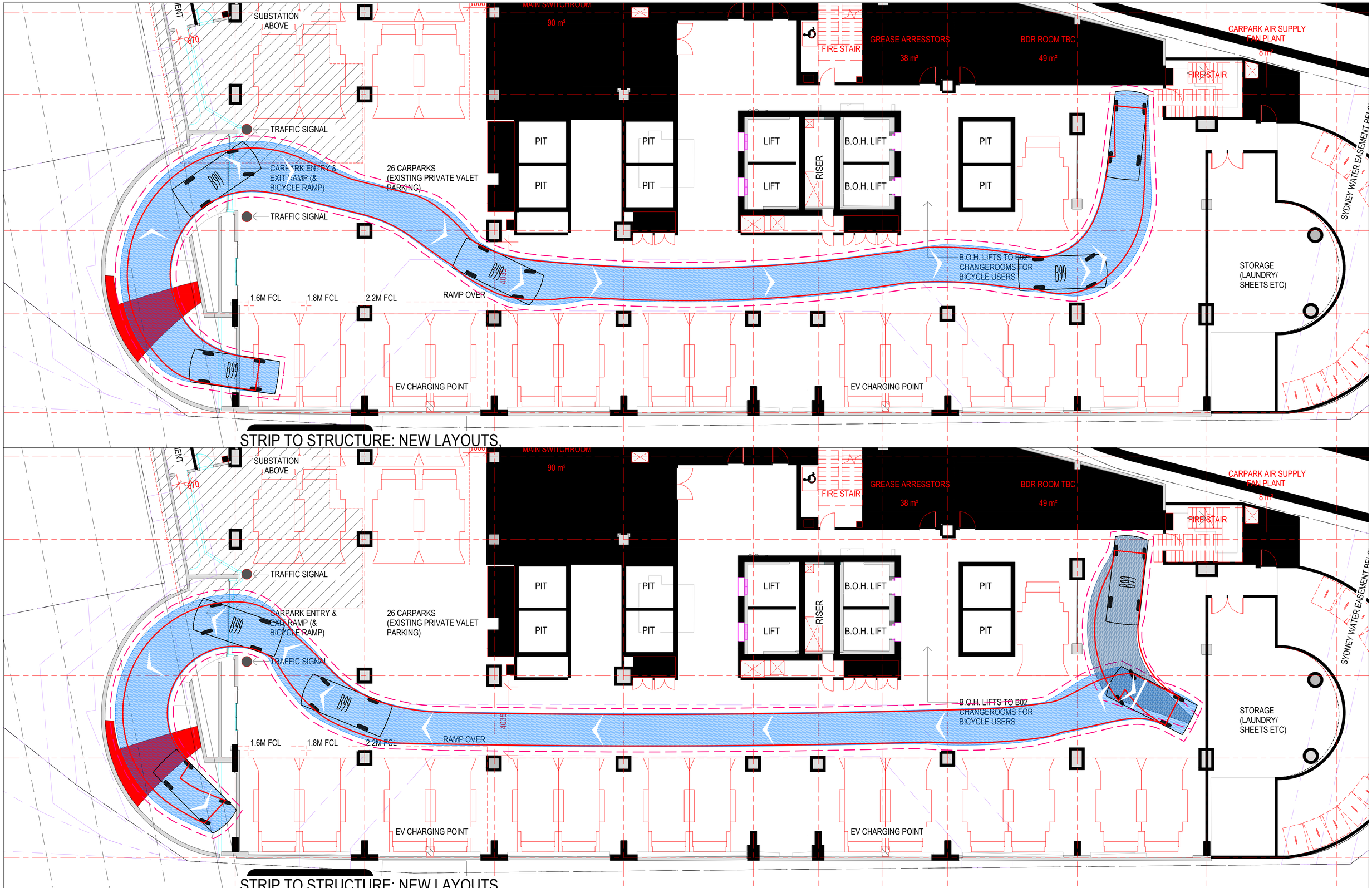
PROJECT
150 DAY STREET, SYDNEY

DRAWING TITLE
SWEPT PATH ANALYSIS - B99
DROP-OFF / PICK-UP BAYS

| | |
|---|---|
| CLIENT | UOL GROUP |
| DRAWING # | 01C-0006 |
| PROJECT # | 24-1073 |
| SCALE | 1 : 100 @ A3 |

PRELIMINARY

REV P1




824

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

| REV | DATE | DESCRIPTION | DRAWN | REVIEWED |
|---|---|---|---|---|
| ---- | ---- | ---- | ---- | ---- |
| ---- | ---- | ---- | ---- | ---- |
| ---- | ---- | ---- | ---- | ---- |
| ---- | ---- | ---- | ---- | ---- |
| ---- | ---- | ---- | ---- | ---- |
| P2 | 07/08/25 | FOR INFORMATION | XM | DP |
| P1 | 08/07/25 | FOR INFORMATION | XM | DP |

