

196-214 Oxford Street, Bondi Junction

Transport Impact Assessment

PREPARED FOR CASSA BLANKA PTY LTD | 04 MARCH 2025 | 300304911

We design with community in mind

Revision

Revision	Date	Comment	Prepared By	Approved By
A-Dr	28 February 2025	Draft	N. Basu	B. Khan
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Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

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Executive Summary

This Transport Impact Assessment report has been prepared by Stantec to accompany a detailed State Significant Development Application (SSDA) for a shop top housing development at 194-214 Oxford Street and 2 Nelson Street, Bondi Junction. The site is made up of seven lots. The legal description of the site is outlined in the below table.

Appendix A Property Address	Appendix B Title Description
194 Oxford Street Bondi Junction	Lot 10 in DP260116
196 Oxford Street Bondi Junction	Lot 11 in DP260116
198 Oxford Street Bondi Junction	Lot 12 in DP 260116
200 Oxford Street Bondi Junction	Lot 13 in DP260116
204 Oxford Street Bondi Junction	Lot 16 in DP68010 Lot 1 in DP79947
214 Oxford Street Bondi Junction	Lot 1 in DP708295
2 Nelson Street Bondi Junction	Lot 1 in DP583228
Part of Osmund Lane	Lot 1 in DP1300781
Site Area	2,481sqm

This report has been prepared to address the Secretary's Environmental Assessment Requirements (**SEARs**) issued for the project (SSD-77175998).

The proposed pedestrian accesses would connect the site with the existing active transport network along Oxford Street and Nelson Street and provide access to the public transport network (bus stops and train station/interchange). The proposed Osmund Lane shared zone would facilitate safe vehicular and pedestrian access to the development. Appropriate line markings and signage are proposed to minimize any risk of conflicts. Service areas and driveway access are designed for appropriate vehicles/trucks (Council's garbage truck-10.5m, medium rigid vehicles up to 8.8m) and in accordance with relevant design standards (AS 2890:1-6) and DCP requirements.

The proposed parking provision satisfies Housing SEPP 2021 parking requirements for the development. The proposal also provides sufficient accessible parking spaces for the residential and retail areas. All car parking spaces are provided at the basement levels. Secured bicycle spaces and lockers are also proposed at the basement levels with access via a lift from the ground floor. All basement level car park areas and parking aisles are designed to accommodate B99 vehicle access and are in accordance with the AS 2890 series.

The proposal would generate approximately 25 vehicle trips during peak hour. With good access to the surrounding active and public transport network and by implementing green travel plan initiatives, the vehicle trips are expected to be lower in the future.

This report concludes that the proposed development is suitable and will have no visible impacts on the surrounding road network performance. All surrounding key intersections are expected to operate similarly (with similar delays and queues) with and without the proposed development traffic during existing and future year scenarios. The Oxford Street/Nelson Street intersection would perform unsatisfactorily in the future due to high background traffic growth (without development traffic scenario). The Oxford Street/York Street intersection would perform satisfactorily and similarly in base and future year scenarios with and without the proposed development.

1. Introduction

1.1 Background

Following a design excellence competition, development consent was granted to DA-400/2021 (herein, referred to as the parent development consent) which authorised demolition of existing buildings and the construction of a shop top housing development comprising ground floor retail and 10 storeys of residential apartments above the retail podium, across two tower buildings (herein referred to as Building A and Building B). Subsequently, an amending DA (DA-360/2023) was approved on 28 August 2024 which amended the Basement Levels 4, 3, 2 and 1 and the Ground Floor Level of the approved development under the parent development consent.

The proposed SSDA generally seeks approval for the redevelopment of 194-214 Oxford Street and 2 Nelson Street, Bondi Junction, proposing to retain key design principles in accordance with the parent consent. The proposal will provide additional residential dwellings, in accordance with the in-fill affordable housing provisions under the *State Environmental Planning Policy (Housing) 2021* and incorporate a 30% increase in Gross Floor Area (GFA) and building height.

The development of the site has physically commenced pursuant to the development consent, with demolition and excavation completed. Construction Certification has been obtained, and construction is intended to continue for the lower portion of the building (up to Level 8).

Simultaneously with the construction of the lower parts of the building, the proponent seeks approval for new works to the remaining levels of the building (above level 9) as well as the internal fit out and servicing for the whole of the building (Basement to Level 16).

It is intended that the relationship between the approval of the SSDA and the existing consents be managed through the imposition of a condition pursuant to s 4.17(1)(b) of the EP&A Act and lodgement of a Notice of Modification pursuant to cl. 67 of the EP&A Regulation to ensure consistency across all development consents.

Specifically, the SSDA seeks development consent for:

Proposed New Works:

- Construction of Levels 9 – 16 of the residential towers including Buildings A (Western Tower) and Building B (Eastern Tower) comprising:
 - Building A (Western Tower, Residential Levels 9 -13) – with a maximum height of 42.5m
 - Building B (Eastern Tower, Residential Levels 9 -16) – with a maximum height of 54.0m
 - Communal open space on Level 11 (Building A)
 - Plant and lift overrun
 - Public Domain Works
- Internal fit out of Levels 09 - 16

Proposed Amendments to Existing Parent Development Consent

- Internal fit out from Basement Levels 01 - 04
- Internal fit out from Ground Level to Level 08
- The allocation of 1,708m² of affordable housing on Levels 1,2 and 3 of Building A and Building B
- Additional services to overall development including an additional plant area at ground floor and an addition of a second substation
- Basement services, including additional parking spaces and updated storage and waste storage areas
- Awning over the ground retail along Oxford St and addition of a glazing window to create visual continuation from the neighbouring retail.

Cumulative Development (Existing Parent Development Consent and Subject SSDA)

- Construction of a shop-top housing development, comprising a podium with ground floor retail, two residential towers (Building A and Building B) as well as four levels of basement parking and associated public domain works.
 - The delivery of a total of 11,288m² of GFA.
 - 467m² of retail GFA.
 - 85 apartments, equating to a total residential GFA of 10,792m² including 1,708m² (17 apartments) of affordable housing GFA.
 - 29m² GFA for communal amenities, incl. WC, steam room and sauna



- The apartments will comprise the following mix:
 - > 1 bedroom 2 (2%)
 - > 2 bedroom 35 (42%)
 - > 3 bedroom 48 (56%)
- 4 levels of basement for 138 car parking spaces and 45 motorbike parking spaces, with vehicular access from Osmund Lane.
- Storage areas and services.
- Communal open space and associated landscaping.

1.2 Purpose of this Report

The purpose of the project is to facilitate the delivery of (market and affordable) housing at a strategically located site and to deliver a built form outcome that is consistent with the consistent with the outcomes of the design competition.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 25/10/2024 and issued for the for the Amending SSDA (SSD-77175998). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Table 1.1: Secretary's Environmental Assessment (Issue 10)

Issue 10 – Traffic, Transport and Accessibility		Relevant Report Section
• Provide a transport and accessibility impact assessment, which includes: ○ an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.		Section 2
○ details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.		Section 3
○ analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments.		Section 4
○ measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards.		Section 4.4
○ proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.		Section 5
• Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated		Section 6



1.3 References

In preparing this report, reference has been made to the following:

- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2018
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2022
- TfNSW's Guide to Transport Impact Assessment v1.1 2024
- Waverley Development Control Plan (DCP) 2012
- Waverley Council Draft Environmental Action Plan 2018-2030
- Waverley's People, Movement and Places Strategy Report, 2017
- Planning Proposal Traffic Report, GTA Consultants, September 2016
- other documents and data as referenced in this report.



2. Existing Conditions Assessment

2.1 Site Location and Surrounding Context

The site is located at 194-214 Oxford Street and 2 Nelson Street, Bondi Junction within the Waverley LGA. The site is comprised of multiple allotments and is legally described as:

- 194-214 Oxford Street:
 - Lot 10, 11, 12, 13 & 16 / DP 260116,
 - Lot 1 / DP 708295,
 - Lot 1 / DP 79947, and
- 2 Nelson Street:
 - Lot 1 / DP 583228.
- Part of Osmund Lane (Lot 1 in DP1300781)

The land size is 2,480m² (2,599.1m² including the land beneath Osmund Lane) with a northern frontage to Sydney Enfield Drive, an eastern frontage to Nelson Street, a southern frontage to Oxford Street and western frontage to York Road.

The immediate urban context surrounding the site is characterised by a mix of commercial, retail, residential, and recreational land uses with Centennial Park located to the west and south-west of the site.

The site is in proximity to the Bondi Junction shopping and transport hub to the east, comprising Bondi Junction Westfield Shopping Centre, a pedestrian shopping mall and Bondi Junction Train Station. The site is located within the Western Precinct of Bondi Junction. The site is closely located to two (2) bus stops recognised as ID 202260 'Oxford St before York Rd' approximately 57m from the site and ID 202238 'Oxford St after York Rd' approximately 96m from the site. The site is in proximity to the Bondi Junction Train Station being within 800m from the site (5-minute walk).

The lot at 2 Nelson Street contains a local landscape heritage item I506 'Norfolk Pine-Landscape'. The remainder of the site has recently been demolished in accordance with the existing development consents.

The site will be progressively developed under the existing approvals and the remaining works will be the subject of this application.

The location of the site and its surrounding environs are shown Figure 2.1 and Figure 2.2.

Figure 2.1: Site Location Plan



Source: Urbis, 2025

Figure 2.2: Aerial View



Source: Urbis, 2025

2.2 Road Network

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW (TfNSW) is responsible for funding, prioritising and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules, most recently amended in March 2018.

TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility to high accessibility and low mobility. These road classes are:

- **Arterial Roads** – Controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.
- **Sub-Arterial Roads** – Managed by either Council or TfNSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is 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 sites and the sub-arterial road network, and typically carry between 2,000 and 10,000 vehicles per day.
- **Local Roads** – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

2.2.1 Adjoining Roads

Syd Einfeld Drive

Syd Einfeld Drive is an arterial road and forms an east-west segment of MR172 between Old South Head Road and Ocean Street. It is a two-way road configured with a three-lane carriageway in each direction and a posted speed limit of 80km/hr. Auxiliary lanes are provided on approach to the intersection with York Street, including a slip lane and two right turn lanes. Clearways are in place along the length of Syd Einfeld Drive.

There is a significant volume of right turning traffic from Syd Einfeld Drive accessing Oxford Street on the western end of the Oxford Street/ York Road intersection. The intersection of Oxford Street/York Road is a busy intersection and does experience some vehicle queuing in peak periods. The Syd Einfeld Drive/ Old South Head Road intersection at the eastern end of Oxford Street is also a busy intersection with corresponding vehicle queues in peak periods.

Oxford Street

Oxford Street is a local road in the immediate vicinity of the site and extends in an east-west direction between Bondi Road to the east and Crown Street Darlinghurst to the west. It is an arterial road further to the west. Adjacent to the site, it is configured with one traffic lane in each direction with time restricted kerbside parking generally permitted on the northern side and a newly completed separated cycleway on the southern side allowing for select areas of indented parking.

Oxford Street combines with Syd Einfeld Drive west of the site. In this section it provides three traffic lanes in each direction separated by a wide central median. The northern carriageway includes an additional kerbside lane, with parking permitted outside the weekday afternoon clearway period. Additional turning lanes and capacity is provided at key intersections, including at York Road/ Ocean Street.

York Road

York Road is a sub-arterial road running in a north-south direction between Syd Einfeld Drive to the north and Darley Street to the south. It is a two-way road and generally provides one traffic lane and one parking lane in each direction with a posted speed limit of 50 km/h.

Nelson Street

Nelson Street is a local road intersecting with Oxford Street south-east of the site. It runs north-south along the eastern boundary of the site combining with Grafton Street to run east-west adjacent to the southern edge of Syd Einfeld Drive. It is a two-way road with one traffic lane and one parking lane in each direction.



Osmund Lane

Osmund Lane is a short local access laneway west of Nelson Street terminating at Syd Einfeld Drive. It has a narrow carriageway width of 4.5m and serves as property access only.

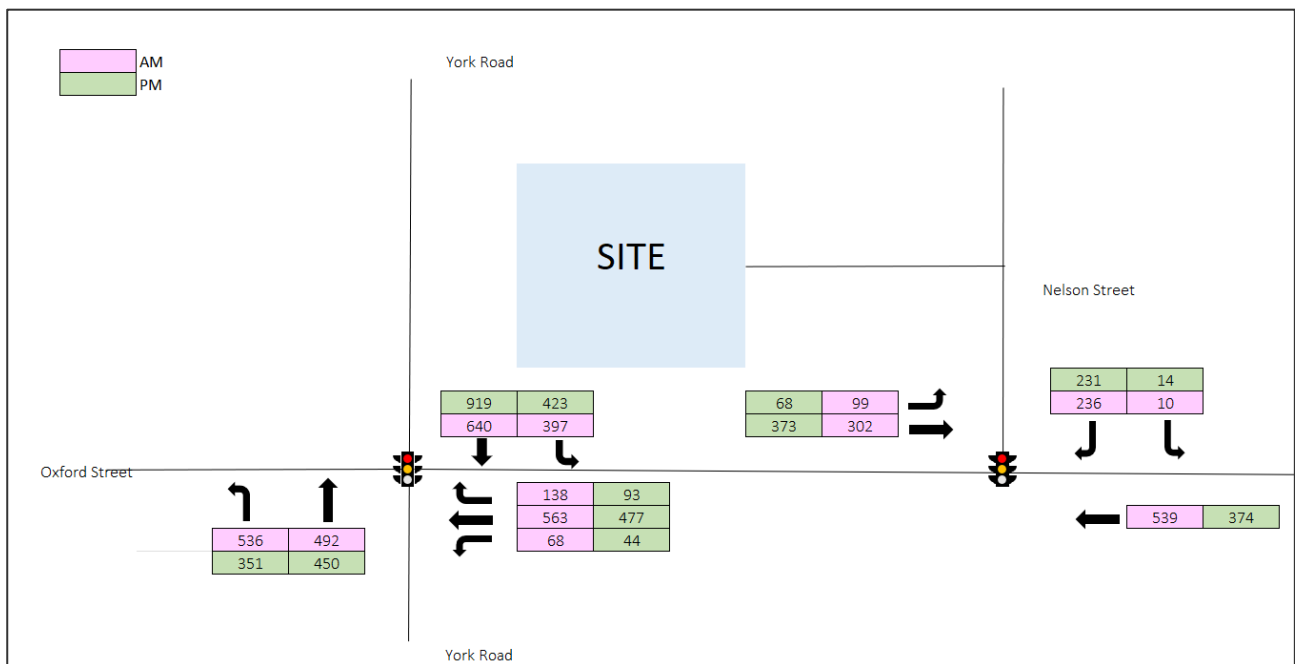
2.3 Traffic Volumes

Traffic surveys were completed during the weekday morning and afternoon peak periods on 21 April 2021 at the key intersections along Oxford Street at both York Road and Nelson Street.

No new traffic survey is undertaken. An annual traffic growth rate of 1.5 per cent is assumed to estimate the 2025 (existing) traffic flows. The assumed annual traffic growth rate is Sydney average growth rate and is considered appropriate for the area.

The AM and PM peak hour traffic volumes (2025) are summarised in Figure 2.3,. Detailed traffic survey data is provided in Appendix A.

Figure 2.3: Existing AM/PM Peak Hour Traffic Volumes



2.4 Intersection Operation

The operation of each intersection has been assessed using SIDRA INTERSECTION² (SIDRA), a computer-based modelling package which calculates intersection performance.

The commonly used measure of intersection performance, as defined by TfNSW, is vehicle delay. SIDRA determines the average delay that vehicles encounter and provides a measure of the level of service.

Table 2.1 shows the criteria that SIDRA adopts in assessing the level of service.

² Program used under license from Akcelik & Associates Pty Ltd.

Table 2.1: Sidra level of service criteria

Level of service (LOS)	Average delay per vehicle (secs/ veh)	Traffic signals, roundabout	Give way & stop sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity, at signals incidents will cause excessive delays	At capacity, requires other control mode
F	Greater than 70	Extra capacity required	Extreme delay, major treatment required

The critical performance parameters for the above two intersections is summarised in Table 2.2, with full outputs presented in Appendix B.

Table 2.2: Existing intersection operating conditions

Intersection	Type	Peak	Degree of saturation (DOS)	Average delay (sec)	95th percentile queue (m)	Level of service (LOS)
Oxford Street/ York Street	Signals	AM	0.71	23	121	B
		PM	0.77	21	165	B
Oxford Street/ Nelson Street	Signals	AM	0.98	62	234	E
		PM	0.72	27	85	B

Table 2.2 indicates that the study intersections generally operate well and within their respective capacities during the weekday peak periods. The Oxford Street/ Nelson Street intersection does show some minor constraint during the morning peak with the DOS approaching one and LOS E. Average delay and queuing is however maintained similar to other peaks.

2.5 Public Transport

The site is conveniently located close to several public transport services. It is a 550 metre walk west of Bondi Junction Railway Station which is serviced by the T4 Eastern Suburbs and Illawarra Line. Frequent services at three to 10 minutes headways run between Bondi Junction and Waterfall/ Cronulla via Central.

Several bus services also operate between the Eastern Suburbs and Sydney CBD, Inner West and Lower North Shore. Bus stops are located close to the site on Oxford Street with eastbound services stopping at the bus stop west of Nelson Street, and westbound services using the bus stop east of York Road. Both are within a one-minute walk of the site. An overview of the bus network is included in Figure 2.4, and summarised in Table 2.3.

