

Table 3-9 Level of Service Criteria for Bus Route Frequency

Level of Service	Average Headway (minutes)	Buses per Hour	Comments
A	<10	>6	Passengers do not need schedules
B	10-14	5-6	Frequent service, passengers consult schedules
C	15-20	3-4	Maximum desirable time to wait if bus/train missed
D	21-30	2	Service unattractive to choice riders
E	31-60	1	Service available during the hour
F	>60	<1	Service unattractive to all riders

Table 3-10 Level of Service Criteria for Bus Route Operating Hours

Level of Service	Hours of Service	Comments
A	19-24	Night or "owl" service provided
B	17-18	Late evening service provided
C	14-16	Early evening service provided
D	12-13	Daytime service provided
E	4-11	Peak hour service only or limited midday service
F	0-3	Very limited or no service

The level of service results for the existing ten bus routes servicing the SICEEP are summarised in **Table 3-11**.

Table 3-11 Level of Service Criteria for Bus Route Frequency

Bus Route	AM Peak hour		Interpeak Hour		PM Peak hour		Hours of Operation	Level of Service (based on Hours of Operation)
	Frequency	LOS	Frequency	LOS	Frequency	LOS		
443	8	A	4	C	4	C	18	B
448	0	F	0	F	4	C	2	F
412	5	B	3	C	4	C	17	B

Bus Route	AM Peak hour		Interpeak Hour		PM Peak hour		Hours of Operation	Level of Service (based on Hours of Operation)
413	4	C	2	D	2	D	18	B
431	16	A	6	B	4	C	22	A
433	7	A	4	C	4	C	19	A
441	4	C	3	C	3	C	16	B
442	14	A	3	C	5	B	19	A
502	7	A	0	F	0	F	14	C
504	11	A	2	D	2	D	17	B

It is evident from the table above that in terms of service frequency; the majority of the existing routes are operating at levels of service at the acceptable standard of LOS C or better.

3.2.4 FERRY SERVICES

Sydney Ferries operates ferry services between Circular Quay and Darling Harbour via Milson Point, McMahon's Point, Balmain East and stops at Sydney Aquarium and Pyrmont Bay. Both stops are some 5-10 minutes walking distance to the Convention Centre.

In addition, water taxis operate in Sydney Harbour and provides pickup or drop off at any accessible wharf or waterfront location.

3.3 PEDESTRIAN AND CYCLE FACILITIES

3.3.1 PEDESTRIAN NETWORK

Pedestrian access to and from the SICEEP and adjacent areas of the CBD is provided by a network of footpaths alongside major roads. Pedestrian connectivity across Darling Harbour and adjacent areas in the CBD consists of multiple road crossings or overhead walkways including steps, ramps or lifts.

Current initiatives being implemented by the Sydney Harbour Foreshore Authority and the City of Sydney are aimed at improving pedestrian and cyclist access from the CBD into Darling Harbour. Works are underway to improve the overall landscape, amenity and character of the adjoining area to complement the development of the SICEEP.

The major pedestrian links to the Precinct include connection to Town Hall and Central Station. The principal routes to and from Town Hall are Drumm Street and Bathurst Street. From Central Station, a direct route exists along Quay Street but is under-utilised as linkages close to Central Station are poor. At the intersection of Quay Street and Hay Street, the route is further