DRAWING KEY

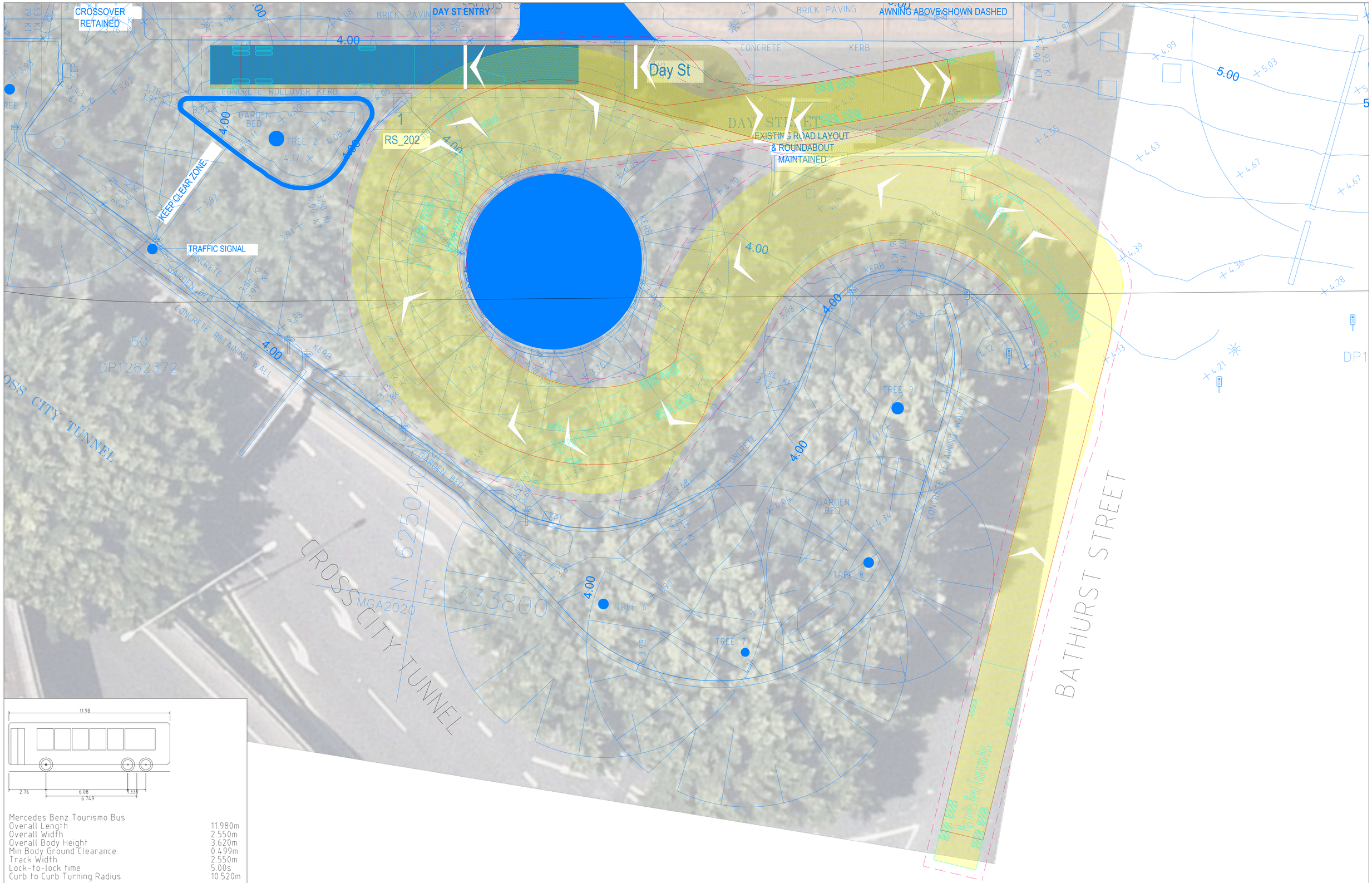
PROJECT
150 DAY STREET, SYDNEY

DRAWING TITLE
SWEPT PATH ANALYSIS - B99

| | |
|---|---|
| CLIENT | UOL GROUP |
| DRAWING # | 01C-0004 |
| PROJECT # | 24-1073 |
| SCALE | 1 : 100 @ A1 |

PRELIMINARY

REV P2







Mercedes Benz Tourismo Bus

| | |
|---|---|
| Overall Length | 11.980m |
| Overall Width | 2.550m |
| Overall Body Height | 3.620m |
| Min Body Ground Clearance | 0.499m |
| Track Width | 2.550m |
| Lock-to-lock time | 5.00s |
| Curb to Curb Turning Radius | 10.520m |


ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co


| REV | DATE | DESCRIPTION | DRAWN | REVIEWED |
|---|---|---|---|---|
| **** | **** | **** | **** | **** |
| **** | **** | **** | **** | **** |
| **** | **** | **** | **** | **** |
| **** | **** | **** | **** | **** |
| **** | **** | **** | **** | **** |
| P2 | 29/07/25 | FOR INFORMATION | XM | DP |
| P1 | 08/07/25 | FOR INFORMATION | XM | DP |