Figure 2.4: Surrounding Bus Network

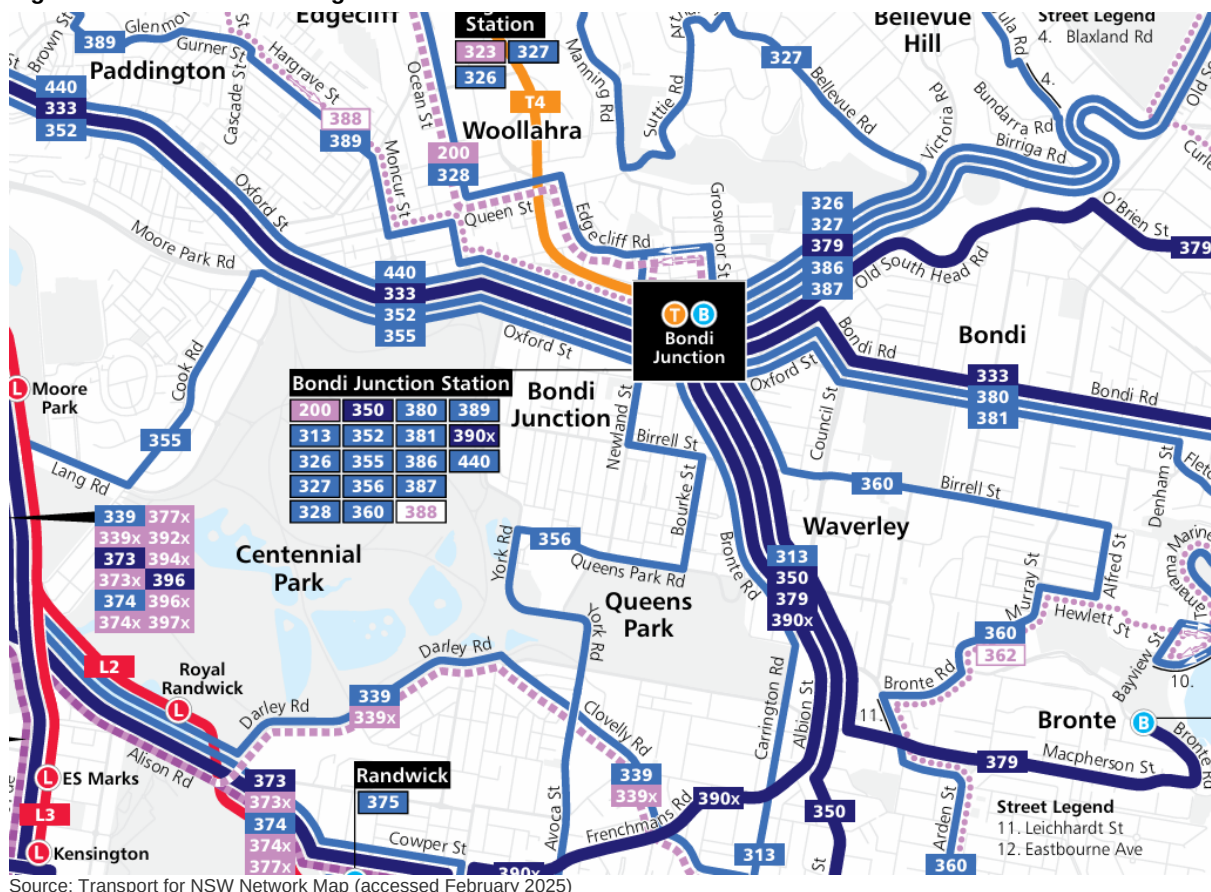


Table 2.3: Bus routes and frequency

Route	Description	Frequency On/ Off Peak
333	North Bondi to City Circular Quay via Bondi Junction	8 minutes/ 30 minutes
352	Marrickville Metro to Bondi Junction via Oxford St, Crown St & King St	20 minutes/ 30 minutes
355	Marrickville Metro to Bondi Junction via Moore Park & Erskineville	20 minutes/ 30 minutes
380	Watsons Bay to Bondi Junction via Bondi Beach	15 minutes/ 30 minutes
389	Bondi Junction to Pyrmont	8 minutes/ 23 minutes
440	Bondi Junction to Rozelle	8 minutes/ 30 minutes

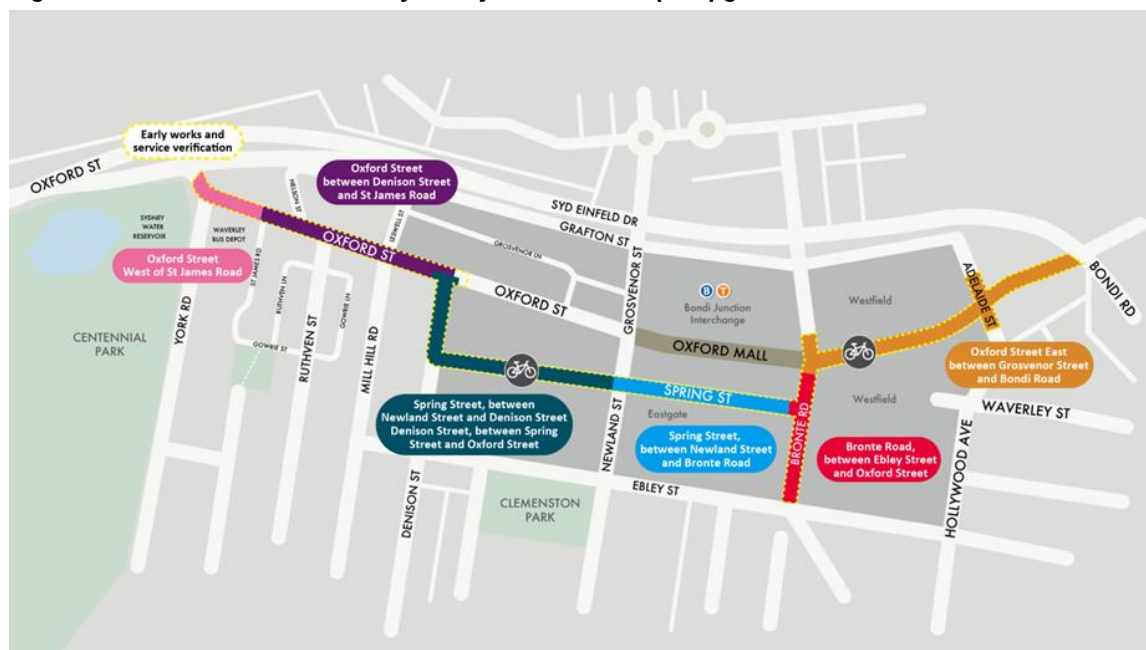
2.6 Walking and Cycling Infrastructure

The site has excellent pedestrian connectivity, being located close to Bondi Junction CBD with well-established local and regional walking and cycling facilities surrounding the site generally. Pedestrian footpaths are provided on both sides of most roads in the vicinity, providing good connectivity to nearby land uses and public transport hubs. Signalised pedestrian crossings are provided at intersections along Oxford Street, including at York Street and Nelson Street with a pedestrian overpass above Syd Einfeld Drive linking Nelson Street with Wallis Street, Woollahra.

Bondi Junction achieves a Walk Score (<https://www.walkscore.com/>) rating of 93, which is a service providing a broad insight into how accessible areas are for people travelling without car. The rating corresponds with a 'walker's paradise', meaning that daily errands do not require a car.

The Oxford Street dedicated cycleway is being delivered under the Bondi Junction Cycleway and Streetscape Upgrade. As shown in Figure 2.5, the cycleway will extend east-west through Bondi Junction CBD, with connections with Oxford Street in the west (to the city), Bondi Road in the east (to Bondi Beach) and Bronte Road in the south (to Queens Park).

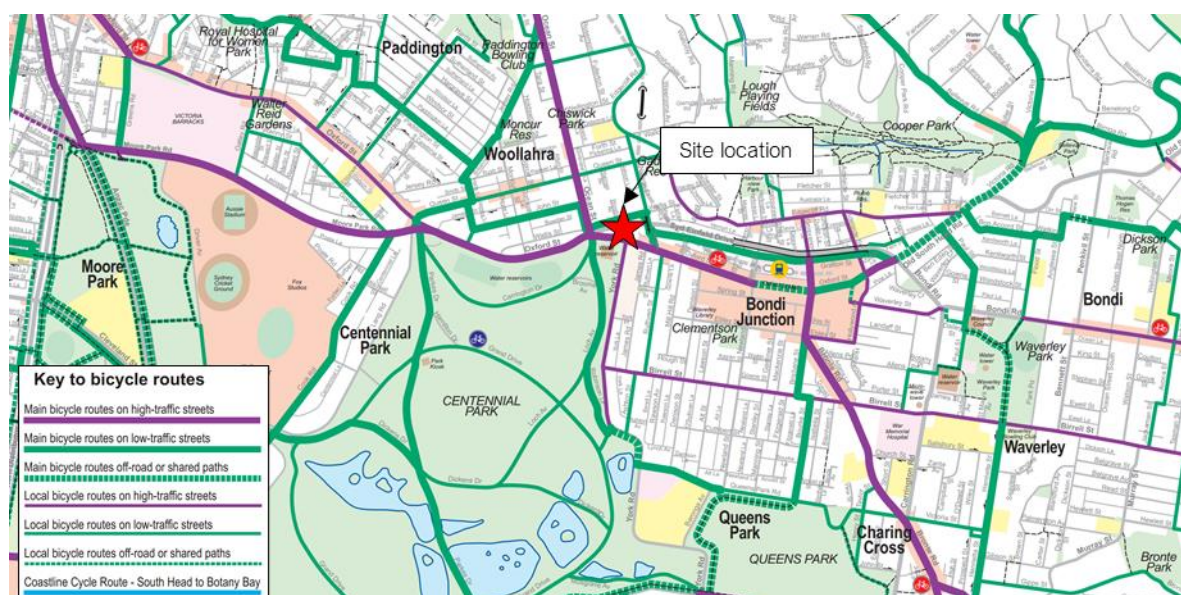
Figure 2.5: Bondi Junction Cycleway and Streetscape Upgrade



Source: waverley.nsw.gov.au/building/major_projects/bondi_junction_cycleway

This facility will integrate well with the regional bicycle road network to establish separated cycle facilities through Bondi Junction and connect with both commuter and recreational facilities throughout the local and regional area. Figure 2.6 shows such connectivity and further enables cycling to grow as a key and preferred transport mode for existing and future users.

Figure 2.6: Bicycle Network



Source: www.waverley.nsw.gov.au/CycleRouteMapBrochure, accessed February 2025

Figure 2.7 shows the existing active transport network, including available pedestrian crossing in the vicinity of the site. As shown, the site is well-connected with the existing network and provide access to Bondi Junction station and surrounding bus stops.

Figure 2.7: Existing Active Transport Network

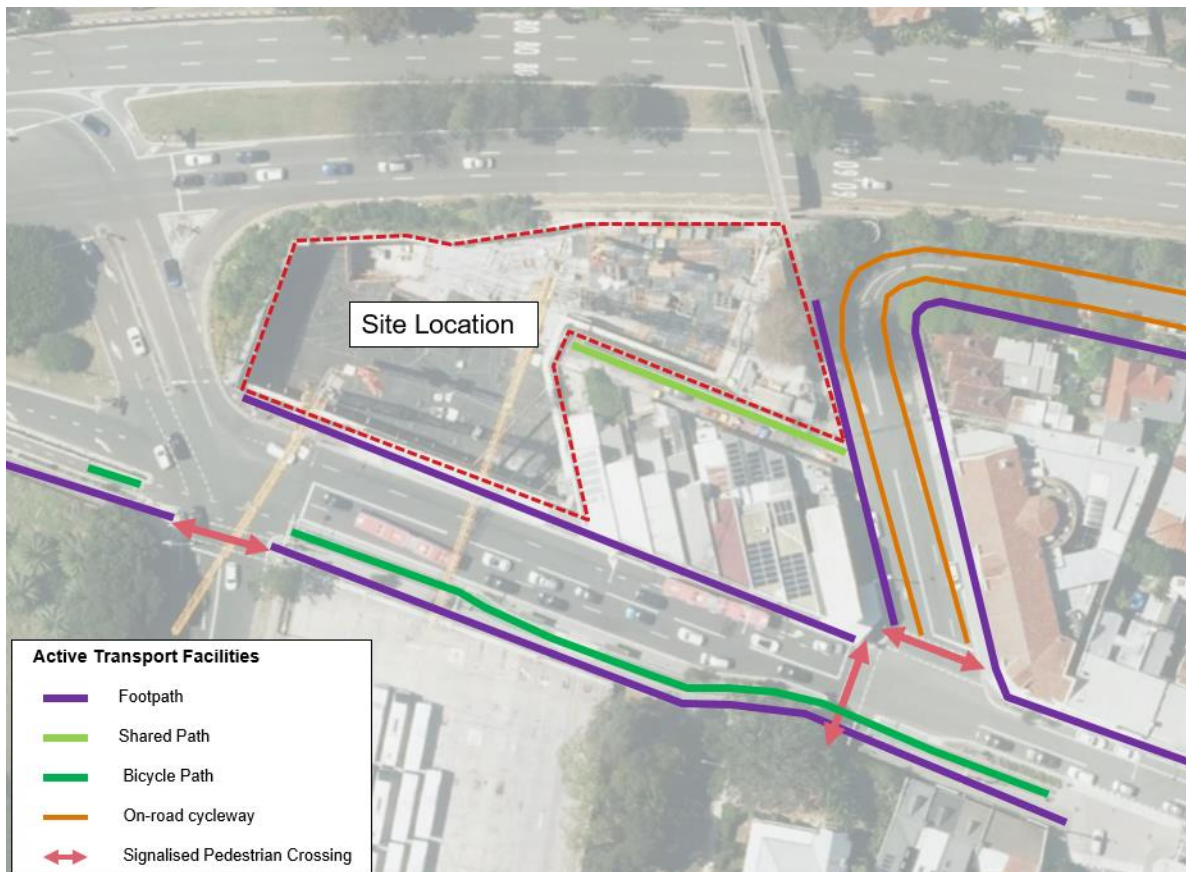


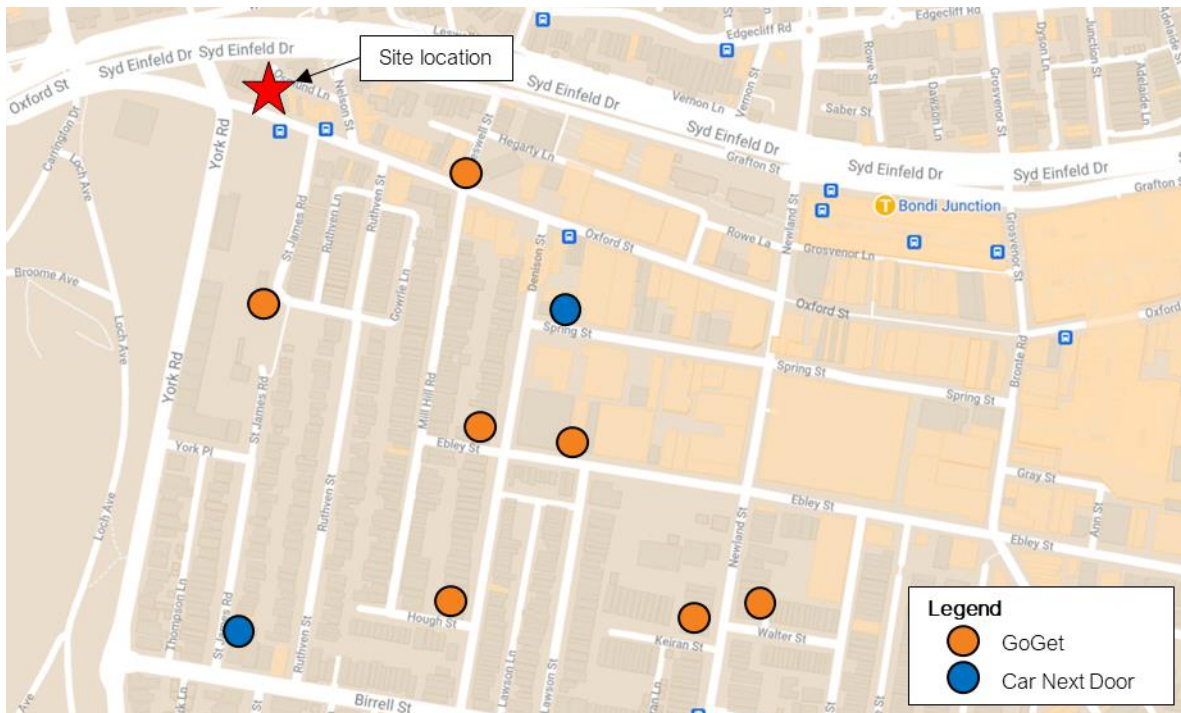
Image source: NearMap

2.7 Local Car Share Initiatives

GoGet (along with other car share schemes) has become increasingly common throughout Sydney and is now recognised as a viable transport option for drivers throughout Sydney. They are now a well-utilised service especially in the inner suburbs due to limited parking availability and the expense involved in parking close to the Sydney CBD. GoGet offer a viable alternative to the private car for trips where distances are short and are likely to be of benefit to future residents of the proposed development.

Several GoGet car share pods are located within close proximity of the site. This includes at least five GoGet and two Car Next Door car share pods within a convenient walk of the site. St James Road and Ebley Street to the south, Spring Street and Mill Hill Road are all close to the site. The locations are shown in Figure 2.8.