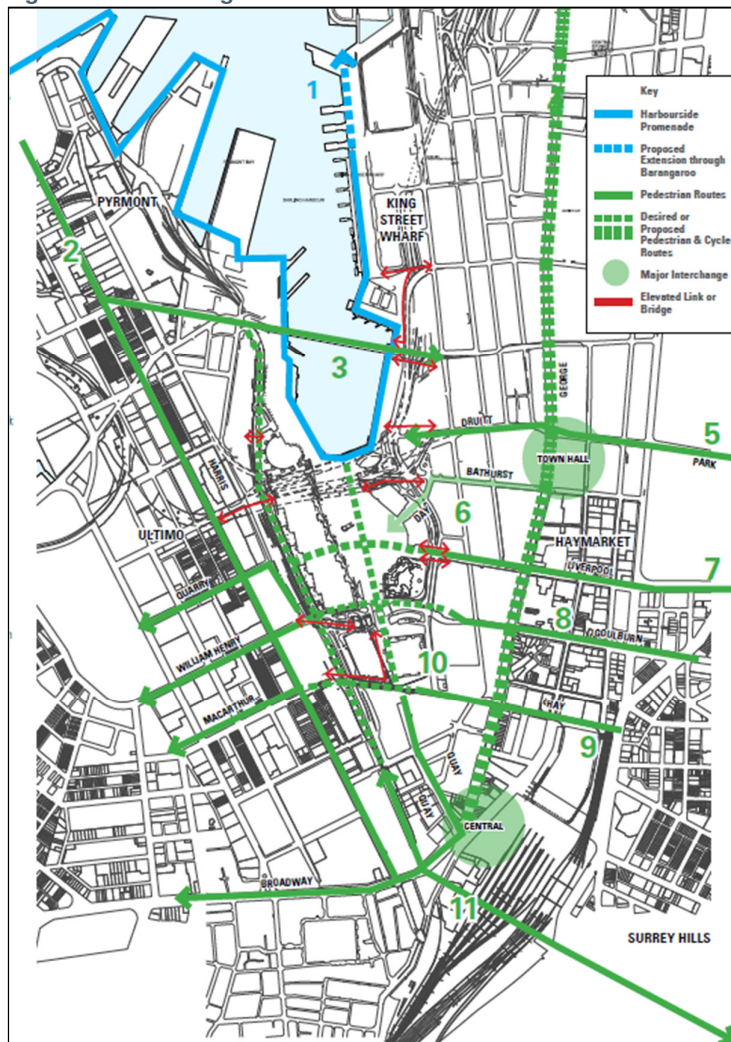
obstructed by the loading area between the Sydney Entertainment Centre and the Entertainment Carpark.

In the Urban Design Report prepared for the Darling Harbour South Master Plan, a detailed Precinct survey was undertaken to assess pedestrian connectivity across Darling Harbour South and adjacent areas in the CBD.

The Urban Design Report has listed proposals to improve pedestrian routes to enhance pedestrian connectivity (as shown in Figure 3-9).

- New pedestrian link between Liverpool Street to Quarry Street (east-west connection);
- Improve link along Goulburn Street to William Henry Street;
- Improve link along Hay Street to Macarthur Street currently provided by stairs at the Entertainment Carpark rising to an elevated footbridge; and
- Improve link on Quay Street to Central Station.

Figure 3-9 Existing and Desired Pedestrian Network



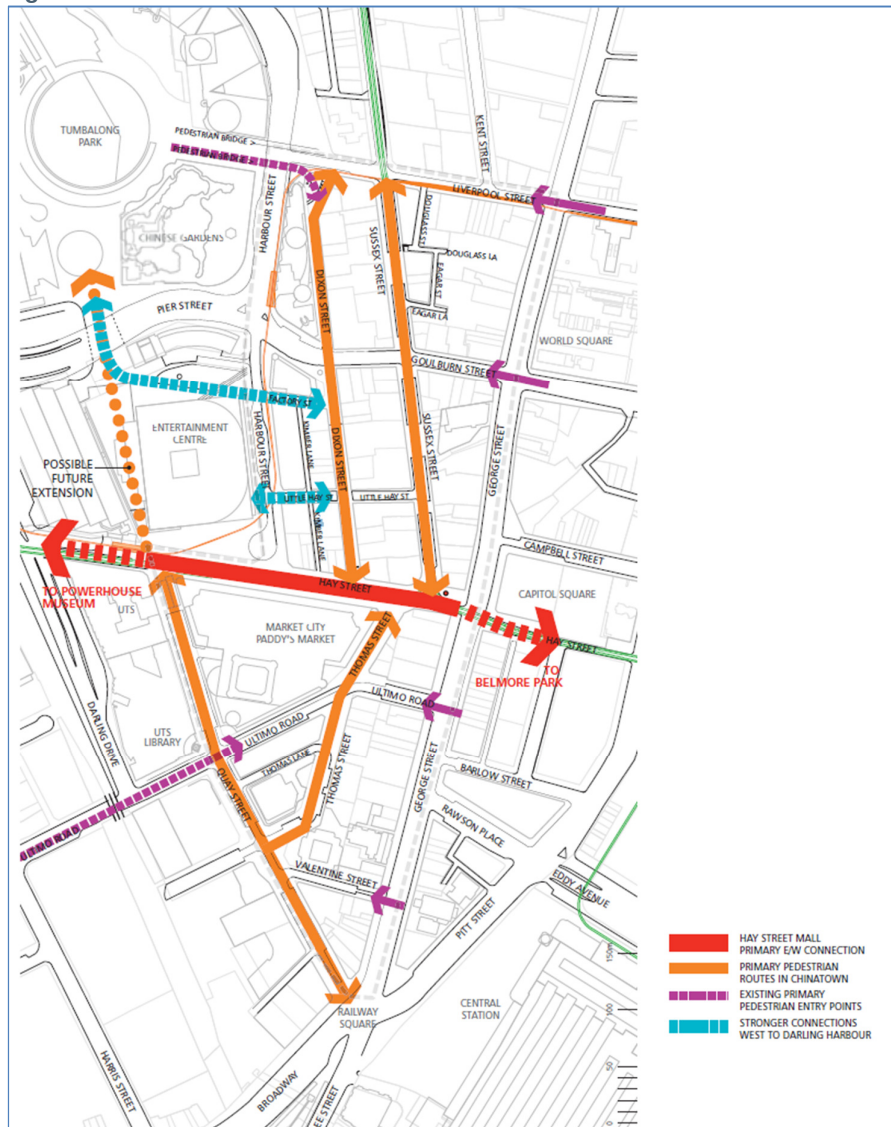
Source: Urban Design Report – Darling Harbour South Master Plan, JPW, Dec 2010