DRAWING KEY

PROJECT
150 DAY STREET, SYDNEY

DRAWING TITLE
SWEPT PATH ANALYSIS - 11.9m BUS

| | |
|---|---|
| CLIENT | UOL GROUP |
| DRAWING # | 01C-0005 |
| PROJECT # | 24-1073 |
| SCALE | 1 : 100 @ A3 |

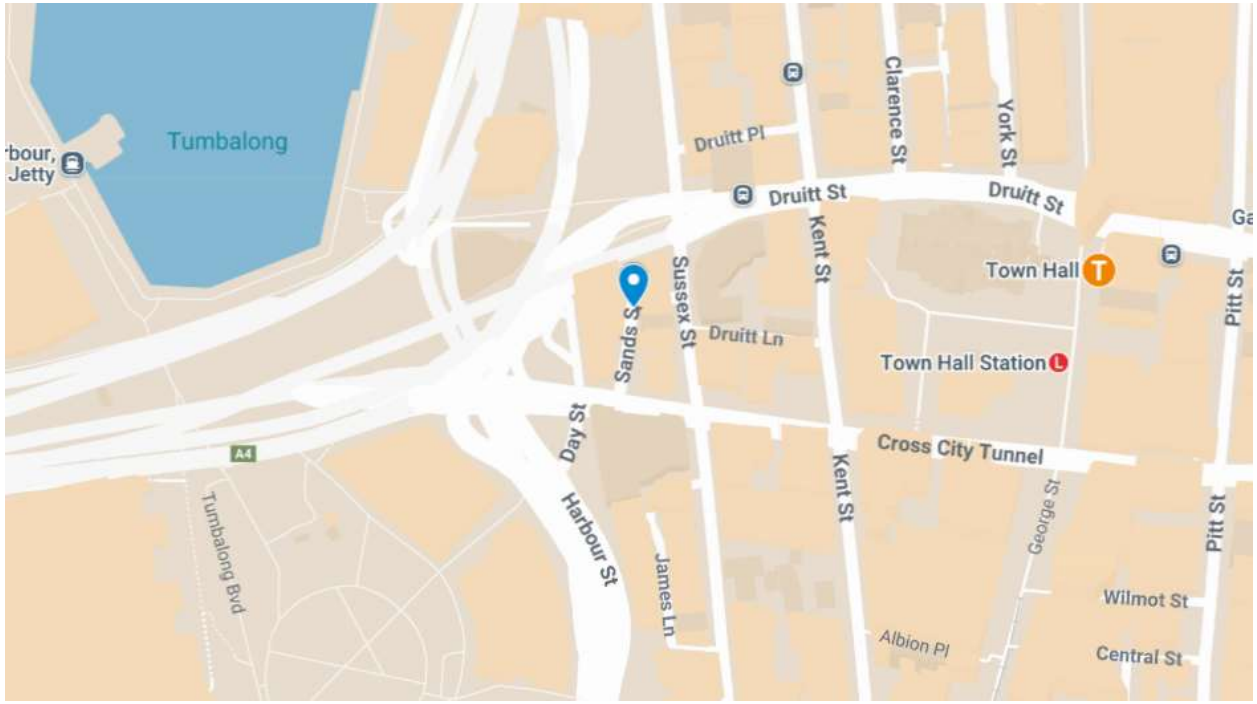
PRELIMINARY
REV P2

# Attachment 3. Survey Data


© Copyright; **ptc.**

| | |
|---|---|
| **Client** | ptc. |
| **Project No.** | 25255 |
| **Suburb** | Sydney CBD |
| **Location** | Sands St |
| **Coordinates** | -33.87346, 151.20378 |
| **Day/Date** | Friday, 9 August 2024 |
| **Survey Period** | 11:45 14/08/25 - 6:00 22/08/25 |
| **Type** | Loading Dock Analysis |

360 TRAFFIC • SURVEYS



| Unique Vehicle ID | DOS (min) | Datetime ARRIVED | Datetime LEFT | Type of Vehicle |
|---|---|---|---|---|
| 45883.532638889_v_4 | 4 | Thursday, 14 August 2025 12:43 | Thursday, 14 August 2025 12:47 | Van |
| 45883.5416666668_t_11 | 11 | Thursday, 14 August 2025 12:49 | Thursday, 14 August 2025 13:00 | Truck |
| 45883.5659722224_v_2 | 2 | Thursday, 14 August 2025 13:33 | Thursday, 14 August 2025 13:35 | Van |
| 45883.6333333338_v_6 | 6 | Thursday, 14 August 2025 15:06 | Thursday, 14 August 2025 15:12 | Van |
| 45883.8604166678_t_10 | 10 | Thursday, 14 August 2025 20:29 | Thursday, 14 August 2025 20:39 | Truck |
| 45883.865277779_t_5 | 5 | Thursday, 14 August 2025 20:41 | Thursday, 14 August 2025 20:46 | Truck |
| 45883.9791666682_t_5 | 5 | Thursday, 14 August 2025 23:25 | Thursday, 14 August 2025 23:30 | Truck |
| 45884.0194444461_g_3 | 3 | Friday, 15 August 2025 00:25 | Friday, 15 August 2025 00:28 | Garbage Truck |
| 45884.222916669_g_3 | 3 | Friday, 15 August 2025 05:18 | Friday, 15 August 2025 05:21 | Garbage Truck |
| 45884.2416666691_t_21 | 21 | Friday, 15 August 2025 05:27 | Friday, 15 August 2025 05:48 | Truck |
| 45884.2513888913_t_9 | 9 | Friday, 15 August 2025 05:53 | Friday, 15 August 2025 06:02 | Truck |
| 45884.2548611136_g_4 | 4 | Friday, 15 August 2025 06:03 | Friday, 15 August 2025 06:07 | Garbage Truck |