Figure 2.8: Car share pods

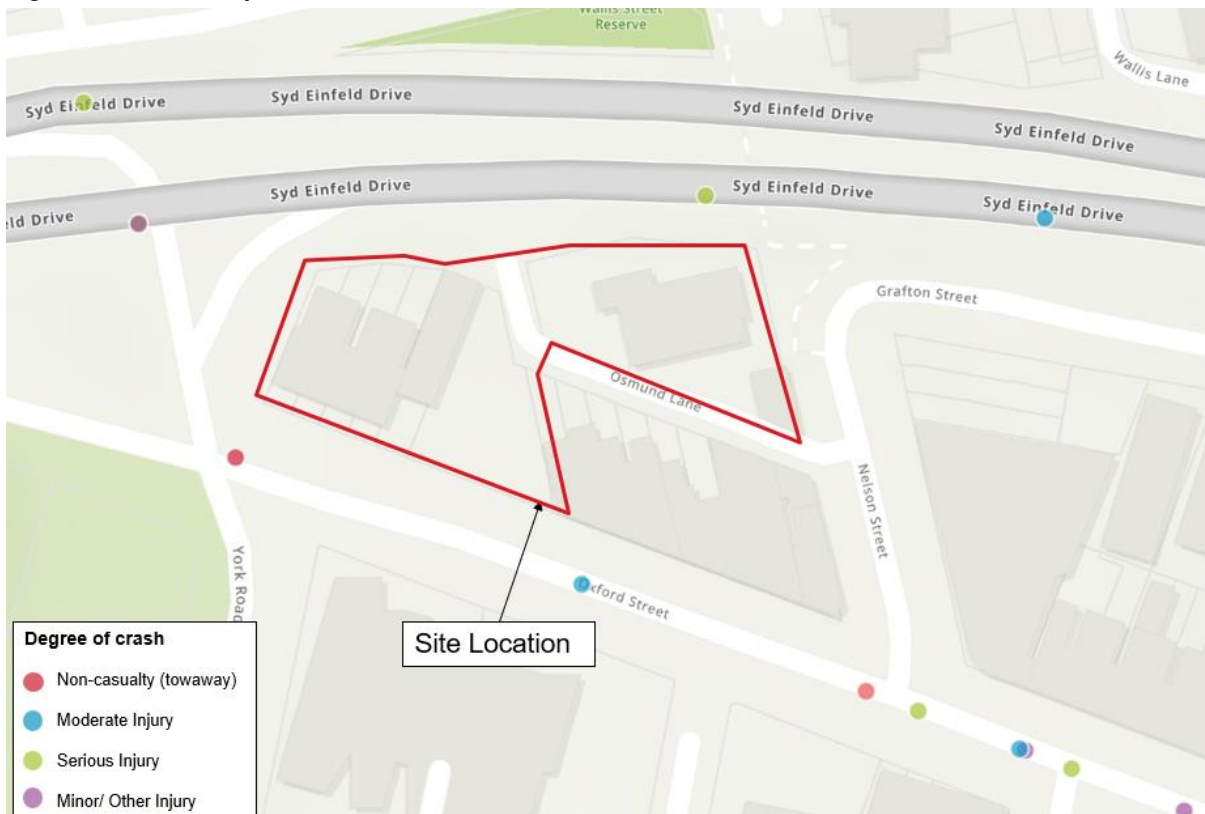


Source: www.goget.com.au/find-cars and car next door website, accessed April 2021

2.8 Crash Data

An analysis of the most recent five-year period of available crash data (2019-2023) has been undertaken based on crash data obtained from TfNSW Centre of Road Safety for the roads surrounding the site. The locations and severity of the crash data for the five-year period is shown in and detailed in Figure 2.9.

Figure 2.9: Crash map from 2019 to 2023



Source: TfNSW Centre for Road Safety, accessed 27 February 2025

Table 2.4: Recorded crashes (2019-2023)

Location	Number of crashes	Number of injuries
Oxford Street (between Mill Hill Road and York Road)	14	10
Mill Hill Road (between Oxford Street and Grafton Street)	1	1
Syd Einfeld Drive	7	7
Total	22	18

The following key statistics can be drawn from the crash data:

- No fatalities were recorded during the five years.
- During the reporting period 22 incidents were recorded resulting in 18 injuries.
- Only our incidents resulted in serious injury, with the remainder being minor, moderate or non-casualty.
- The most common incidents were at intersections.

The above analysis does not indicate any safety concerns with the surrounding road network given the severity of incidents occurring. The proposed development is not anticipated to noticeably increase vehicles egressing from Rowe Lane onto Newland Street with around one additional left turn every three minutes.

3. Development Proposal

3.1 Land Uses

The proposal includes construction of mixed-use development comprising three buildings with a total of 85 residential apartments and 467 m² of ground level retail ..

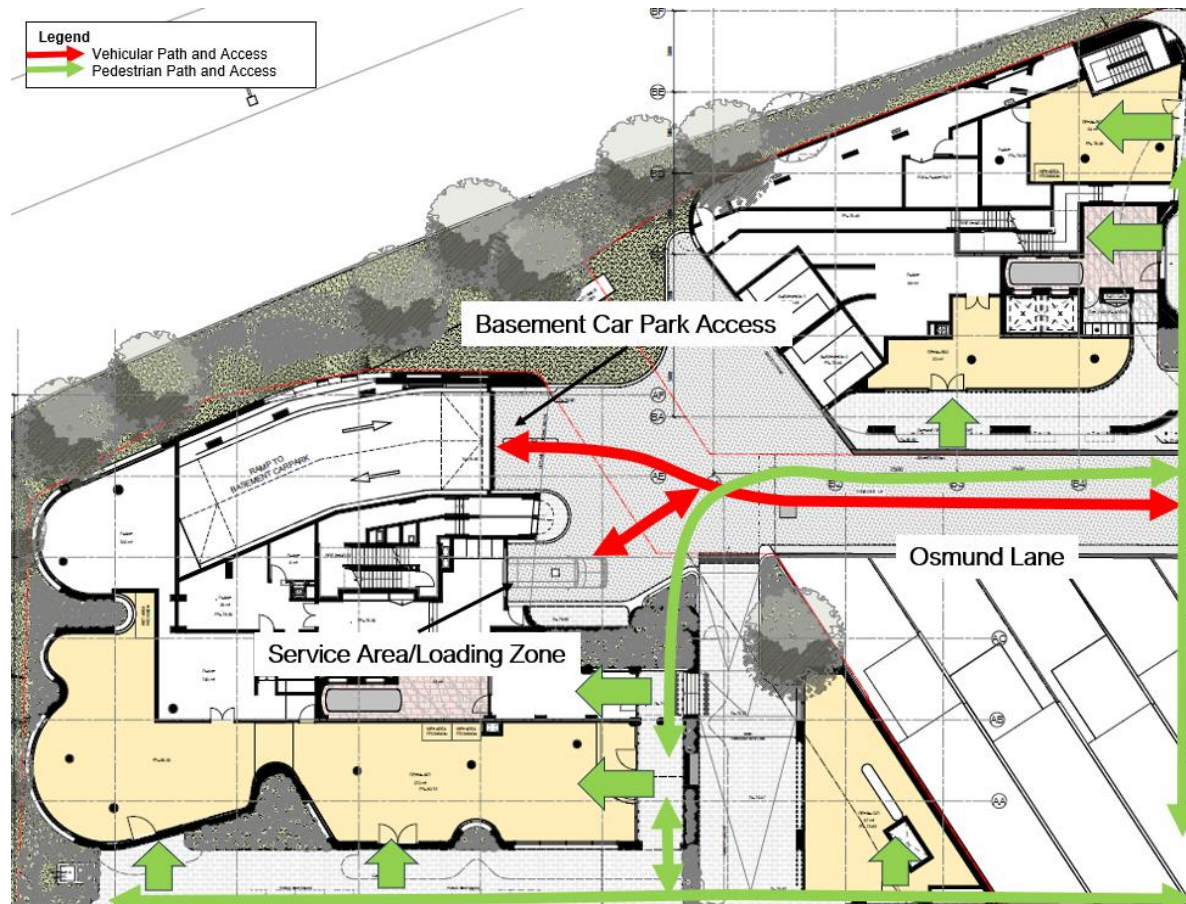
A breakdown of the proposed development is detailed in Table 3.1.

Table 3.1: Development Schedule

Land use	Building A (west)	Building B (north-east)	Building C (south)	Total
	No apartments/ size			
Residential				
One Bedroom	-	2	-	85
Two Bedroom	28	7	-	
Three/Four Bedroom	21	27	-	
Total	49 apartments	36 apartments	-	85 apartments
Retail	275m²	106m²	86m²	467 m²

The Ground floor plans incorporating the site access (pedestrian and vehicular) and loading dock facilities is shown in Figure 3.1.

Figure 3.1: Ground Floor Plan



Source: SJB Architects, dated 2025.02.14

3.2 Access Arrangements

Four basement levels with 138 car parking spaces are proposed with access via the western end of Osmund Lane as shown in Figure 3.1. All vehicular access is proposed via the Osmund Lane/Nelson Street driveway and can accommodate largest vehicle (10.5m Council's garbage truck) to access the site as shown in Figure 3.2 and Figure 3.3.

Figure 3.2: Garbage Truck Entry Swept Path via Osmund Lane Driveway

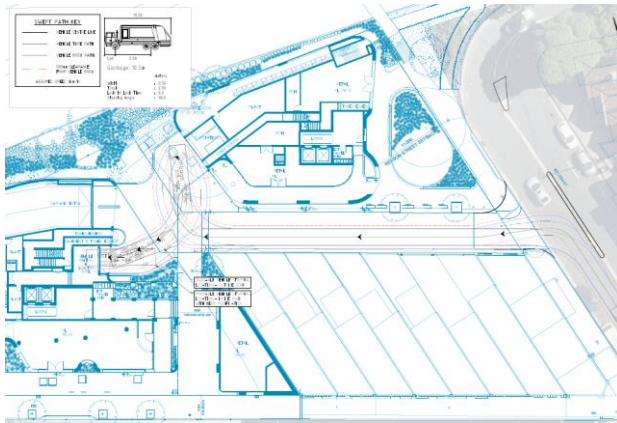
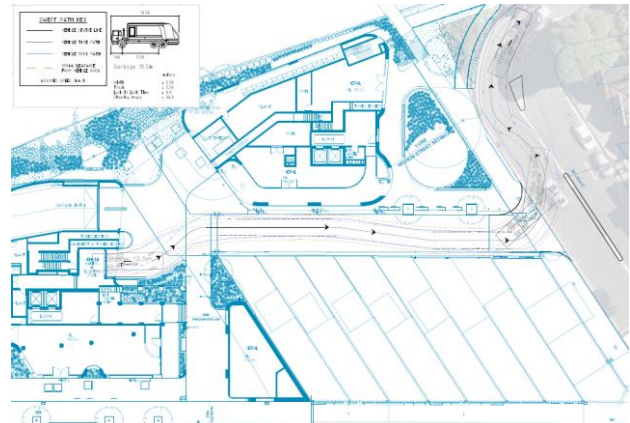


Figure 3.3: Garbage Truck Exit Swept Path via Osmund Lane Driveway



Service area/loading dock area is proposed on ground floor adjacent to Building A as shown on the ground floor plan above. The service area can accommodate Council's 10.5m long garbage truck as well as medium rigid vehicle (MRV- 8.8m). All vehicles will access the service area in reverse direction and exit in forward direction as shown in above figures. A median is also proposed on Nelson Street to restrict any right turn vehicles from Osmund Lane into Nelson Street as per the council's requirements (condition 35).

With the site specific DCP requiring specific improvements to the public domain, the proposal also includes the conversion of the existing Osmund Lane carriageway to a 10 km/h shared zone (and retaining a 7.0m width). All pedestrian accesses are proposed via Oxford Street, Nelson Street and proposed Osmund Lane shared zone as shown in Figure 3.1.

3.3 Parking and Loading Facilities

The proposal will construct a four-level basement car park which seeks to accommodate all on-site parking associated with the proposed development. The basement car park proposes to accommodate 139 parking spaces with access via a two-way ramp on Osmund Lane. A separate loading dock is proposed on the ground floor adjacent to Building A and can accommodate 10.5m long Council's garbage truck.

A breakdown of the proposed basement parking arrangements as they relate to development is included in Table 3.2.

Table 3.2: Car Parking Breakdown

Use	Parking Spaces
Residential	81 spaces
Residential – accessible	28 spaces
Residential-visitor	12 spaces
EV spaces	7 spaces
Retail (staff)	9 spaces
Car share	1 spaces
Loading Bay	1 space (for 10.5m long garbage truck and 8.8m long MRV)
Total	138 car spaces and 1 loading bay

In addition to the above, 45 motorcycle bays and 94 bicycle spaces are proposed to be provided at different basement levels.

Passenger drop-off and pick-up activities (e.g., Uber) are anticipated to be minimal due to the nature of the land use within the proposal. Any passenger drop-off and pick-up could be undertaken on the Osmund Lane. Car Parking

3.4 Car Parking Requirements

3.4.1 NSW Housing SEPP (2021)

The residential car parking requirements were sourced from the NSW Housing SEPP (2021) for affordable housing. The requirements are presented in Table 3.3. The proposed development is anticipated to provide 20% of the gross floor area to affordable housing, while the remaining to be dedicated to market housing. The number of affordable housing units and car parking requirements are provided in Table 3.3.

Table 3.3: NSW Housing SEPP (2021) Residential Parking Requirements

Type	Yield (dwellings)		Parking Rate (spaces per dwelling)		Parking Requirement (parking spaces)		Total
	Affordable	Non-affordable	Affordable	Non-affordable	Affordable	Non-affordable	
1-bed	-	2	0.4	0.5	-	1	1
2-bed	17	18	0.5	1	9	18	27
3-bed+	-	48	1	1.5	-	72	72
Total	17	68			9	91	100

The Housing SEPP does not require visitor parking or car share spaces. The site proposes to provide 116 residential car parking spaces. Therefore, the proposed development satisfies the requirements of the Housing SEPP. Section 19(1) of the Housing SEPP mentions that if the requirements are complied with, more onerous standards from the consent authority do not apply.

3.4.2 Waverley Development Control Plan (WDCP)

Parking requirements for the retail and commercial land uses are set out in Part B7 of the Waverley Development Control Plan (WDCP) 2022. Based on the proximity of the site within 800 metres of Bondi Junction Station, the parking rates for Parking Zone 1 are applicable. As noted above, the DCP parking requirements do not apply for the proposed residential components, as such, the DCP parking requirements provided below (for residential) are used as a guide.

The maximum allowable parking as part of the proposal is detailed in Table 3.4. Table below also provides the maximum parking requirements for the non-residential land uses (proposed retail).

Table 3.4: WDCP 2022 Parking Requirements

Type	No/ size	Parking Rate	Parking Limits		Spaces provided
			Min	Max	
Residential					
1-bed	2	0.4 spaces/ dwelling	0	83	116
2-bed	35	0.7 spaces/ dwelling			
3-bed+	48	1.2 spaces/ dwelling			
Visitor	85	1 space/ 7 dwellings*	0	12	12
Car Share	85	1 space / 90 dwellings	1	N/A	1
Residential Sub-Total			1	95	129
Retail	467	2 spaces per 100m² GFA	0	9	9
Total			1	104	138

*The DCP does not specify if the visitor parking rate is a maximum or a minimum. It has been assumed to be the maximum limit for the purpose of this assessment



Based on Table 3.4, the residential component provides a total of 129 car spaces (including 12 residential visitor spaces) which exceeds the maximum allowed number for the development by 34 spaces. However, it should be noted that the proposed development satisfies the requirements of the Housing SEPP, and as mentioned in Section 3.4.1, the limits imposed by the WDCP for the residential component of the development do not apply.

The retail components of the development satisfy the requirements of the WDCP.

All parking will be allocated to either residents or retail staff, except for resident visitors and car-share parking spaces (noting no visitor parking would be provided for retail uses). All visitors accessing the building will communicate with the residents via the intercom located at the site access ramp on basement one to access the building via vehicle. Car share spaces would be located in basement 1 and readily accessible for residents. Visitors wishing to utilise the car share service would be directed to building management and granted access to the Basement 1 level via the lifts.

3.5 Other Parking Requirements

3.5.1 Accessible Parking

Part B7 (Accessibility and adaptability) of the WDCP requires one accessible space to be provided for every adaptable residential apartment. It is understood that 17 residential apartments will be designed for adaptable use and therefore a minimum of 17 resident parking spaces should be designed for accessible use. The WDCP also requires that 10% of the non-adaptable residential car parking spaces are required to be accessible parking spaces. This translates to about seven (7) spaces. Total 24 accessible parking spaces are required. The car park proposes 28 residential accessible spaces (dimensions compliant with AS2890.6) and therefore satisfies the requirements. The development proposes one residential silver living car parking space (large bays measuring 3.6m x 5.4m).

It is to be noted that the WDCP does not require any accessible parking for the retail area.

Reference is also made to the accessible parking requirements set out in the National Construction Code (NCC 2022), formerly known as the Building Code of Australia. Following accessible parking spaces are required as per NCC (2022):

- For residential (Class 2) – 1 parking space per adaptable unit
- For retail (Class 6) –
 - (i) with up to 1000 carparking spaces, 1 accessible for every 50 carparking spaces or part thereof.
 - (ii) For each additional 100 carparking spaces or part thereof in excess of 1000 carparking spaces – 1 accessible space

Based on the above, the proposal would require 25 accessible car parking spaces (17 spaces for adaptable units, seven spaces for non-adaptable units and one space for retail). Therefore, the proposed 28 accessible parking spaces satisfies the NCC 2022 accessible parking requirements. It is recommended to allocate one accessible space to retail area.

3.5.2 Motorcycle Parking

The WDCP also requires motorcycle parking to be provided at a rate of one motorcycle space per three car parking spaces (including visitors). This equates to 45 motorcycle parking spaces required based on the proposed 133 parking spaces.

A total of 45 motorcycle bays are included in the proposal and therefore, meets the DCP requirements.

3.5.3 Bicycle Parking and End of Trip of Facilities

The bicycle parking rates under Part B7 of the WDCP have been applied to the respective uses of the proposed development in Table 3.5.

