

Your ref
Our ref 245767
File ref

ARUP

Jane Fielding
Senior Associate, Planning
Architectus Sydney
L 18 MLC Centre 19 Martin Place
Sydney NSW 2000

Level 10 201 Kent Street
PO Box 76 Millers Point
Sydney 2000
Australia

t +61 2 9320 9320
d +61 2 9320 9431
f +61 2 9320 9321

andrew.hulse@arup.com
www.arup.com

9 July 2018

Dear Jane

Sydney Modern Project Further traffic clarifications

Arup has reviewed the request for further information from the Department of Planning & Environment and the submissions made by Don Smith/Wharf Terraces Strata Committee and Transport for NSW. Further traffic clarifications in response are provided below.

Information request	Response
Is there still a visitor parking drop-off/pick-up area proposed on Art Gallery Road?	Yes – a combined coach/no parking area is proposed as an indented bay approximately 51m long on the eastern side of Art Gallery Road. This indented bay will also provide two taxi pick-up bays. The remainder of the bay is for drop-off by taxi, uber and private vehicle, pick-up by private vehicle and uber and for coach access for groups to be dropped-off or picked-up. Cars will not be able to park in this zone and hence when a coach arrives room will become available for the coach which will need up to 5 minutes to unload or load. Coaches will arrive at the site to pick-up groups on request from a layover area when the group is ready to depart.
How many additional vehicle movements per hour in peak times would occur in Lincoln Crescent? This figure is provided for Art Gallery Road but I can't see it for Lincoln Crescent.	Existing Lincoln Crescent two-way traffic volumes vary over the week and do not align with commuter peak hours. Busiest weekday Friday midday 76 veh/hr Busiest weekend Sunday midday 110 veh/hr The loading dock is anticipated to generate 20-30 two-way vehicle movements per hour throughout the day.
Please provide a response to issues raised in the TTPP traffic report (submitted by The Wharf Terraces Strata Committee/Don Smith) relating to increased traffic flows on Lincoln Crescent and delays on traffic movements in Lincoln Crescent from the proposed	These key issues outlined in the TTPA traffic report • Under Estimate of Proposed Development Traffic Flows on Lincoln Crescent • Heavy Vehicle Movements at Cowper Wharf Road / Lincoln Crescent Intersection • Proposed Pedestrian Crossing on Lincoln Crescent