| 45884.3055555582_t_2 | 2 | Friday, 15 August 2025 07:18 | Friday, 15 August 2025 07:20 | Truck |
| 45884.3715277806_t_9 | 9 | Friday, 15 August 2025 08:46 | Friday, 15 August 2025 08:55 | Truck |
| 45884.3937500029_v_7 | 7 | Friday, 15 August 2025 09:20 | Friday, 15 August 2025 09:27 | Van |
| 45884.398611114_t_6 | 6 | Friday, 15 August 2025 09:28 | Friday, 15 August 2025 09:34 | Truck |
| 45884.4750000032_v_8 | 8 | Friday, 15 August 2025 11:16 | Friday, 15 August 2025 11:24 | Van |
| 45884.4993055588_t_3 | 3 | Friday, 15 August 2025 11:56 | Friday, 15 August 2025 11:59 | Truck |
| 45884.5201388922_t_11 | 11 | Friday, 15 August 2025 12:18 | Friday, 15 August 2025 12:29 | Truck |
| 45884.5402777812_t_12 | 12 | Friday, 15 August 2025 12:46 | Friday, 15 August 2025 12:58 | Truck |
| 45884.6416666704_v_5 | 5 | Friday, 15 August 2025 15:19 | Friday, 15 August 2025 15:24 | Van |
| 45884.6527777815_v_6 | 6 | Friday, 15 August 2025 15:34 | Friday, 15 August 2025 15:40 | Van |
| 45884.8652777822_g_4 | 4 | Friday, 15 August 2025 20:42 | Friday, 15 August 2025 20:46 | Garbage Truck |
| 45885.141666672_t_10 | 10 | Saturday, 16 August 2025 03:14 | Saturday, 16 August 2025 03:24 | Truck |
| 45885.1812500055_t_14 | 14 | Saturday, 16 August 2025 04:07 | Saturday, 16 August 2025 04:21 | Truck |
| 45885.2152777834_v_9 | 9 | Saturday, 16 August 2025 05:01 | Saturday, 16 August 2025 05:10 | Van |
| 45885.3069444503_t_22 | 22 | Saturday, 16 August 2025 07:00 | Saturday, 16 August 2025 07:22 | Truck |
| 45885.343750006_t_3 | 3 | Saturday, 16 August 2025 08:12 | Saturday, 16 August 2025 08:15 | Truck |
| 45885.3750000061_t_11 | 11 | Saturday, 16 August 2025 08:49 | Saturday, 16 August 2025 09:00 | Truck |
| 45885.3909722284_v_15 | 15 | Saturday, 16 August 2025 09:08 | Saturday, 16 August 2025 09:23 | Van |
| 45885.6319444514_v_10 | 10 | Saturday, 16 August 2025 15:00 | Saturday, 16 August 2025 15:10 | Van |
| 45886.2368055645_t_25 | 25 | Sunday, 17 August 2025 05:16 | Sunday, 17 August 2025 05:41 | Truck |