Table 3.5: Bicycle parking requirements

Land Use	Description	Size/ no.	Bicycle Parking Rates	Bicycle Parking Requirement
Residential	Residents	85 apartments	1 space/ dwelling	85
	Visitor		1 space/ 10 dwellings	9
Retail	Staff	374m ² NFA*	0.1 space/ 100m ² NFA	1
	Customer	467m ² GFA	0.4 space/ 100m ² GFA	2
Total				97

*Assumed to be 80% of GFA



The proposed development is required to provide a total of 97 bicycle parking spaces, including 85 resident spaces, nine visitor spaces, one staff space and two customer spaces. The proposal would provide 94 bicycle spaces (51 Class 1 and 43 Class 2 spaces). This results in a minor shortfall of three spaces and is considered acceptable.

The proposed bicycle facility is expected to encourage greater bicycle use as an alternate transport mode, noting the recent cycleway improvements in the Bondi Junction Town Centre.

Bike parking is provided in accordance with requirements set out in the Australian Standard AS 2890.3:2015. Access to the secure resident and staff bike parking areas are a minimum 1.8m wide to allow passage of a pedestrians and bikes to pass each other.

End-of-trip facilities including designated male/ female changerooms and showers and lockers are provided in basement 1. The end-of-trip facilities are only to be provided for the non-residential land use of the development. Given that the proposal would require only one retail staff bike spaces (due to low retail GFA), only one locker and one shower/change cubicle is required as shown in Table 3.6.

Table 3.6: End-of-trip facility requirements

Facility	Bicycle Spaces (non-residential)	Rate	Requirement
Locker	1	1 personal locker per bike space	1 locker
Shower/Change Room	1	1 shower/change cubicle for up to 10 bike parking spaces; 2 shower/change cubicles for 11 to 20 bike parking spaces are provided; 2 additional showers/cubicles for each additional 20 bike parking spaces or part thereof	1 shower/change cubicle

The proposal provides required number of locker and EOT facilities at the basement 1 and satisfies the requirements.

The bicycle parking are designed in accordance with the requirements as set out in the Australian Standard AS2890.3:2015 with a minimum of 1.0 metre between each bicycle rail. Access to the secure resident and staff bike parking areas is a minimum of 1.8m wide to allow the passage of pedestrians and the passing of bicycles.

3.6 Loading Assessment

3.6.1 Waverley DCP

The service vehicle rates under Part B7 of the DCP have been applied to the respective land uses as detailed in Table 3.7.

Table 3.7: DCP loading requirements (approved and proposed development)

Use	GFA/ no.	DCP rate	Loading spaces required
Residential	85 apartments	1 space/ 50+ dwellings	2
Retail	465m ²	1 space/ 400m ² GFA	1-2
Total			3-4 loading bays

Based on the DCP the development is required to provide four loading bays for use by the residential and retail components. It is proposed that one loading bay will be provided on the ground floor near the Building A with access via Osmund Lane western end. The loading dock has been designed to facilitate access for garbage trucks up to 10.5m and other medium and medium rigid trucks (MRV-8.8m long) for the purpose of deliveries and removalist trucks at times when residents move in and out.

3.6.2 Empirical Assessment

While there is a shortfall of three loading spaces, it is important to note that the WDCP 2012 controls (a) and (c) indicate the need for each land use to be considered in isolation and ignores current technologies and efficiencies associated with online dock management systems. As such, the four service bays as required by WDCP 2022 (for the retail, commercial and residential uses) is considered excessive for a site of this size, land use zoning and location.

Stantec's database of loading demand associated with the proposed uses indicates that retail uses typically receive an average of 1.1 deliveries per day per tenant. With the proposal including small retail tenancies on the ground level (assumed to be five to six tenancies), loading demand is estimated to be up to seven deliveries per day.

The average residential apartment turnover rate is approximately 0.7 per cent of all apartments in any given week. Considering the proposed 85 apartments, it is expected that on average there would be around one apartment moving in or out in any week.

Waste collection for the residential apartments is expected to occur one to two times a week and waste collection for the retail uses is expected to occur up to three times a week. These vehicle movements would generally occur on a weekday for the residential apartments and throughout the week for the retail/ commercial uses.

In addition, it is generally accepted that 10 per cent of residents' purchase groceries via a home delivery service each week. For 85 apartments, this equates to about nine apartments generating one home delivery per week, representing an average of around one or two apartments receiving a home delivery service per day.

Considering the above, the proposed development could be expected to generate up to 12 service vehicles per day on a typical weekday, with less activity on weekends. The duration of stay of delivery vehicles and waste collection vehicles is expected to be short and typically less than 20 minutes. Removalist trucks would naturally need longer use of up to two hours, primarily on weekends.

Management of the dock will be necessary to ensure appropriate use with a simple online dock management system to be in place to ensure efficient operation. With typical dock operations covering at least 10 to 12 hours per day, there is an opportunity to spread deliveries and peak demand across the day. Use of the loading dock is to be administered/ monitored by building management to ensure dock capacity is not exceeded at any time. The duration of stay of delivery vehicles is expected to be short and typically 10 to 15 minutes. With contingency for 20-minute booking windows, the site could accommodate three service vehicles per hour across the day. With managed use, this equates to around 30 to 36 vehicles per day (based on the dock being accessible for 10 to 12 hours per day).

Accordingly, provision of a single loading bay is appropriate to service the estimated demand of 12 service vehicles per day and is subject to appropriate scheduling of larger trucks.

3.7 Car Parking Layout Review

The car park layout has been reviewed against the requirements of the AS2890.1:2004. This assessment included a review of the following:

- bay and aisle width
- adjacent structures
- turnaround facilities
- circulation roads and ramps
- ramp grades
- height clearances
- internal queuing
- pick-up/set-down area
- parking for persons with disabilities
- motorcycle/motor scooter parking.

Details of this review are provided below. This review indicates that the proposed car parking layout is expected to operate satisfactorily. Detail swept path analysis are provided in Appendix C.

The loading bay is designed in accordance with the requirements of AS/NZS2890.1:2004 and AS2890.2:2018, including height clearances of 4.5 metres to structure and services to accommodate service vehicles longer than 6.4 metres.

Access to the basement car park will be controlled by a boom gate, with an additional shutter securing resident parking spaces from other users. A central median allows for a card reader/ intercom at the site access driveway to allow visitors and staff to the basement car park. The parking spaces and aisle widths are generally compliant with of AS/NZS2890.1:2004 and AS2890.2:2018. Further review and amendments of the car parking layout will be undertaken at the later stages, if required.

4. Traffic Impact Assessment

4.1 Traffic Generation

Traffic generation estimates for the proposal have been sourced from the TfNSW Guide 2024 and Updated Traffic Surveys Technical Direction (TDT 2013/ 04).

TDT 2013/ 04 indicates traffic generation rates of 0.19 and 0.15 vehicle trips per apartment during the AM and PM peak hours for high density residential dwellings that are close to public transport services, greater than six storeys and almost exclusively residential in nature. Considering the proposed development, these rates are considered accurate and have been adopted as part of this assessment.

Table 4.1 provides the trip generation estimation of the proposed development.

Table 4.1: Estimated site-generated traffic volumes (proposed SSDA)

Use			No./ Size	Rate (per hour)		Trip Generation	
				AM	PM	AM	PM
Proposed SSDA	Residential	85 units	0.19 trips/ unit	0.15 trips/ unit	16	13	
	Retail	467 m ²	2 trips per 100m ² GFA			9	9
Total					25	22	

On the basis of the above assessment, the proposed development is estimated to generate between 25 and 22 vehicle trips per hour during any peak hour. Such a minor change cannot be expected to compromise the safety, function, and operation of the surrounding road network noting that with no consideration for the removal of traffic associated with the existing uses, the net change in traffic associated with the site would certainly be less.

4.2 Traffic Distribution and Assignment

The directional distribution and assignment of traffic generated by the future development would be influenced by several factors, including the configuration of the arterial road network in the vicinity of the site and existing operation of intersections providing access between the local and arterial road network.

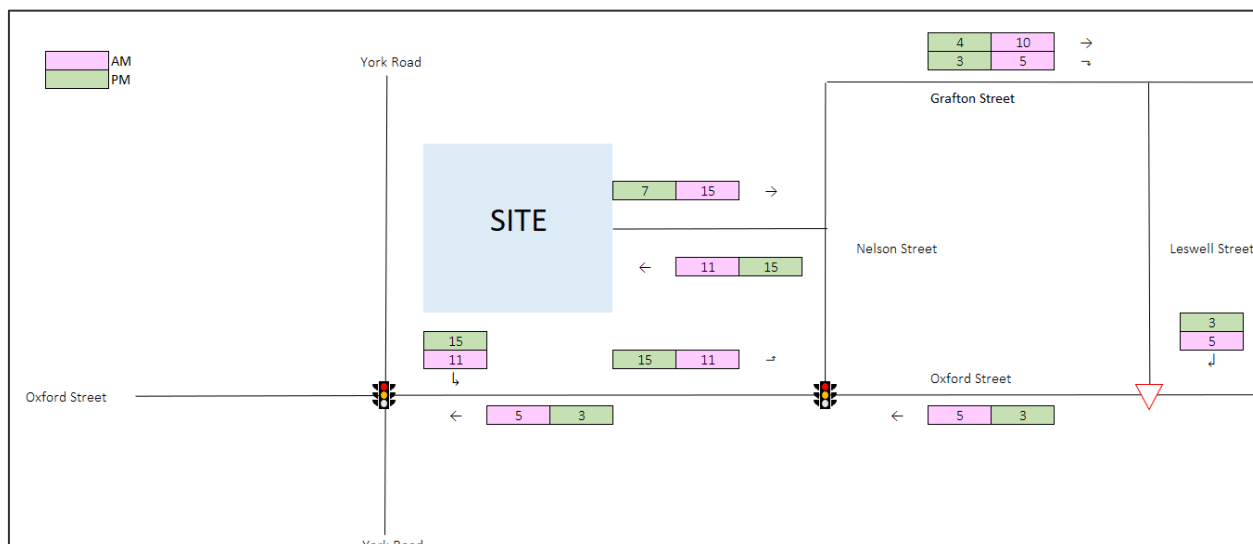
In addition, the implementation of the following turning restrictions will influence how development traffic arrives and departs:

- No Right Turn from Oxford Street into Nelson Street which was implemented with the construction of the Bondi Junction Cycleway and Streetscape Upgrade.
- Nelson Street median to restrict turning movements at Osmund Lane to left turns only as required by the site specific DCP.

Given this, 100 per cent of entering traffic will arrive from Oxford Street west and depart via Grafton Street to the north. The traffic volumes and respective turning movements (and dissipation of traffic through other local area roads) would not present a noticeable impact on the operation of the key study intersections.

On this basis, the development traffic volumes are shown in Figure 4.1.

Figure 4.1: Estimated development traffic volumes



4.3 Traffic Impact

The operation of key intersections near the site have been modelled using SIDRA. The following scenarios have been modelled:

1. Existing Scenario (2025 traffic volumes)
2. Future 2035 (10 years+) Scenario (2035 traffic flows plus development traffic).

Table 4.2 shows intersection performance results for the surrounding key intersections for the future year 2035 scenarios with development traffic.

Table 4.2: Future 2035 Scenario - Intersection operating conditions without development traffic

Intersection	Type	Peak	Degree of saturation (DOS)	Average delay (sec)	Average queue length (m)	Level of service (LOS)
Oxford Street/ York Street	Signals	AM	0.88	29	144	C
		PM	0.93	31	305	C
Oxford Street/ Nelson Street	Signals	AM	1.25	194	500	F
		PM	1.0	64	204	E

As shown above, Oxford Street/York Street intersection is expected to operate satisfactorily in 2035 without development traffic. However, the Oxford Street/Nelson Street would operate with LOS F during AM peak hour in future year 2035. Long delays and queues are also observed on Oxford Street east approach during both AM and PM peak hours.

Table 4.3 shows intersection performance results with additional development traffic for 2035 AM and PM peak hours.

Table 4.3: Future 2035 Scenario - Intersection operating conditions with development traffic

Intersection	Type	Peak	Degree of saturation (DOS)	Average delay (sec)	Average queue length (m)	Level of service (LOS)
Oxford Street/ York Street	Signals	AM	0.88	29	145	C
		PM	0.94	32	307	C
Oxford Street/ Nelson Street	Signals	AM	1.26	197	509	F
		PM	1.01	64	207	E

As shown in

Table 4.3, the intersections are expected to operate similarly with future year (without development traffic) scenario for both peak hours. No visible change is observed on delays and queues. As shown in **Figure 4.1**, the development traffic at the nominated intersections, including Oxford Street/York Street intersection is very low and is anticipated have no material impacts on the overall intersection performance.

5. Preliminary Green Travel Plan

5.1 Introduction

A Green Travel Plan (GTP) is a suite of measures aimed at promoting and encouraging sustainable travel and reducing reliance on the private car. It is prepared specifically for a development with respect to influencing the long-term travel behaviour of users. The GTP would be updated throughout the life of the development to ensure that the strategies remain relevant and that travel mode targets can be achieved.

This Preliminary GTP has been prepared to accompany the development application and outlines the existing travel mode behaviour of the locality as well as to suggest measures to encourage sustainable transport modes. A final GTP would be prepared prior to occupation of the development, where more detail targets and initiatives can be confirmed.

5.2 Objectives

5.2.1 Overview

Transport is a necessary part of our daily activities, which has effects that can be managed. The transport sector is one of the fastest growing emissions sectors in Australia and therefore a travel plan provides an opportunity for reducing emissions and reducing traffic congestion. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits and will ensure healthy and prosperous communities.

5.2.2 What is a Travel Plan?

A Travel Plan is a package of measures aimed at promoting and encouraging sustainable travel and reducing reliance on the private car. The purpose of a Travel Plan is not to be 'anti-car', but to make apparent, encourage and support broader community expectations for carrying out their daily business in a more sustainable way. Travel Plans can provide both:

- measures that encourage reduced car use (disincentives or 'sticks')
- measures that encourage or support sustainable travel (also known as active transport), reduce the need to travel or make travelling more efficient (incentives or 'carrots').

Active transport relates to physical activity undertaken as a means of transport. It includes travel by foot, bicycle and other non-motorised vehicles. The use of public transport is also included in the definition as it often involves walking or cycling as an access or egress mode and promotes relatively sustainable options.

The Green Travel Plan would promote the use of transport, other than the private car, for choice of travel to and from the site, which is more sustainable and environmentally friendly. Ultimately, however, end users will choose their most suitable means of transport.

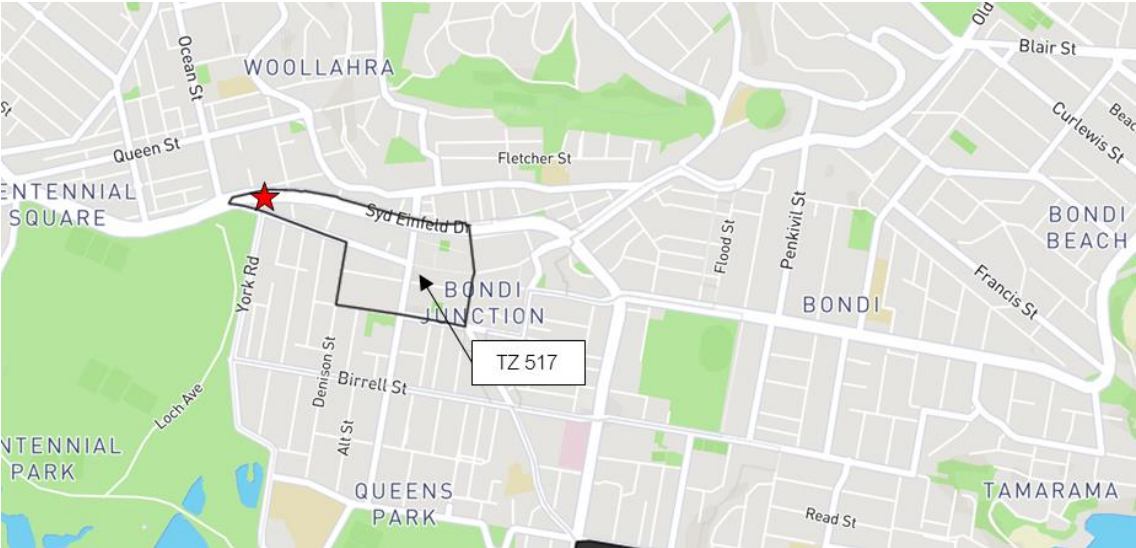
This Green Travel Plan in this instance is also aided by the high level of public transport services and accessibility available to/from the site.

5.3 Existing Travel Behaviour

Journey to Work data has been sourced from the Australian Bureau of Statistics 2016 census and provides an idea of existing travel patterns to and from the Travel Zone (TZ). The site is located on TZ 517, shown in , with the mode share split for residents and workers of the respective zone summarised in.