Current proposals under the Ultimo Pedestrian Network (UPN) and Chinatown Public Domain Plan are anticipated to improve access to Darling Harbour from along Goulburn Street side and along Hay Street.

Moreover, the Chinatown Public Domain Plan includes a network of future pedestrian links shown in Figure 3-10 that will likewise improve pedestrian connectivity to Darling Harbour as the UPN project.

Figure 3-10 shows the nominated future pedestrian links under the Chinatown Public Domain Plan.

Figure 3-10 Future Pedestrian Links



Source: Chinatown Public Domain Plan, CoS

3.3.2 CYCLE FACILITIES

The current Sydney CBD bicycle network is deemed by many to be limited in terms of connectivity and available infrastructure. Majority of the routes are shared routes on roads containing medium to high levels of vehicle traffic.

The Sydney CBD Cycleway network consists of on-street marked cycle lanes, and separated at-grade cycleways. SICEEP is currently connected to the CBD network via the on-street marked cycle lanes along Darling Drive and the off-road cycle path within Darling Harbour.

Figure 3-11 shows the Cycle Network in the vicinity of SICEEP. Opportunities for east-west linkages are limited. It is suggested that improvements along the east west direction be included as part of the development package.

Figure 3-11 Existing Cycle Network



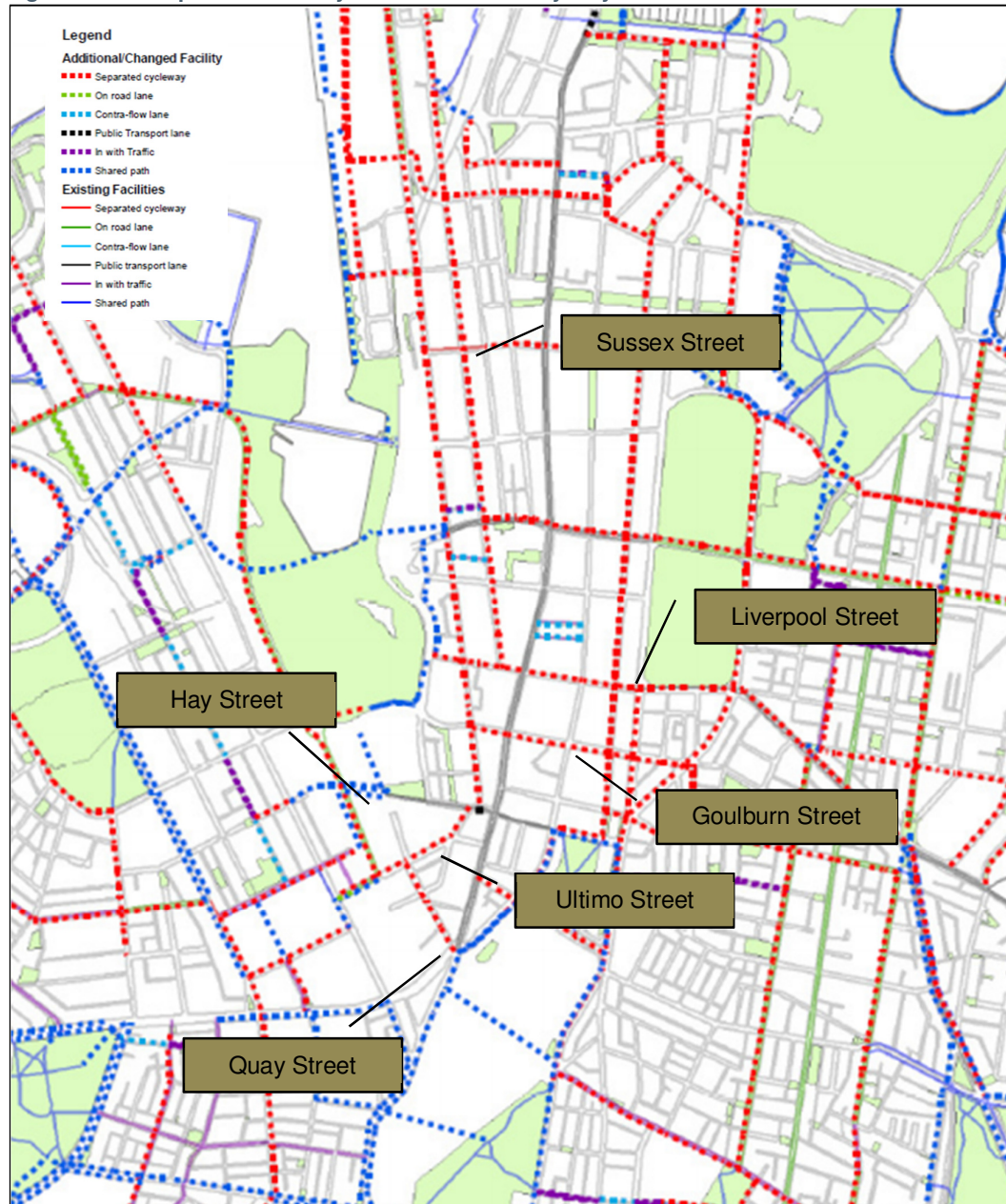
Source: www.cityofsydney.gov.au

As part of the City of Sydney's Cycle Strategy and Action Plan 2007-2017, dedicated bicycle paths will be constructed at key thoroughfares within the CBD over the next 2-3 years. Figure

3-12 shows the proposed future cycle network in the Sydney CBD. The key cycle facilities proposed within the vicinity of SICEEP include:

- A separated cycle path along Ultimo Road linking Harris Street to Hay Street;
- A separated cycle path along Hay Street;
- Separated cycle paths along Sussex Street, Goulburn Street and Liverpool Street

Figure 3-12 Proposed Future Cycle Network in the Sydney CBD



Source: www.cityofsydney.gov.au

3.4 PARKING

3.4.1 EXISTING PARKING SUPPLY

There are a number of public carparks located adjacent to and within walking distance to the SICEEP that can accommodate a total of approximately 10,000 bays (including all existing facilities).

Figure 3-13 presents the locations of these car parks with Table 3-12 indicating their respective capacities.

Table 3-12 Car Parking Capacity

Map ID	Car Park	Bays	Availability ¹	
			Day	Evening
1	Exhibition Centre	900	800	600
2	Sydney Entertainment Centre	1900	926	1423
3	Harbourside ²	1387	152	568
4	1 Dixon Street	100	14	53
5	Darling Quarter	600	66	246
6	Darling Park	680	110	410
7	320 Harris Street	260	28	106
8	Market City ¹	614	68	250
9	World Square ¹	557	62	227
10	Star City ²	2500	1282	1588
11	Citigate Central (Thomas St) ¹	600	67	245
	Total	10,098	3575	5716

¹ Cited in Halcrow Traffic report with availability within 5 minutes walk

² Cited in Halcrow Traffic report with availability within 5 minutes travel

The carparks listed in Table 3-12 are the carparks that were surveyed. There are other public carparks within a 10 minute walk that can also potentially service the excess parking demand during peak periods. These carparks are listed in Table 3-13.

Table 3-13 Additional Carparks within a 10-Minute Walk Distance

Map ID	Car Park
A	Capitol Square
B	HSBS Centre
C	Cinema Centre
D	234 Sussex
E	Citipark

Map ID	Car Park
F	2 Market Street
G	Her Majesty's

Figure 3-13 Locations of Car Parking in the vicinity of the SICEEP