| | | | | |
|---|---|---|---|---|
| 45886.3173611203_v_4 | 4 | Sunday, 17 August 2025 07:33 | Sunday, 17 August 2025 07:37 | Van |
| 45886.5395833432_t_9 | 9 | Sunday, 17 August 2025 12:48 | Sunday, 17 August 2025 12:57 | Truck |
| 45887.0819444561_g_5 | 5 | Monday, 18 August 2025 01:53 | Monday, 18 August 2025 01:58 | Garbage Truck |
| 45887.2173611232_t_18 | 18 | Monday, 18 August 2025 04:55 | Monday, 18 August 2025 05:13 | Truck |
| 45887.2541666789_g_4 | 4 | Monday, 18 August 2025 06:02 | Monday, 18 August 2025 06:06 | Garbage Truck |
| 45887.2611111234_g_6 | 6 | Monday, 18 August 2025 06:10 | Monday, 18 August 2025 06:16 | Garbage Truck |
| 45887.2638889012_t_3 | 3 | Monday, 18 August 2025 06:17 | Monday, 18 August 2025 06:20 | Truck |
| 45887.3680555682_t_20 | 20 | Monday, 18 August 2025 08:30 | Monday, 18 August 2025 08:50 | Truck |
| 45887.377083346_t_12 | 12 | Monday, 18 August 2025 08:51 | Monday, 18 August 2025 09:03 | Truck |
| 45887.3972222349_t_8 | 8 | Monday, 18 August 2025 09:24 | Monday, 18 August 2025 09:32 | Truck |
| 45887.4076389016_v_11 | 11 | Monday, 18 August 2025 09:36 | Monday, 18 August 2025 09:47 | Van |
| 45887.4631944574_t_8 | 8 | Monday, 18 August 2025 10:59 | Monday, 18 August 2025 11:07 | Truck |
| 45887.5375000132_v_24 | 24 | Monday, 18 August 2025 12:30 | Monday, 18 August 2025 12:54 | Van |
| 45887.6020833467_v_13 | 13 | Monday, 18 August 2025 14:14 | Monday, 18 August 2025 14:27 | Van |
| 45887.6625000136_v_5 | 5 | Monday, 18 August 2025 15:49 | Monday, 18 August 2025 15:54 | Van |
| 45887.8736111254_t_10 | 10 | Monday, 18 August 2025 20:48 | Monday, 18 August 2025 20:58 | Truck |
| 45887.8770833476_g_3 | 3 | Monday, 18 August 2025 21:00 | Monday, 18 August 2025 21:03 | Garbage Truck |
| 45888.216666682_v_3 | 3 | Tuesday, 19 August 2025 05:09 | Tuesday, 19 August 2025 05:12 | Van |
| 45888.3152777935_t_4 | 4 | Tuesday, 19 August 2025 07:30 | Tuesday, 19 August 2025 07:34 | Truck |
| 45888.3562500158_t_3 | 3 | Tuesday, 19 August 2025 08:30 | Tuesday, 19 August 2025 08:33 | Truck |
| 45888.3923611271_v_8 | 8 | Tuesday, 19 August 2025 09:17 | Tuesday, 19 August 2025 09:25 | Van |
| 45888.4409722383_t_10 | 10 | Tuesday, 19 August 2025 10:25 | Tuesday, 19 August 2025 10:35 | Truck |
| 45888.4631944606_t_20 | 20 | Tuesday, 19 August 2025 10:47 | Tuesday, 19 August 2025 11:07 | Truck |
| 45888.5118055719_t_5 | 5 | Tuesday, 19 August 2025 12:12 | Tuesday, 19 August 2025 12:17 | Truck |
| 45888.61458335_t_10 | 10 | Tuesday, 19 August 2025 14:35 | Tuesday, 19 August 2025 14:45 | Truck |
| 45888.6222222389_v_4 | 4 | Tuesday, 19 August 2025 14:52 | Tuesday, 19 August 2025 14:56 | Van |
| 45888.6451389057_t_3 | 3 | Tuesday, 19 August 2025 15:26 | Tuesday, 19 August 2025 15:29 | Truck |
| 45888.8631944619_g_6 | 6 | Tuesday, 19 August 2025 20:37 | Tuesday, 19 August 2025 20:43 | Garbage Truck |
| 45888.9708333512_t_5 | 5 | Tuesday, 19 August 2025 23:13 | Tuesday, 19 August 2025 23:18 | Truck |
| 45889.1048611294_g_4 | 4 | Wednesday, 20 August 2025 02:27 | Wednesday, 20 August 2025 02:31 | Garbage Truck |
| 45889.2229166853_g_6 | 6 | Wednesday, 20 August 2025 05:15 | Wednesday, 20 August 2025 05:21 | Garbage Truck |
| 45889.2423611298_g_2 | 2 | Wednesday, 20 August 2025 05:47 | Wednesday, 20 August 2025 05:49 | Garbage Truck |
| 45889.3020833522_t_6 | 6 | Wednesday, 20 August 2025 07:09 | Wednesday, 20 August 2025 07:15 | Truck |