Figure 5.1: Travel Zone 517 containing the subject site



Base image source: TfNSW Travel Zone Explorer, accessed 13 April 2021

Table 5.1: Method of travel to work for residents and staff

Travel mode	Method of travel to work (for staff working in the TZ)	Method of travel to work (for residents living in the TZ)
Train	33%	43%
Bus	13%	11%
Car, as driver	39%	26%
Car, as passenger	4%	4%
Motorcycle	1%	1%
Bicycle	1%	1%
Walked only	9%	14%

Source: ABS Census of Population and Housing, 2016

Figure 5.2: Method of travel to work (for staff working in the TZ)

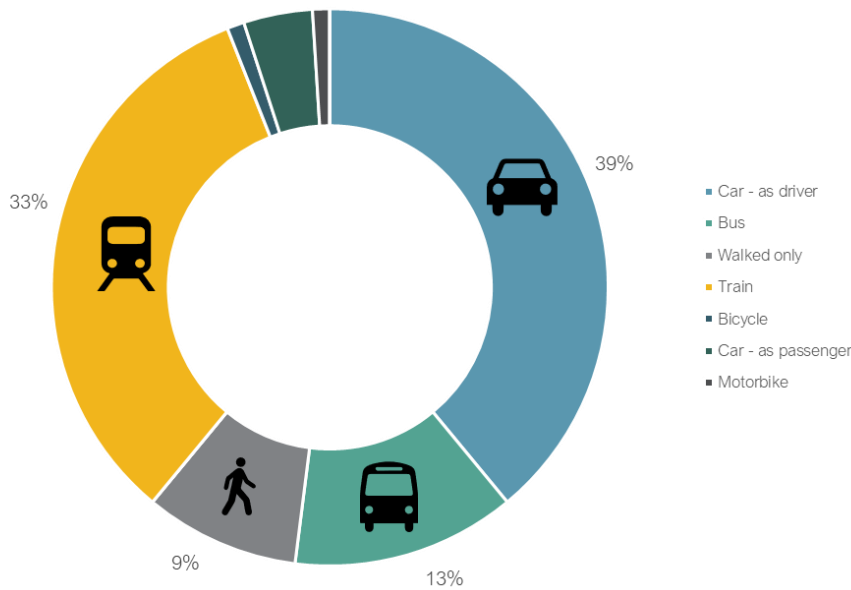
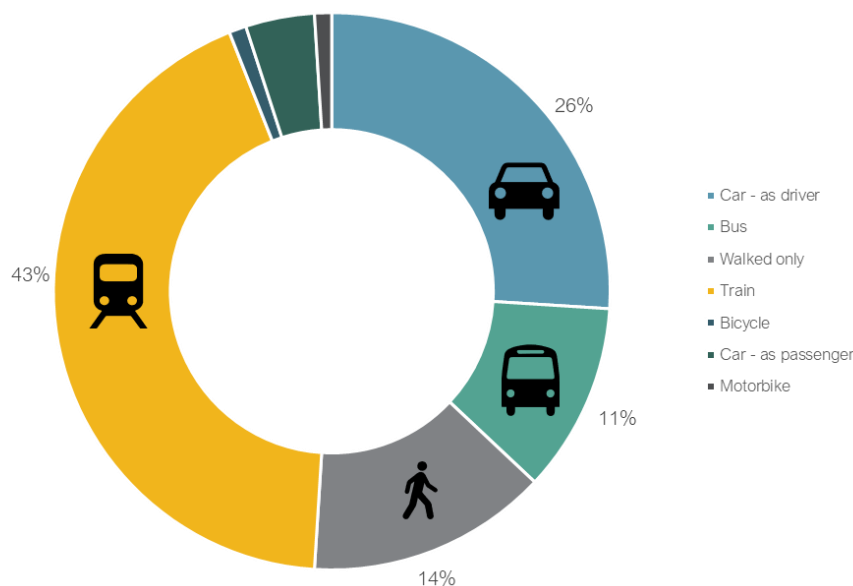


Figure 5.3: Method of travel to work (for residents living in the TZ)



and show the distribution of travel modes by staff and residents employed and residing in the Travel Zone, adjusted for those who did not work or worked at home. Public transport accounts for a large majority of trips with 54 per cent of residents and 46 per cent of staff travelling to work using this method. Walking is also a common mode of transport, accounting for 14 per cent and nine per cent of trips for residents and staff, respectively. The remaining percentage travel by car (as driver or passenger) or using other methods.

5.4 Policy and Strategic Framework

5.4.1 Overview

Based on the transport network described in Section 2, this section identifies the potential travel patterns to and from the new development. It builds on the walking and public transport networks already available around the premise, as well as the limited on-site car parking provision, identifying transport modes that may be best suited to meet the travel demand for the site. This guides the actions specified in Section 5.5 of this Green Travel Plan, to respond to available transport infrastructure and current travel patterns in the local area.

5.4.2 Analysis

Scenario 1: Business as usual

If no further green travel actions are taken, it is likely that residents/ staff will adopt the travel patterns they currently exercise travelling to and from the Travel Zone.

Scenario 2: Wayfinding and staff/ resident travel information

By targeting resident/ staff behaviour with quality information about transport options, the new development can achieve more walking, cycling and public transport use. Providing wayfinding and public transport information to new residents/ staff is an opportunity to demonstrate good transport practices.

Scenario 3: Proactive Initiatives

The new development could proactively pursue initiatives to accommodate pedestrians, cyclists and public transport users.

Based on the Travel Zone data regarding the method of travel to work of residents/ staff outlined in Section 5.3, it is recommended that the following realistic opening year mode share targets be adopted for the development.

Table 5.2: Mode Split

Mode	Residents
Public transport, walking or cycling	80%
Private vehicles (as driver and passenger)	20%

The likely travel mode splits have been developed as follows:

- Of residents currently living in the Travel Zone, 69 per cent travel to work using public or active transport methods, and the remaining use private vehicle. Through proactive initiatives, achieving 80 per cent mode share is a realistic goal.
- Recent upgrades to active transport infrastructure (Bondi Junction Cycleway and Streetscape Upgrade) combined with the proposed bicycle parking provision and end-of-trip facilities well exceeding Council DCP requirements it is believed that higher adoption of active transport methods is achievable.
- Restricted and limited on-site parking surrounding the site decreases the attractiveness of car ownership. Informed Decisions (<https://home.id.com.au/>) presents information for community profiles, based on ABS 2016 Census of Population and Housing data. Of respondents, 30 per cent of residents in Bondi Junction reported not owning a motor vehicle, higher than the Waverley Council rate of 20 per cent. It is considered reasonable that residents will adopt higher rates of public and active transport usage if actions in the following section are taken.

5.5 Actions

5.5.1 Walking

Action	Timeframe
Identify residents working or staff living near the site that may be interested in walking to work	After opening
Produce a map showing safe walking routes to and from your site with times, not distances, to local facilities, such as shops and public transport stops.	After opening
Open up short cuts for pedestrian access through the site.	Before opening
Action	Timeframe
Have some TravelSmart Get to Work days encouraging staff to come by alternative modes of transport	After opening

5.5.2 Cycling

Action	Timeframe
Establish an internal Bicycle Users Group (BUG). BUGs are formed by people who want to work together to improve facilities for cyclists and encourage cycling	After opening
Develop a 'bike buddy' scheme for inexperienced cyclists	After opening
Organise a cyclist breakfast	After opening
Organise an after-work or weekend ride. It doesn't have to be long or strenuous and could end somewhere for dinner or drinks. The idea is to encourage people who might be reluctant to cycle to give it a go!	After opening
Provide sufficient bicycle parking to meet peak needs	Before opening
Have good, secure bicycle parking in an easily accessible location	Before opening
Provide bicycle parking for visitors	Before opening
Ensure bicycle parking is clearly visible or provide signage to direct people to cycle bays	Before opening
Supply a toolkit consisting of puncture repair equipment, a bike pump, a spare lock and lights, that can be used by residents/ staff	After opening
Provide a pool bicycle for residents to use when making short work trips during the day	After opening



Action	Timeframe
Come to an arrangement with a local bicycle retailer for cheap servicing of resident/ staff bikes and other incentives.	After opening
Provide an on-site bicycle maintenance service (either as a special one day event or on a regular basis)	After opening
Produce a map showing more leisurely bicycle routes to work	After opening
Participate in annual events such as 'Ride to Work Day'	After opening

5.5.3 Public Transport

Action	Timeframe
Develop a map showing public transport routes to surrounding the site	After opening
Put up a notice board with leaflets and maps showing the main public transport routes to and from the site	After opening
Provide train and bus timetables for services in the local area as part of household welcome packs for all new staff/ residents	After opening
Provide an opal card with credit included as part of a welcome pack for all new staff/ residents	After opening
Encourage public transport use for business travel	After opening
Ensure tickets are available at the workplace for work travel during the day	After opening

5.5.4 Car Parking

Action	Timeframe
Identify priority users of car park e.g. people with disabilities, shift workers, carpoolers	After opening
Introduce car share parking spaces as a sustainable alternate mode of transport	Before opening
Re-allocate car parking spaces for bicycle parking	Before opening
Reduce the number of car parking permits allocated	Before opening
Introduce an exclusion zone restricting car parking permits for staff living in close proximity to the site	After opening
Provide sustainable transport allowances for staff who surrender car parking permits	After opening
Offer cash incentives for staff/ residents willing to give up car parking spaces	After opening

5.6 Monitoring and Review

5.6.1 Review Framework

For the Green Travel Plan to be effective it must be reviewed on a regular basis. It is important to ensure that the Green Travel Plan is meeting its objectives and having the intended impact on car use and transport choices for the development. The Green Travel Plan should be reviewed on an annual basis with resident and staff travel surveys/ The Green Travel Plan should be updated and changed to reflect changing circumstances and local context/ facilities.

5.6.2 Travel Survey

To monitor the Green Travel Plan, a travel questionnaire should be conducted of all residents/ staff. An initial survey should be used to provide the baseline for travel planning programs. Subsequent survey results should be reported annually to inform funding allocation for successful programs/ removal of unsuccessful programs. Based on the review, the Green Travel Plan should then be updated.

An example format for the resident survey is as follows, with a similar survey applicable for staff:

Q1: What is your work post code?



Q2: How do you usually travel to work? (Select one)

- ☐ Walk
- ☐ Bicycle
- ☐ Bus
- ☐ Train
- ☐ Combination bus and train
- ☐ Drive a car
- ☐ Passenger in a car
- ☐ Other (please detail) _____.

Q3: What time do you usually arrive and leave work?

Q4: To facilitate transport programs, may we share your contact details with other residents?

- ☐ Yes – I walk
 - If 'yes' please provide your email here: _____.
- ☐ Yes – I'm a cyclist
 - If 'yes' please provide your email here: _____.
- ☐ Yes – I'm a public transport passenger
 - If 'yes' please provide your email here: _____.
- ☐ No.

An example format for the staff survey is as follows, with a similar survey applicable for staff:

Q1: What is your home post code?

Q2: How do you usually travel to work? (Select one)

- ☐ Walk
- ☐ Bicycle
- ☐ Bus
- ☐ Train
- ☐ Combination bus and train
- ☐ Drive a car
- ☐ Passenger in a car
- ☐ Other (please detail) _____.

Q3: What time do you usually arrive and leave work?

Q4: To facilitate transport programs, may we share your contact details with other residents?

- ☐ Yes – I walk
 - If 'yes' please provide your email here: _____.
- ☐ Yes – I'm a cyclist
 - If 'yes' please provide your email here: _____.
- ☐ Yes – I'm a public transport passenger
 - If 'yes' please provide your email here: _____.
- ☐ No.



6. Preliminary Construction Traffic Management Plan

6.1 Overview

This section seeks to provide an overview of the Construction Pedestrian Traffic Management Plan (CPTMP) initiatives to be implemented as part of the construction works associated with the proposed development. A detailed CPTMP will be prepared in the future by the appointed contractor.

Specifically, this overview CPTMP considers the following:

- construction site access arrangements
- anticipated truck volumes during construction stages
- truck routes to/ from the site
- requirements for works zones
- pedestrian and cyclist access
- site personnel parking
- traffic control measures
- overview of CPTMP requirements.

6.2 Principles of Traffic Management

The general principles of traffic management during construction activities are as follows:

- minimise the impact on pedestrian and cyclist movements
- maintain appropriate public transport access
- minimise the loss of on-street parking
- minimise the impact on adjacent and surrounding buildings
- maintain access to/ from adjacent buildings
- restrict construction vehicle movements to designated routes to/ from the site
- manage and control construction vehicle activity near the site
- carry out construction activity in accordance with approved hours of works.

6.3 Work Hours

The works will be carried out during the approved work hours. Indicative work hours are as follows:

- Weekdays: 7:30am-5:30pm
- Saturdays: 7:30am-3:00pm
- Sundays, public holidays: no work permitted.

Workers would be advised of the approved work hours during induction. Any work outside of the approved work hours would be subject to specific prior approval from the appropriate authorities. Such works may include delivery of cranes, large plant or equipment required on the site that require oversize vehicle access.

6.4 Site Access and Loading

It is anticipated that construction vehicle access will be provided via Osmund Lane, however this will be confirmed as part of a future detailed CPTMP prepared. Should an on-street works zone be required, a separate application will be made to the relevant authorities prior to the commencement of works.

As part of the detailed CPTMP, Traffic Guidance Schemes (previously referred to as Traffic Control Plans) will be prepared in accordance with the principles of the Traffic Control at Work Sites manual (TfNSW, 2020). The Traffic



Guidance Scheme (TGS) primarily shows where construction signs will be located at specific locations (such as uncontrolled intersections) along the approved truck routes to warn other road users of the increase in construction vehicle movements.

Access to the neighbouring sites by emergency vehicles would not be affected by the works as the road and footpath frontages are anticipated to be unaffected. Emergency protocols on the site would include a requirement for site personnel to assist with emergency access from the street. All truck movements to the site and/or incident point would be suspended and cleared.

6.5 Construction Worker Parking

At this stage the number of workers that are expected to be on-site at any given time during peak activities is unknown.

Given the site's proximity to various public transport services being located near Bondi Junction Station, it is anticipated that no on-site worker parking will be provided with workers encouraged to use public transport. During site inductions, workers will be informed of the existing public transport network servicing the site. Appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

6.6 Heavy Vehicle Traffic Generation

Heavy vehicles generated by the construction activities would typically be expected to comprise a range of vehicles including medium rigid vehicles (MRVs). The delivery of cranes, large plants or equipment may also require the use of oversize vehicles at times for which the necessary approvals would be obtained as required.

At this stage the number of truck movements expected to occur daily or to access the site during peak construction activities is unknown. A detailed assessment of the potential traffic impacts on the surrounding road network arising from the proposed construction activities will be examined as part of the detailed CPTMP with activities and appropriate mitigation and management strategies identified where necessary.

6.7 Heavy Vehicle Access Routes

Heavy vehicle movements would be restricted to designated routes and confined to the arterial road network wherever feasible. Truck routes to/ from the site have been identified with the aim of providing the most direct routes to/ from the site as well as minimising the impact of heavy vehicles on local roads.

provides a summary of the anticipated construction vehicle routes to/ from the site. Given the constrained site location, vehicles are assumed to approach from the west and depart to the east (to travel eastbound on Oxford Street). Truck drivers will be advised of the designated truck routes to/ from the site.

Approach Routes

- West: Eastern Distributor (M1), Moore Park Road, Sydney Einfield Drive, York Street, Oxford Street, Nelson Street, Osmund Lane.

Departure Routes

- East: Osmund Lane, Nelson Street, Leswell Street, Oxford Street Street, Sydney Einfield Drive.

Equally, the Western Distributor and City West Link/ M4 East could be used as an arrival and departure route, depending on heavy vehicle origin and destinations.

6.8 Pedestrians and Cyclists

Where required, A-Class and/ or B-Class hoardings will be installed along the perimeter of the site to maintain and ensure safe pedestrian and cyclist passage. The corresponding TGSs to be prepared as part of the detailed CPTMP will assist in minimising impacts on the movement of pedestrians and cyclists along Oxford Street frontage (in particular) from construction-related traffic.

6.9 Overview of CPTMP Requirements

Overall, the following CPTMP initiatives that would be implemented for the demolition and construction of the proposed development are included below, with all to be included in a detailed CPTMP:

- Description of construction activities and duration.



- Construction work hours.
- Detailed assessment of construction traffic impacts including any cumulative impacts.
- Details regarding any one-off activities for the installation of cranes and other equipment.
- Swept path analysis of heavy vehicle access to the site and Works Zone.
- Detailed assessment of on-street parking impacts.
- Emergency vehicle access.
- Impacts on public transport services.
- Traffic Guidance Scheme(s).



7. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- An SSDA is to be lodged for a mixed-use development on land at 194-214 Oxford Street, Bondi Junction.
- The proposed SSDA proposes a mixed-use tower comprising retail space and residential uses above a consolidated four-level basement car park. Specifically, the development includes 85 residential apartments, 467 square metres of retail space.
- The proposal includes a total on-site parking provision of 138 car spaces, including 116 spaces for residential use across all four basement levels. The proposed parking provisions comply with Housing SEPP 2021 (part 19).
- The proposal would require providing a total of 97 bicycle parking spaces, including 86 spaces for residents/retail staff and 11 spaces for visitors/customers. The proposal would provide total 94 bicycle spaces and therefore is a shortfall of three spaces. This is considered minor and is acceptable. All bicycle spaces are designed in accordance with the relevant AS standards.
- The proposal would provide a total of 45 motorbike spaces and complies with the DCP requirements.
- Loading and waste collection will occur in a dedicated single loading dock located on ground floor adjacent to Building A and accessed via Osmund Lane. The loading dock area is designed to accommodate Council's waste truck (10.5-metre long) and service trucks up to 8.8-metre (medium rigid vehicle). With the proposal expected to generate a weekday demand of 12 deliveries per day, these can be appropriately managed via basic dock management system.
- The car parking and loading areas have been reviewed against the requirements of the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2022) and Parking Facilities Off-Street Commercial Vehicle Facilities (AS2890.2:2018).
- The proposed development is estimated to result in a net traffic generation of between 25 and 22 vehicle trips per hour. These estimates are conservatively high noting the excellent availability of public transport services and potential for significant linked trips associated with journey to work.
- The proposed scheme is expected to minor increase the overall traffic generation and is anticipated to have minor/negligible impacts on the surrounding road network and intersection performance in base and future year scenarios.
- The proposal would trigger several external upgrades and treatments as per the site specific DCP and includes provision of a median on Nelson Street and conversion of Osmund Lane to a Shared Zone.
- When accounting for traffic distribution, the traffic impacts arising from the proposal are considered minor.

On this basis, the proposal can be supported from a traffic and transport perspective.