pedestrian crossing/replacement with a pedestrian refuge.	• Potential Signalisation of Lincoln Crescent / Cowper Wharf Road Intersection • Loading Dock Operation • Construction Traffic Impacts Under estimate of proposed development traffic flows on Lincoln Crescent The traffic count undertaken on Lincoln Crescent indicates that the busiest periods are Saturday and Sunday when the Secure Public Car Park in Lincoln Crescent is already utilised. This car park provides up to 89 public car parking spaces and was found to be one of the more popular car parking locations operated by Secure Parking for visitors to Woolloomooloo. It is assumed that current patrons do not utilise this car park given its relative high cost (compared to the Doman Car Park) and lower parking capacity available (Domain Car Park has 1,115 spaces open 7 days). Increased traffic flow in Lincoln Crescent is therefore anticipated to be generated by the loading dock only. Heavy Vehicle Movements at Cowper Wharf Road / Lincoln Crescent Intersection The AGNSW are prepared to support a condition of consent restricting vehicle longer than 6m in length to turn right from Lincoln Crescent to Cowper Wharf Road to remove the potential blocking of the right turn bay. Proposed Pedestrian Crossing on Lincoln Crescent The proposal to install a pedestrian crossing on Lincoln Crescent was based on the strong desire line at this point. We understand, however, that it may not meet the RMS warrants. The intention of the design will be to limit the crossing distance for people crossing to one lane of traffic in each direction making use of the central median as a refuge point. This will work well as a crossing point without the formal zebra crossing. Landscaping will be used to direct people to the crossing point. TTPP has agreed to this in their submission. There will be no delay to traffic for a refuge island. Potential Signalisation of Lincoln Crescent / Cowper Wharf Road Intersection The response from the Roads and Maritime Services Network & Safety stated that they do not support the expansion of the traffic signals to cover Lincoln Crescent. TTPP accepts that on this basis the proposed right turn ban for vehicles over 6m in length from Lincoln Crescent to Cowper Wharf Road is an appropriate outcome. Loading Dock Operation TTPP notes that the AGNSW and The Wharf Terraces have agreed to work together to develop a mutually acceptable loading dock delivery timetable Construction Traffic Impacts TTPP notes that the preliminary CPTMP is prepared in sufficient detail to address the SEARs. Typically, more detailed construction planning and documentation is
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	provided post approval. It is suggested that the detailed CPTMP be undertaken in consultation with local residents and/ or key stakeholders such as the Wharf Terraces.
Demonstrate 14.5m buses will be able to utilise the proposed bus stop (see TfNSW RTS submission).	The design of the indented bus bay to accommodate a 14.5m bus will be in accordance with the NSW Government, State Transit Bus Infrastructure Guide. See attached Arup drawing SKT-001 for the 14.5m swept path.
The EIS referred to 32 staff bicycle spaces. However, the current plans denote only 12 staff bicycle spaces within the loading dock.	There are 10 staff bicycle parking spaces in the existing loading dock which will be retained. Currently an additional 12 bicycle parking spaces are shown in the new loading dock to meet the DCP requirement from the new gallery floor space. (12,000m ² @ 1 /1,000m ² = 12 bicycle spaces). The traffic impact statement accompanying the EIS referenced a requirement for 32 bicycle spaces, i.e. 10 additional spaces than now currently proposed. Note this was predicated on a previous proposal that included upgrades to the existing Gallery building which were not included in the project scope at lodgement, and are therefore not required.
Confirm the number and capacity of visitor bicycle parking rails.	For clarity on the Public Bicycle Parking, the submitted EIS at Section 3.19 (page 79) provided that: “A total of 64 publicly accessible bicycle parking spaces will be available within the public plaza through the installation of 32 U-Rail parking racks, located to the western side of Art Gallery Road and within the proposed widened footpath at this location (being generally situated over the Eastern Distributor beneath).” In the Response to Submissions (RTS), these bicycle spaces have been relocated to the northern end and eastern side of the Art Gallery Road frontage in recessed areas adjacent to the footpath. Despite this relocation, 33 U-Rail bicycle parking racks will now be provided (totalling 66 spaces). This is an increase of one rail (two spaces) over the initially submitted scheme.
Is it still proposed to operate the loading dock 24/7?	Yes – the dock will operate 24 hours/ 7 days. For general daily loading dock activity, the existing dock has approximately 18 vehicle deliveries between 10pm and 7am. The new Lincoln Crescent loading dock will be managed to limit the number of additional out of hours vehicle movements and it is anticipated that less than 10 vehicle movement could be expected. These movements are generally associated with evening events. Events in the evening will finish at 10pm and there is a period of 'bumping out' that will happen after 10.00pm, say up till 12.00am as contractors and suppliers to events pack up and move out. These movements will not be large trucks typically but delivery vans and cars. The car movements would include the overnight security people parking there on shift changes etc. The existing Secure Parking at the Wharf Terraces is open to the public between 9.30am and 12am. The use of the dock up to 12am is therefore consistent with the other traffic generator in Lincoln Crescent.