| | | | | |
|---|---|---|---|---|
| 45889.3388889079_t_14 | 14 | Wednesday, 20 August 2025 07:54 | Wednesday, 20 August 2025 08:08 | Truck |
| 45889.3805555747_v_5 | 5 | Wednesday, 20 August 2025 09:03 | Wednesday, 20 August 2025 09:08 | Van |
| 45889.402777797_v_14 | 14 | Wednesday, 20 August 2025 09:26 | Wednesday, 20 August 2025 09:40 | Van |
| 45889.4493055749_t_24 | 24 | Wednesday, 20 August 2025 10:23 | Wednesday, 20 August 2025 10:47 | Truck |
| 45889.4923611306_t_2 | 2 | Wednesday, 20 August 2025 11:47 | Wednesday, 20 August 2025 11:49 | Truck |
| 45889.6020833532_v_2 | 2 | Wednesday, 20 August 2025 14:25 | Wednesday, 20 August 2025 14:27 | Van |
| 45889.6243055755_v_5 | 5 | Wednesday, 20 August 2025 14:54 | Wednesday, 20 August 2025 14:59 | Van |
| 45889.6736111312_v_16 | 16 | Wednesday, 20 August 2025 15:54 | Wednesday, 20 August 2025 16:10 | Van |
| 45889.6819444646_t_3 | 3 | Wednesday, 20 August 2025 16:19 | Wednesday, 20 August 2025 16:22 | Truck |
| 45889.852083354_t_13 | 13 | Wednesday, 20 August 2025 20:14 | Wednesday, 20 August 2025 20:27 | Truck |
| 45889.8750000208_g_4 | 4 | Wednesday, 20 August 2025 20:56 | Wednesday, 20 August 2025 21:00 | Garbage Truck |
| 45890.0944444659_t_10 | 10 | Thursday, 21 August 2025 02:06 | Thursday, 21 August 2025 02:16 | Truck |
| 45890.1750000218_t_7 | 7 | Thursday, 21 August 2025 04:05 | Thursday, 21 August 2025 04:12 | Truck |
| 45890.2986111333_t_2 | 2 | Thursday, 21 August 2025 07:08 | Thursday, 21 August 2025 07:10 | Truck |
| 45890.3048611333_v_3 | 3 | Thursday, 21 August 2025 07:16 | Thursday, 21 August 2025 07:19 | Van |
| 45890.3125000222_t_4 | 4 | Thursday, 21 August 2025 07:26 | Thursday, 21 August 2025 07:30 | Truck |
| 45890.3361111334_t_6 | 6 | Thursday, 21 August 2025 07:58 | Thursday, 21 August 2025 08:04 | Truck |