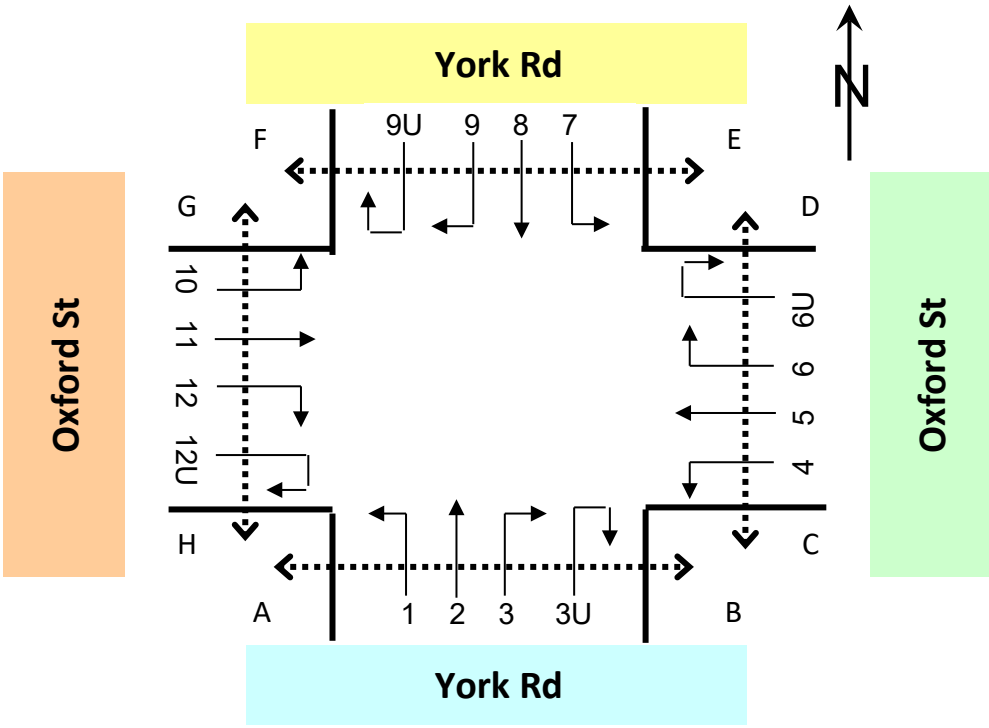
Appendix A. Traffic Survey Data



Job No. : AUNSW597
Client : Connor Hoang
Suburb : Oxford St
Location : 1. Oxford St / York Rd

Day/Date : Wed, 21st April 2021
Weather : Fine
Description : Classified Intersection Count

: Peak Hour Summary

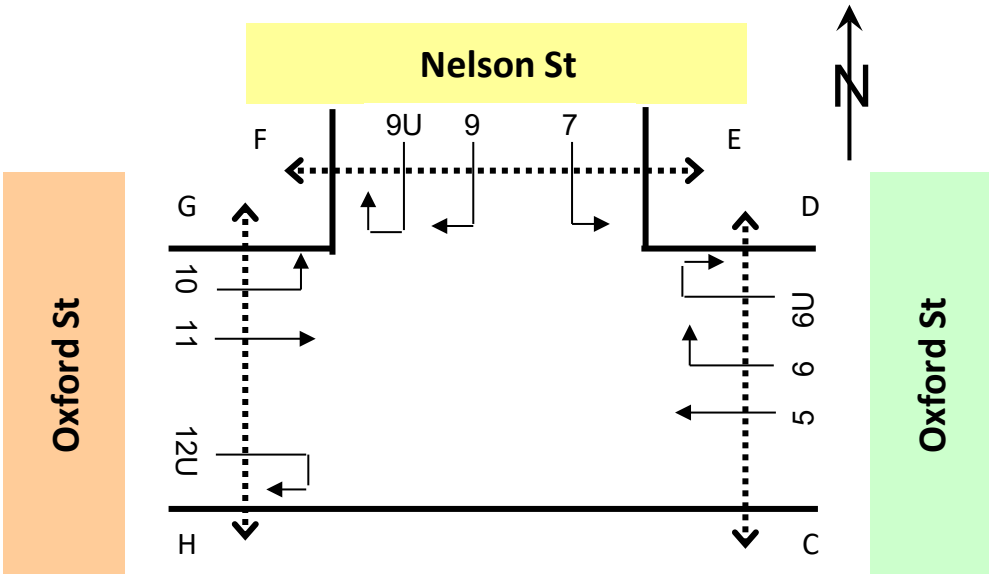


Approach		York Rd			Oxford St			York Rd			Oxford St			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	960	9	969	664	60	724	924	53	977	0	0	0	2,670
PM	17:00 to 18:00	747	11	758	527	51	578	1,212	53	1,265	0	0	0	2,601

Approach		York Rd			Oxford St			York Rd			Oxford St			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00	to 8:00	917	10	927	543	57	600	761	49	810	0	0	0	2,337
7:15	to 8:15	923	9	932	600	59	659	850	46	896	0	0	0	2,487
7:30	to 8:30	947	7	954	664	62	726	914	45	959	0	0	0	2,639
7:45	to 8:45	960	9	969	664	60	724	924	53	977	0	0	0	2,670
8:00	to 9:00	940	10	950	610	73	683	915	66	981	0	0	0	2,614
AM Totals		1,857	20	1,877	1,153	130	1,283	1,676	115	1,791	0	0	0	4,951
16:00	to 17:00	676	15	691	499	64	563	1,153	62	1,215	0	0	0	2,469
16:15	to 17:15	681	14	695	489	54	543	1,197	60	1,257	0	0	0	2,495
16:30	to 17:30	695	14	709	485	53	538	1,237	60	1,297	0	0	0	2,544
16:45	to 17:45	713	12	725	522	52	574	1,226	55	1,281	0	0	0	2,580
17:00	to 18:00	747	11	758	527	51	578	1,212	53	1,265	0	0	0	2,601
PM Totals		1,423	26	1,449	1,026	115	1,141	2,365	115	2,480	0	0	0	5,070

Job No. : AUNSW597
Client : Connor Hoang
Suburb : Oxford St
Location : 2. Oxford St / Nelson St

Day/Date : Wed, 21st April 2021
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach		Oxford St			Nelson St			Oxford St			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:45 to 8:45	451	57	508	224	7	231	340	38	378	1,117
PM	16:00 to 17:00	340	56	396	194	2	196	362	47	409	1,001

Approach		Oxford St			Nelson St			Oxford St			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:00 to 8:00		382	45	427	182	6	188	257	66	323	938
7:15 to 8:15		430	50	480	195	8	203	271	55	326	1,009
7:30 to 8:30		468	57	525	219	7	226	310	46	356	1,107
7:45 to 8:45		451	57	508	224	7	231	340	38	378	1,117
8:00 to 9:00		427	68	495	209	6	215	353	38	391	1,101
AM Totals		809	113	922	391	12	403	610	104	714	2,039
16:00 to 17:00		340	56	396	194	2	196	362	47	409	1,001
16:15 to 17:15		327	42	369	187	2	189	353	50	403	961
16:30 to 17:30		307	37	344	208	2	210	352	53	405	959
16:45 to 17:45		310	36	346	223	2	225	347	51	398	969
17:00 to 18:00		312	40	352	230	1	231	364	51	415	998
PM Totals		652	96	748	424	3	427	726	98	824	1,999

Appendix B. SIDRA model Outputs



MOVEMENT SUMMARY

Site: 1 [Oxford St/ York Rd_AM - EX - Copy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Network: N101

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

[EX_AM_2025 (Network Folder: General)]

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: York Road														
1	L2	All MCs	564	1.0	564	1.0	*0.713	23.9	LOS B	13.2	93.1	0.71	0.79	37.4
1a	L1	All MCs	518	0.9	518	0.9	0.583	21.8	LOS B	11.5	81.3	0.68	0.75	31.4
Approach			1082	0.9	1082	0.9	0.713	22.9	LOS B	13.2	93.1	0.70	0.77	35.2
East: Oxford Street														
4	L2	All MCs	72	6.3	72	6.3	*0.660	38.8	LOS C	11.9	89.2	0.88	0.78	27.6
5	T1	All MCs	593	9.1	593	9.1	0.660	34.1	LOS C	12.0	90.0	0.88	0.79	27.8
6a	R1	All MCs	145	6.2	145	6.2	0.660	37.7	LOS C	12.0	90.0	0.88	0.79	10.5
Approach			809	8.3	809	8.3	0.660	35.2	LOS C	12.0	90.0	0.88	0.79	25.8
NorthWest: York Road														
27a	L1	All MCs	418	10.2	418	10.2	0.260	2.4	LOS A	1.0	7.4	0.14	0.51	25.8
29a	R1	All MCs	674	2.5	674	2.5	0.662	22.8	LOS B	17.0	121.8	0.77	0.79	31.3
Approach			1092	5.4	1092	5.4	0.662	15.0	LOS B	17.0	121.8	0.53	0.69	31.1
All Vehicles			2983	4.6	2983	4.6	0.713	23.3	LOS B	17.0	121.8	0.69	0.74	31.3

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: York Road											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43
All Pedestrians		53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43

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.

MOVEMENT SUMMARY

Site: 2 [Oxford St/ Nelson St_AM - EX - Copy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Network: N101

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

[EX_AM_2025 (Network Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
East: Oxford Street														
5	T1	All MCs	567	11.2	567	11.2	* 0.971	77.3	LOS F	30.6	234.4	1.00	1.29	13.8
Approach			567	11.2	567	11.2	0.971	77.3	LOS F	30.6	234.4	1.00	1.29	13.8
NorthWest: Nelson Street														
27a	L1	All MCs	11	22.2	11	22.2	0.020	34.5	LOS C	0.3	2.1	0.71	0.65	32.4
29b	R3	All MCs	248	2.3	248	2.3	* 0.983	106.0	LOS F	13.7	97.4	1.00	1.15	13.0
Approach			259	3.1	259	3.1	0.983	103.1	LOS F	13.7	97.4	0.99	1.13	13.5
West: Oxford Street														
10b	L3	All MCs	104	1.1	104	1.1	0.349	19.8	LOS B	6.5	49.5	0.57	0.58	36.5
11	T1	All MCs	318	13.0	318	13.0	0.349	13.8	LOS A	6.5	49.5	0.54	0.53	35.4
Approach			422	10.0	422	10.0	0.349	15.3	LOS B	6.5	49.5	0.55	0.54	35.7
All Vehicles			1248	9.1	1248	9.1	0.983	61.7	LOS E	30.6	234.4	0.85	1.01	17.9

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
NorthWest: Nelson Street											
P7	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
West: Oxford Street											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
All Pedestrians		105	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40

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.

MOVEMENT SUMMARY

Site: 1 [Oxford St/ York Rd_PM - EX - Copy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Network: N101

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

[EX_PM_2025 (Network Folder: General)]

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back	Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]				km/h
South: York Road															
1	L2	All MCs	369	0.9	369	0.9	0.338	13.6	LOS A	6.3	44.4	0.46	0.69	0.46	41.8
1a	L1	All MCs	474	1.2	474	1.2	0.338	12.5	LOS A	6.4	45.6	0.46	0.66	0.46	36.9
Approach			843	1.1	843	1.1	0.338	13.0	LOS A	6.4	45.6	0.46	0.67	0.46	39.7
East: Oxford Street															
4	L2	All MCs	46	19.5	46	19.5	* 0.764	53.7	LOS D	11.2	84.6	0.99	0.90	1.06	23.2
5	T1	All MCs	502	7.6	502	7.6	0.764	48.9	LOS D	11.5	86.0	0.99	0.90	1.06	23.5
6a	R1	All MCs	98	10.2	98	10.2	0.764	52.5	LOS D	11.5	86.0	0.99	0.90	1.06	8.0
Approach			646	8.8	646	8.8	0.764	49.8	LOS D	11.5	86.0	0.99	0.90	1.06	21.8
NorthWest: York Road															
27a	L1	All MCs	445	9.8	445	9.8	0.334	2.4	LOS A	1.2	8.9	0.15	0.52	0.15	25.5
29a	R1	All MCs	967	1.6	967	1.6	* 0.768	16.3	LOS B	23.3	165.2	0.74	0.80	0.74	35.0
Approach			1413	4.2	1413	4.2	0.768	11.9	LOS A	23.3	165.2	0.56	0.71	0.56	34.6
All Vehicles			2902	4.3	2902	4.3	0.768	20.7	LOS B	23.3	165.2	0.63	0.74	0.64	32.0

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
South: York Road											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43
All Pedestrians		53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43

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.

MOVEMENT SUMMARY

Site: 2 [Oxford St/ Nelson St_PM - EX - Copy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

Network: N101
[EX_PM_2025 (Network Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h	
East: Oxford Street															
5	T1	All MCs	394	11.4	394	11.4	* 0.719	24.9	LOS B	11.1	85.0	0.83	0.75	0.84	27.1
Approach			394	11.4	394	11.4	0.719	24.9	LOS B	11.1	85.0	0.83	0.75	0.84	27.1
NorthWest: Nelson Street															
27a	L1	All MCs	15	0.0	15	0.0	0.020	28.2	LOS B	0.3	2.2	0.64	0.65	0.64	34.8
29b	R3	All MCs	243	0.5	243	0.5	* 0.706	42.5	LOS C	7.8	54.9	0.91	0.86	0.95	23.3
Approach			258	0.4	258	0.4	0.706	41.7	LOS C	7.8	54.9	0.89	0.85	0.93	24.1
West: Oxford Street															
10b	L3	All MCs	72	3.1	72	3.1	0.437	25.3	LOS B	8.6	66.5	0.68	0.63	0.68	33.7
11	T1	All MCs	393	14.0	393	14.0	0.437	19.2	LOS B	8.6	66.5	0.65	0.59	0.65	32.3
Approach			464	12.3	464	12.3	0.437	20.1	LOS B	8.6	66.5	0.65	0.60	0.65	32.6
All Vehicles			1116	9.2	1116	9.2	0.719	26.8	LOS B	11.1	85.0	0.77	0.71	0.78	28.3

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m					
NorthWest: Nelson Street											
P7	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
West: Oxford Street											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
All Pedestrians		105	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40

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.

MOVEMENT SUMMARY

 Site: 1 [Oxford St/ York Rd_AM - EX - Copy - Copy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

 Network: N101
[EX_AM_2035 without Dev (Network Folder: General)]

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]				km/h
South: York Road															
1	L2	All MCs	655	1.0	655	1.0	* 0.876	34.9	LOS C	19.2	135.8	0.71	0.86	0.85	33.6
1a	L1	All MCs	602	0.9	602	0.9	0.767	20.3	LOS B	13.2	93.2	0.67	0.75	0.67	32.2
Approach			1257	0.9	1257	0.9	0.876	27.9	LOS B	19.2	135.8	0.69	0.81	0.76	33.2
East: Oxford Street															
4	L2	All MCs	83	6.2	76	6.3	* 0.882	56.4	LOS D	12.6	95.0	0.95	1.00	1.17	22.6
5	T1	All MCs	687	9.1	629	9.1	0.882	51.6	LOS D	12.7	95.0	0.95	0.99	1.17	22.7
6a	R1	All MCs	168	6.2	154	6.2	0.882	55.1	LOS D	12.7	95.0	0.95	0.99	1.16	7.6
Approach			939	8.3	860	8.3	0.882	52.7	LOS D	12.7	95.0	0.95	0.99	1.17	20.8
NorthWest: York Road															
27a	L1	All MCs	485	10.2	485	10.2	0.328	2.4	LOS A	1.2	9.5	0.15	0.52	0.15	25.5
29a	R1	All MCs	782	2.5	782	2.5	0.724	21.6	LOS B	20.1	144.0	0.79	0.81	0.79	31.9
Approach			1267	5.4	1267	5.4	0.724	14.2	LOS A	20.1	144.0	0.55	0.70	0.55	31.6
All Vehicles			3463	4.6	3384	4.7	0.882	29.1	LOS C	20.1	144.0	0.70	0.81	0.78	28.7

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
South: York Road											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43
All Pedestrians		53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43

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.

MOVEMENT SUMMARY

 Site: 2 [Oxford St/ Nelson St_AM - EX - Copy - Copy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

 Network: N101
[EX_AM_2035 without Dev (Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Oxford Street														
5	T1	All MCs	659	11.2	659	11.2	* 1.243	283.5	LOS F	65.2	500.3	1.00	2.31	4.6
Approach			659	11.2	659	11.2	1.243	283.5	LOS F	65.2	500.3	1.00	2.31	4.6
NorthWest: Nelson Street														
27a	L1	All MCs	12	22.2	12	22.2	0.022	34.7	LOS C	0.3	2.3	0.71	0.66	32.4
29b	R3	All MCs	287	2.3	287	2.3	* 1.250	301.3	LOS F	27.9	199.0	1.00	1.64	5.3
Approach			299	3.0	299	3.0	1.250	291.0	LOS F	27.9	199.0	0.99	1.60	5.6
West: Oxford Street														
10b	L3	All MCs	121	1.1	121	1.1	0.405	20.4	LOS B	7.9	60.1	0.60	0.60	36.1
11	T1	All MCs	369	13.0	369	13.0	0.405	14.3	LOS A	7.9	60.1	0.56	0.55	35.1
Approach			491	10.0	491	10.0	0.405	15.8	LOS B	7.9	60.1	0.57	0.56	35.4
All Vehicles			1448	9.1	1448	9.1	1.250	194.4	LOS F	65.2	500.3	0.85	1.57	7.4

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
NorthWest: Nelson Street											
P7	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
West: Oxford Street											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
All Pedestrians		105	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40

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.