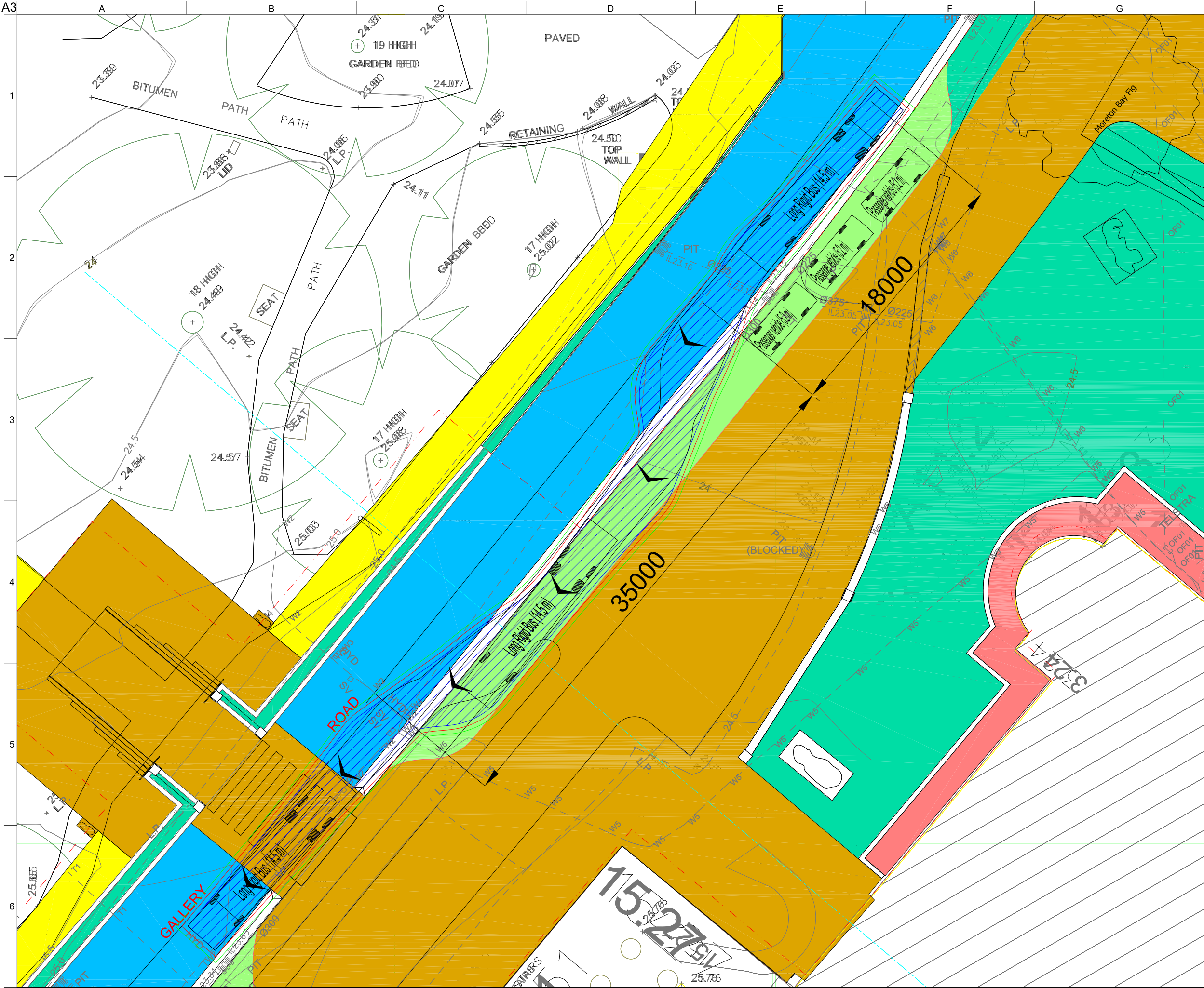
	For exhibition changes, there are a number of days during the year when additional truck activity will occur. The level of activity between 10pm and 7am is minimal however and predominantly on weekdays.
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Please do not hesitate to contact the undersigned on 9320 9431 if further clarification is required.

Yours sincerely



Andrew Hulse
Associate Principal

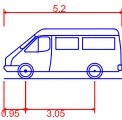


Do not scale

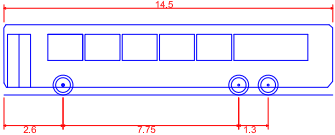
Legend

- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Design Vehicle(s)



Car/van vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.300m



Long Rigid Bus (14.5 m)
Overall Length 14.500m
Overall Width 2.500m
Overall Body Height 3.102m
Min Body Ground Clearance 0.337m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 15.000m

B	07/08/18	JRT	AMH	AMH
A	26/06/18	JRT	AMH	AMH
For Information				
Issue	Date	By	Chkd	Appd

ARUP

Arup, Level 10, 201 Kent St
Sydney, NSW, 2000
Tel +61(02)9320 9320 Fax +61(02)9320 9321
www.arup.com.au

Client
Art Gallery of New South Wales

Job Title
Sydney Modern

Drawing Title
Turning Paths
Bus bay

Scale at A3
1:250

Discipline
Traffic

Drawing Status
Draft

Job No 245767-00	Drawing No SKT001	Issue B
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