| 45890.4041666892_v_7 | 7 | Thursday, 21 August 2025 09:35 | Thursday, 21 August 2025 09:42 | Van |
| 45890.4125000225_t_11 | 11 | Thursday, 21 August 2025 09:43 | Thursday, 21 August 2025 09:54 | Truck |
| 45890.4437500226_t_26 | 26 | Thursday, 21 August 2025 10:13 | Thursday, 21 August 2025 10:39 | Truck |
| 45890.4937500228_t_7 | 7 | Thursday, 21 August 2025 11:44 | Thursday, 21 August 2025 11:51 | Truck |
| 45890.5125000229_v_3 | 3 | Thursday, 21 August 2025 12:15 | Thursday, 21 August 2025 12:18 | Van |
| 45890.5534722452_v_18 | 18 | Thursday, 21 August 2025 12:59 | Thursday, 21 August 2025 13:17 | Van |
| 45890.6326389121_v_49 | 49 | Thursday, 21 August 2025 14:22 | Thursday, 21 August 2025 15:11 | Van |
| 45890.67291669_v_9 | 9 | Thursday, 21 August 2025 16:00 | Thursday, 21 August 2025 16:09 | Van |
| 45890.8763889129_g_6 | 6 | Thursday, 21 August 2025 20:56 | Thursday, 21 August 2025 21:02 | Garbage Truck |
| 45891.1715278028_t_16 | 16 | Friday, 22 August 2025 03:51 | Friday, 22 August 2025 04:07 | Truck |
| 45891.2597222475_g_2 | 2 | Friday, 22 August 2025 06:12 | Friday, 22 August 2025 06:14 | Garbage Truck |
| 45883.532638889_c_25 | 25 | Thursday, 14 August 2025 12:22 | Thursday, 14 August 2025 12:47 | Car |
| 45884.3444444472_v_7 | 7 | Friday, 15 August 2025 08:09 | Friday, 15 August 2025 08:16 | Van |
| 45884.3993055585_v_14 | 14 | Friday, 15 August 2025 09:21 | Friday, 15 August 2025 09:35 | Van |
| 45884.418750003_t_3 | 3 | Friday, 15 August 2025 10:00 | Friday, 15 August 2025 10:03 | Truck |
| 45884.4222222252_v_4 | 4 | Friday, 15 August 2025 10:04 | Friday, 15 August 2025 10:08 | Van |

| Type | Count |
|---|---|
| Unique Vehicles | 129 |
| Car | 3 |
| Garbage Truck | 16 |
| Truck | 66 |
| Van | 44 |