MOVEMENT SUMMARY

 Site: 1 [Oxford St/ York Rd_PM - EX - Copy - Copy - Copy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

 Network: N101
[EX_PM_2035 without Dev (Network Folder: General)]

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]			km/h
South: York Road														
1	L2	All MCs	429	0.9	429	0.9	0.407	15.6	LOS B	8.3	58.2	0.52	0.72	40.9
1a	L1	All MCs	549	1.2	549	1.2	0.407	14.5	LOS A	8.4	59.7	0.52	0.69	35.6
Approach			979	1.1	979	1.1	0.407	15.0	LOS B	8.4	59.7	0.52	0.70	38.6
East: Oxford Street														
4	L2	All MCs	54	19.5	54	19.5	* 0.894	64.1	LOS E	12.6	95.0	1.00	1.07	20.9
5	T1	All MCs	582	7.6	582	7.6	0.894	59.2	LOS E	12.7	95.0	1.00	1.06	21.1
6a	R1	All MCs	114	10.2	114	10.2	0.894	62.7	LOS E	12.7	95.0	1.00	1.05	6.8
Approach			749	8.8	749	8.8	0.894	60.1	LOS E	12.7	95.0	1.00	1.06	19.6
NorthWest: York Road														
27a	L1	All MCs	517	9.8	517	9.8	0.493	2.5	LOS A	1.7	13.1	0.19	0.54	24.9
29a	R1	All MCs	1123	1.6	1123	1.6	* 0.926	37.0	LOS C	43.0	305.1	0.96	0.99	25.5
Approach			1640	4.2	1640	4.2	0.926	26.2	LOS B	43.0	305.1	0.72	0.85	25.5
All Vehicles			3368	4.3	3368	4.3	0.926	30.5	LOS C	43.0	305.1	0.72	0.85	27.5

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
South: York Road											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43
All Pedestrians		53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43

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.

MOVEMENT SUMMARY

 Site: 2 [Oxford St/ Nelson St_PM - EX - Copy - Copy - Copy - Copy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

 Network: N101
[EX_PM_2035 with Dev
(Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Prop. Que Dist] m	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h	
East: Oxford Street															
5	T1	All MCs	460	11.4	460	11.4	* 0.981	88.9	LOS F	25.9	199.2	1.00	1.35	1.56	12.5
Approach			460	11.4	460	11.4	0.981	88.9	LOS F	25.9	199.2	1.00	1.35	1.56	12.5
NorthWest: Nelson Street															
27a	L1	All MCs	17	0.0	17	0.0	0.023	29.0	LOS C	0.4	2.6	0.65	0.65	0.65	34.5
29b	R3	All MCs	283	0.5	283	0.5	* 0.996	112.8	LOS F	16.5	116.0	1.00	1.18	1.73	12.4
Approach			300	0.4	300	0.4	0.996	108.1	LOS F	16.5	116.0	0.98	1.15	1.67	13.2
West: Oxford Street															
10b	L3	All MCs	105	3.1	105	3.1	0.522	25.9	LOS B	10.9	83.7	0.71	0.67	0.71	33.3
11	T1	All MCs	455	14.0	455	14.0	0.522	19.6	LOS B	10.9	83.7	0.68	0.62	0.68	32.1
Approach			560	11.9	560	11.9	0.522	20.8	LOS B	10.9	83.7	0.68	0.63	0.68	32.3
All Vehicles			1320	9.1	1320	9.1	0.996	64.3	LOS E	25.9	199.2	0.86	1.00	1.21	17.7

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
NorthWest: Nelson Street											
P7	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
West: Oxford Street											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
All Pedestrians		105	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40

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.

MOVEMENT SUMMARY

Site: 1 [Oxford St/ York Rd_AM - EX - Copy - Copy - Copy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

Network: N101
[EX_AM_2035 with Dev
(Network Folder: General)]

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: York Road														
1	L2	All MCs	655	1.0	655	1.0	*0.876	34.9	LOS C	19.2	135.8	0.71	0.86	33.6
1a	L1	All MCs	602	0.9	602	0.9	0.767	20.3	LOS B	13.2	93.2	0.67	0.75	32.2
Approach			1257	0.9	1257	0.9	0.876	27.9	LOS B	19.2	135.8	0.69	0.81	33.2
East: Oxford Street														
4	L2	All MCs	83	6.3	76	6.3	*0.882	56.4	LOS D	12.6	95.0	0.95	1.00	22.6
5	T1	All MCs	687	9.1	627	9.1	0.882	51.6	LOS D	12.7	95.0	0.95	0.99	22.7
6a	R1	All MCs	173	6.2	157	6.2	0.882	55.1	LOS D	12.7	95.0	0.95	0.99	7.6
Approach			943	8.3	860	8.3	0.882	52.7	LOS D	12.7	95.0	0.95	0.99	20.8
NorthWest: York Road														
27a	L1	All MCs	495	10.2	495	10.2	0.342	2.4	LOS A	1.3	9.8	0.16	0.52	25.5
29a	R1	All MCs	782	2.5	782	2.5	0.724	21.6	LOS B	20.1	144.0	0.79	0.81	31.9
Approach			1277	5.5	1277	5.5	0.724	14.2	LOS A	20.1	144.0	0.54	0.70	31.6
All Vehicles			3477	4.6	3393	4.7	0.882	29.0	LOS C	20.1	144.0	0.70	0.81	28.7

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: York Road											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43
All Pedestrians		53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43

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.

MOVEMENT SUMMARY

 Site: 2 [Oxford St/ Nelson St_AM - EX - Copy - Copy - Copy
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

 Network: N101
[EX_AM_2035 with Dev
(Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Prop. Que Dist] m	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h	
East: Oxford Street															
5	T1	All MCs	663	11.2	663	11.2	* 1.251	290.3	LOS F	66.4	509.4	1.00	2.33	2.77	4.5
Approach			663	11.2	663	11.2	1.251	290.3	LOS F	66.4	509.4	1.00	2.33	2.77	4.5
NorthWest: Nelson Street															
27a	L1	All MCs	12	22.2	12	22.2	0.022	34.7	LOS C	0.3	2.3	0.71	0.66	0.71	32.4
29b	R3	All MCs	287	2.3	287	2.3	* 1.250	301.3	LOS F	27.9	199.0	1.00	1.64	2.86	5.3
Approach			299	3.0	299	3.0	1.250	291.0	LOS F	27.9	199.0	0.99	1.60	2.78	5.6
West: Oxford Street															
10b	L3	All MCs	131	1.1	131	1.1	0.414	20.5	LOS B	8.1	61.5	0.60	0.61	0.60	36.0
11	T1	All MCs	369	13.0	369	13.0	0.414	14.4	LOS A	8.1	61.5	0.57	0.55	0.57	35.0
Approach			500	9.9	500	9.9	0.414	16.0	LOS B	8.1	61.5	0.58	0.57	0.58	35.3
All Vehicles			1462	9.1	1462	9.1	1.251	196.6	LOS F	66.4	509.4	0.85	1.58	2.02	7.3

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
NorthWest: Nelson Street											
P7	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
West: Oxford Street											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
All Pedestrians		105	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40

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.

MOVEMENT SUMMARY

Site: 1 [Oxford St/ York Rd_PM - EX - Copy - Copy - Copy - Copy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

Network: N101
[EX_PM_2035 with Dev
(Network Folder: General)]

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: York Road														
1	L2	All MCs	429	0.9	429	0.9	0.407	15.6	LOS B	8.3	58.2	0.52	0.72	40.9
1a	L1	All MCs	549	1.2	549	1.2	0.407	14.5	LOS A	8.4	59.7	0.52	0.69	35.6
Approach			979	1.1	979	1.1	0.407	15.0	LOS B	8.4	59.7	0.52	0.70	38.6
East: Oxford Street														
4	L2	All MCs	54	19.5	54	19.5	0.903	65.9	LOS E	12.6	95.0	1.00	1.09	20.6
5	T1	All MCs	582	7.6	582	7.6	0.903	61.0	LOS E	12.7	95.0	1.00	1.08	20.8
6a	R1	All MCs	117	10.2	117	10.2	0.903	64.5	LOS E	12.7	95.0	1.00	1.07	6.7
Approach			753	8.8	753	8.8	0.903	61.9	LOS E	12.7	95.0	1.00	1.08	19.2
NorthWest: York Road														
27a	L1	All MCs	539	9.8	539	9.8	*0.556	2.6	LOS A	2.0	15.3	0.22	0.55	24.5
29a	R1	All MCs	1123	1.6	1123	1.6	*0.926	37.0	LOS C	43.0	305.1	0.96	0.99	25.5
Approach			1662	4.3	1662	4.3	0.926	25.9	LOS B	43.0	305.1	0.72	0.85	25.4
All Vehicles			3394	4.4	3394	4.4	0.926	30.7	LOS C	43.0	305.1	0.73	0.86	27.3

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: York Road											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43
All Pedestrians		53	54.3	LOS E	0.2	0.2	0.95	0.95	81.3	35.2	0.43

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.

MOVEMENT SUMMARY

 Site: 2 [Oxford St/ Nelson St_PM - EX - Copy - Copy - Copy
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.0.1.9664

Reprocess the Network in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

 Network: N101
[EX_PM_2035 without Dev
(Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Oxford Street															
5	T1	All MCs	457	11.4	457	11.4	* 0.990	94.7	LOS F	26.5	203.6	1.00	1.38	1.60	11.9
Approach			457	11.4	457	11.4	0.990	94.7	LOS F	26.5	203.6	1.00	1.38	1.60	11.9
NorthWest: Nelson Street															
27a	L1	All MCs	17	0.0	17	0.0	0.022	28.3	LOS B	0.4	2.5	0.64	0.65	0.64	34.7
29b	R3	All MCs	283	0.5	283	0.5	* 0.974	100.0	LOS F	15.5	109.0	1.00	1.14	1.64	13.5
Approach			300	0.4	300	0.4	0.974	96.0	LOS F	15.5	109.0	0.98	1.12	1.58	14.4
West: Oxford Street															
10b	L3	All MCs	83	3.1	83	3.1	0.507	26.2	LOS B	10.5	80.8	0.71	0.67	0.71	33.2
11	T1	All MCs	455	14.0	455	14.0	0.507	20.0	LOS B	10.5	80.8	0.68	0.62	0.68	31.9
Approach			538	12.3	538	12.3	0.507	21.0	LOS B	10.5	80.8	0.68	0.63	0.68	32.1
All Vehicles			1295	9.2	1295	9.2	0.990	64.4	LOS E	26.5	203.6	0.86	1.01	1.21	17.6

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

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

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

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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
NorthWest: Nelson Street											
P7	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
West: Oxford Street											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40
All Pedestrians		105	54.3	LOS E	0.2	0.2	0.95	0.95	78.8	31.9	0.40

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.

Appendix C. Swept Path Analysis

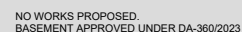




B99

meters

meters



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APPROVED BY
R.HAZELL

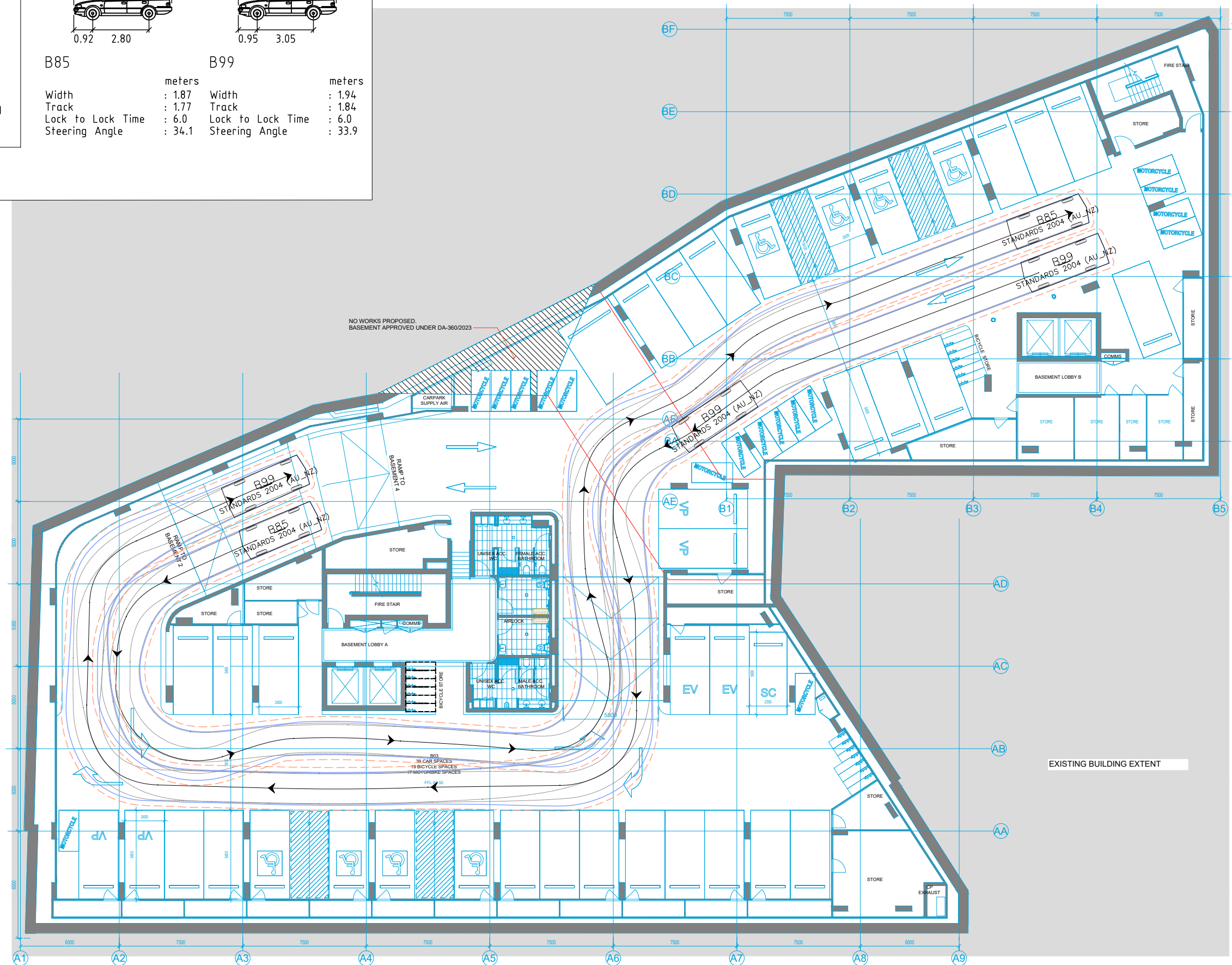
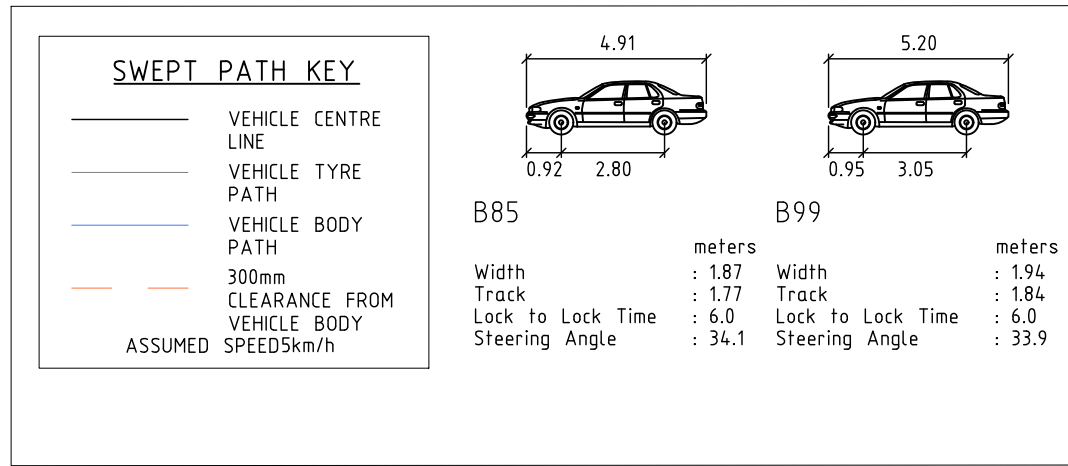
DATE ISSUED
03 MARCH 2025

CAD FILE NO.
300304911-02-P3.DWG

BASEMENT 4 VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. 300304911-03-01 SHEET 01 OF 12 ISSUE P3

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DESIGNED
W.XIE

APPROVED BY
R.HAZELL

DESIGN CHECK
H.OBERMAIER

DATE ISSUED
03 MARCH 2025

SCALE
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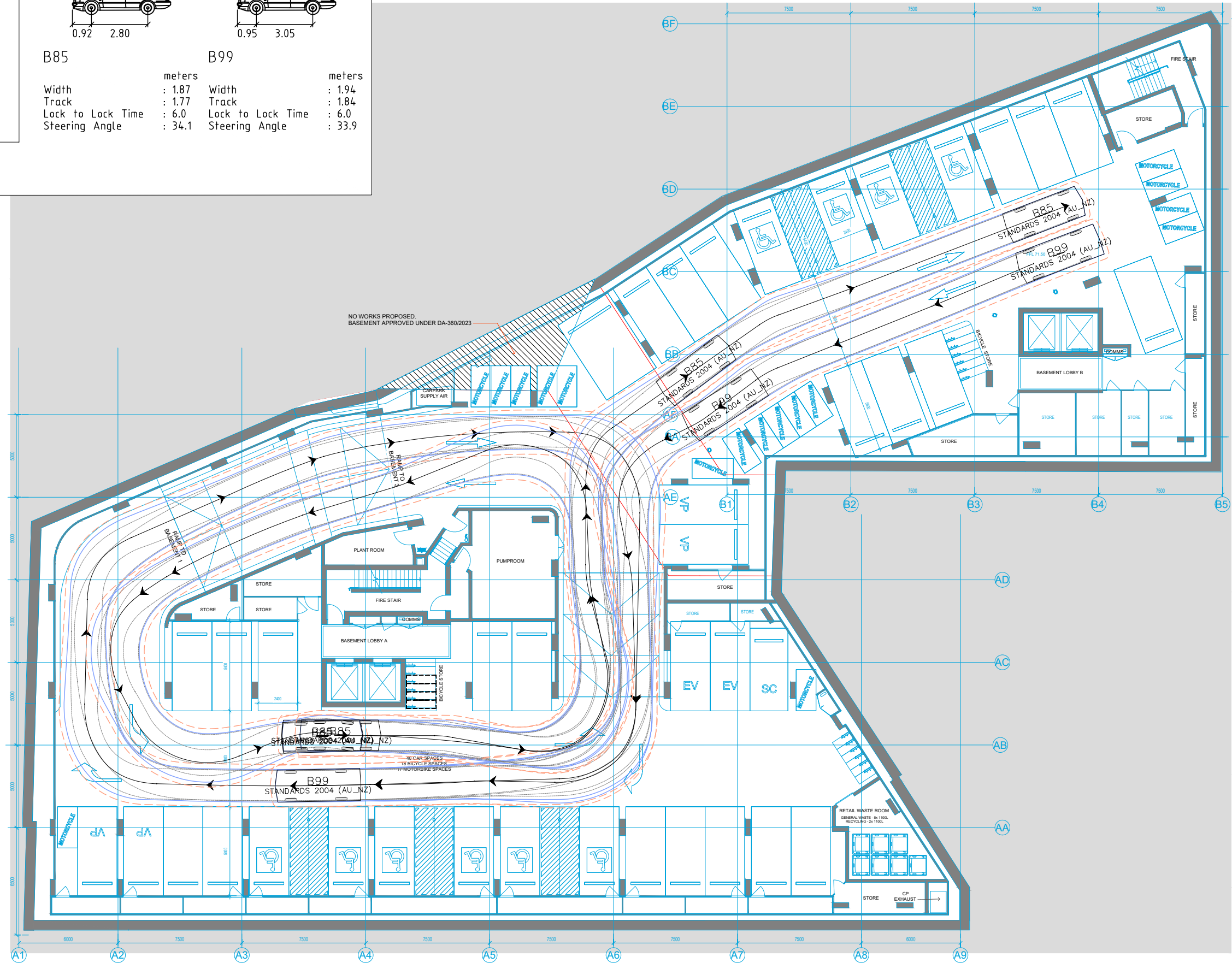
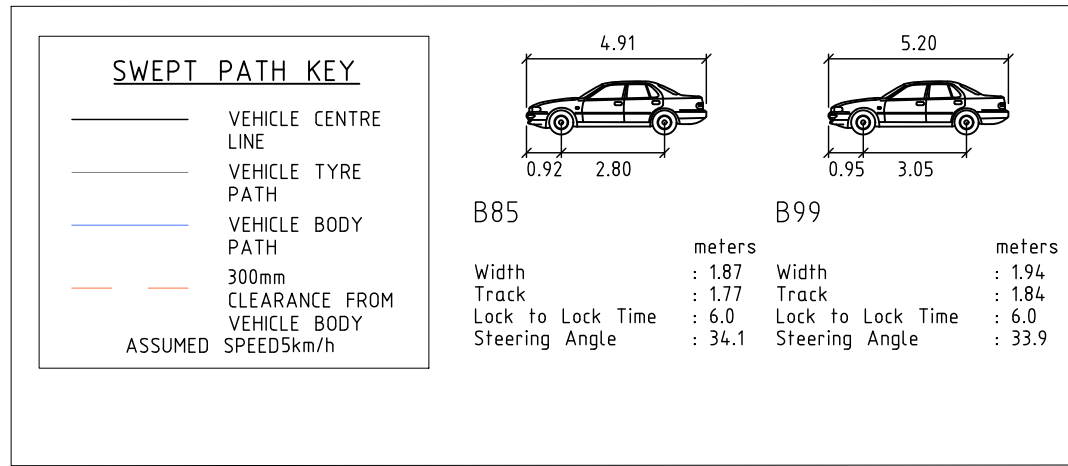
CAD FILE NO.
300304911-02-P3.DWG

194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION

BASEMENT 3
VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. 300304911-03-02 SHEET 02 OF 12 ISSUE P3

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DESIGNED
W.XIE

APPROVED BY
R.HAZELL

DESIGN CHECK
H.OBERMAIER

DATE ISSUED
03 MARCH 2025

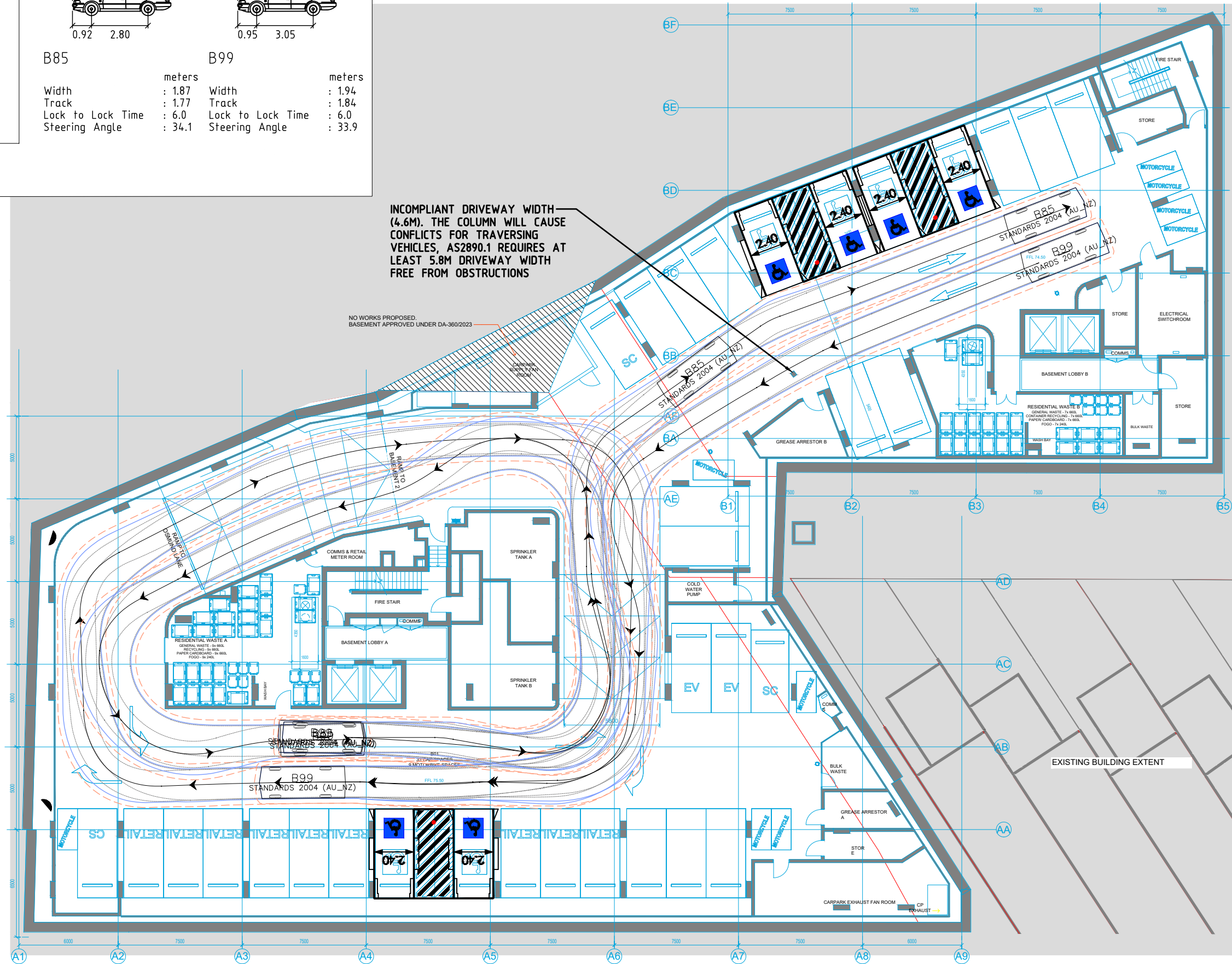
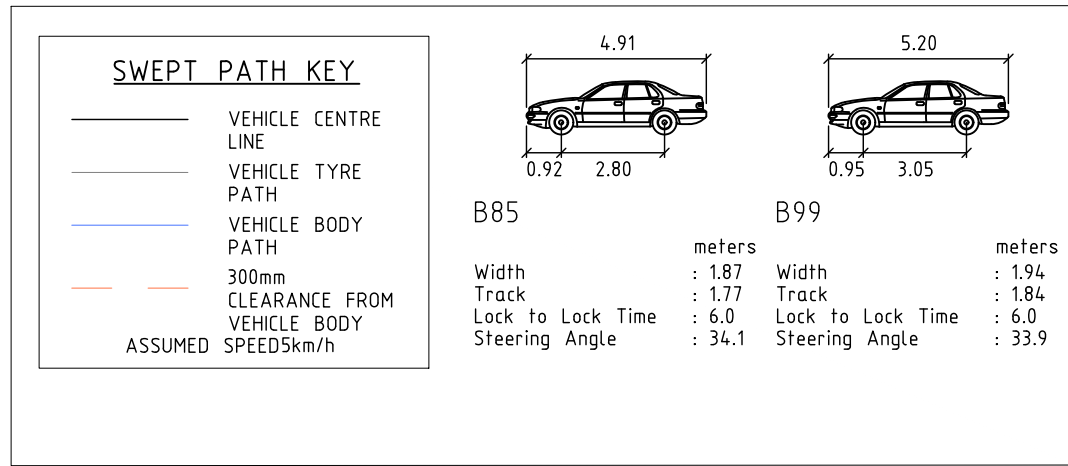
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CAD FILE NO.
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194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION

BASEMENT 2
VEHICLE SWEEP PATH ASSESSMENT
DRAWING NO. 300304911-03-03 SHEET 03 OF 12 ISSUE P3

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W.XIE

APPROVED BY
R.HAZELL

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H.OBERMAIER

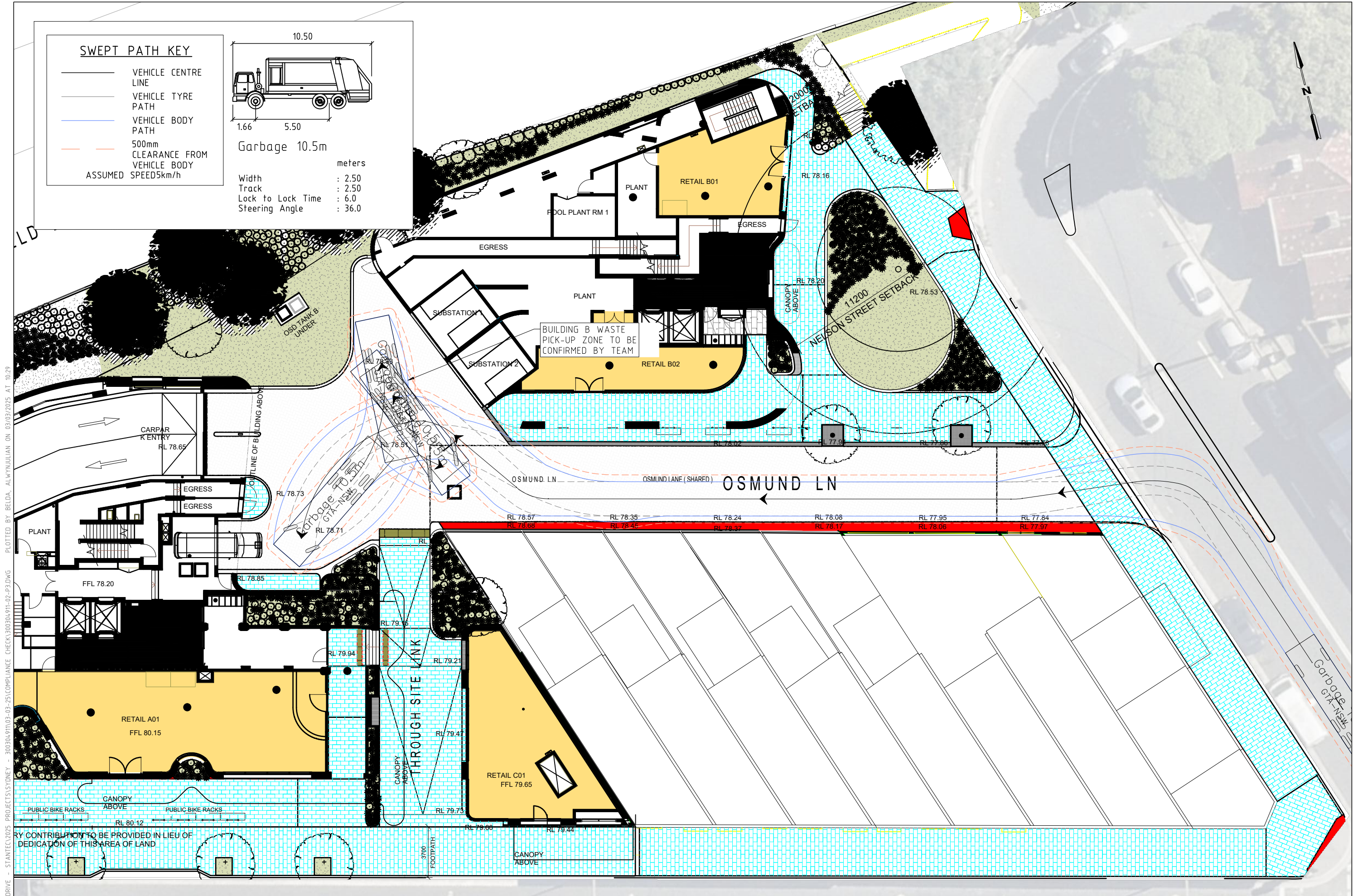
DATE ISSUED
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CAD FILE NO.
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194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION

BASEMENT 1
VEHICLE SWEEP PATH ASSESSMENT
DRAWING NO. 300304911-03-04 SHEET 04 OF 12 ISSUE P3



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h

Garbage 10.5m

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.0

metres

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DESIGNED
W.XIE

DESIGN CHECK
H.OBERMAIER

APPROVED BY
R.HAZELL

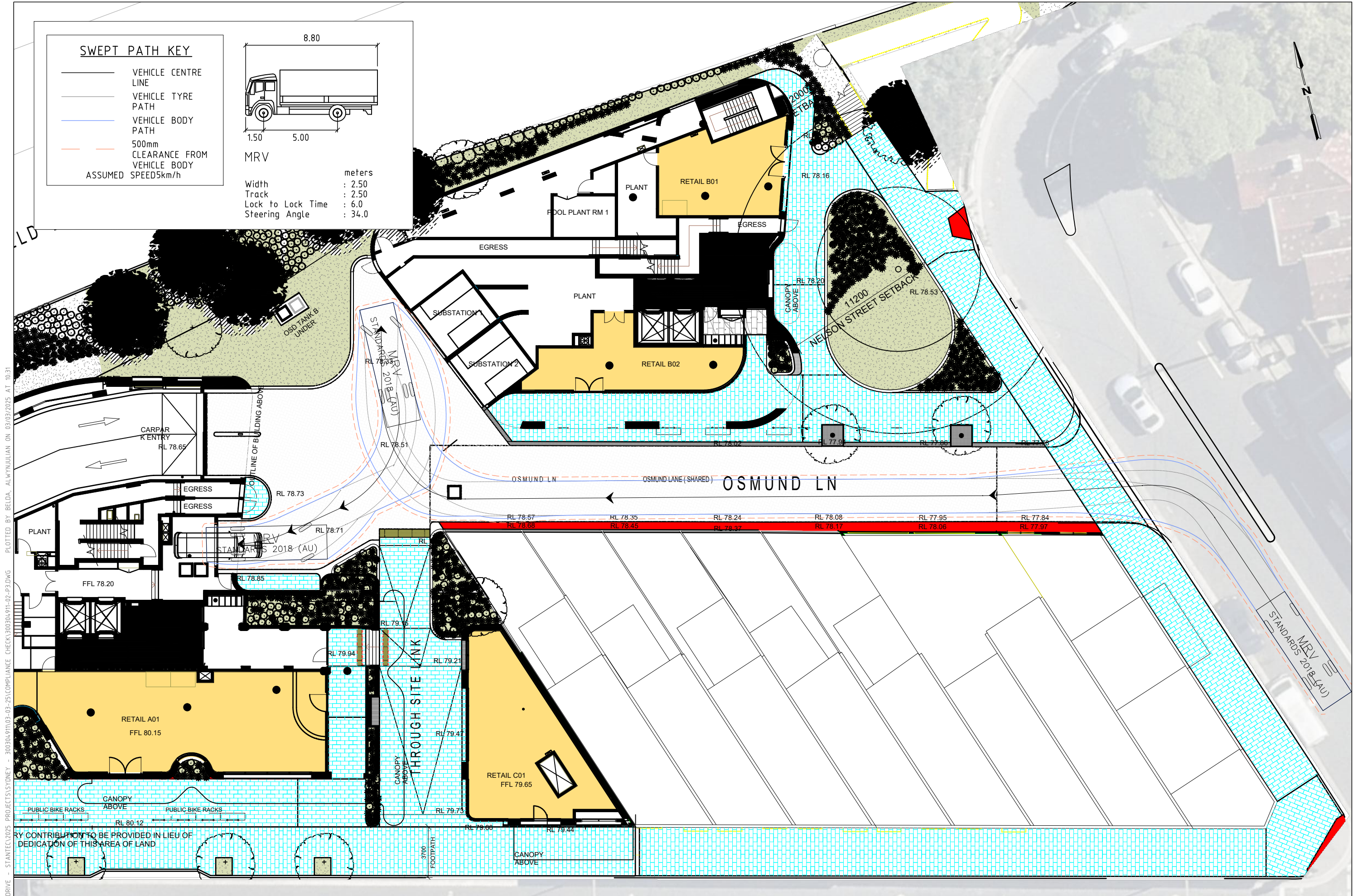
DATE ISSUED
03 MARCH 2025

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CAD FILE NO.
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194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION
GROUND FLOOR
ENTRY PART 1
VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. 300304911-03-06 SHEET 06 OF 12 ISSUE P3



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DESIGNED
W.XIE

APPROVED BY
R.HAZELL

DESIGN CHECK
H.OBERMAIER

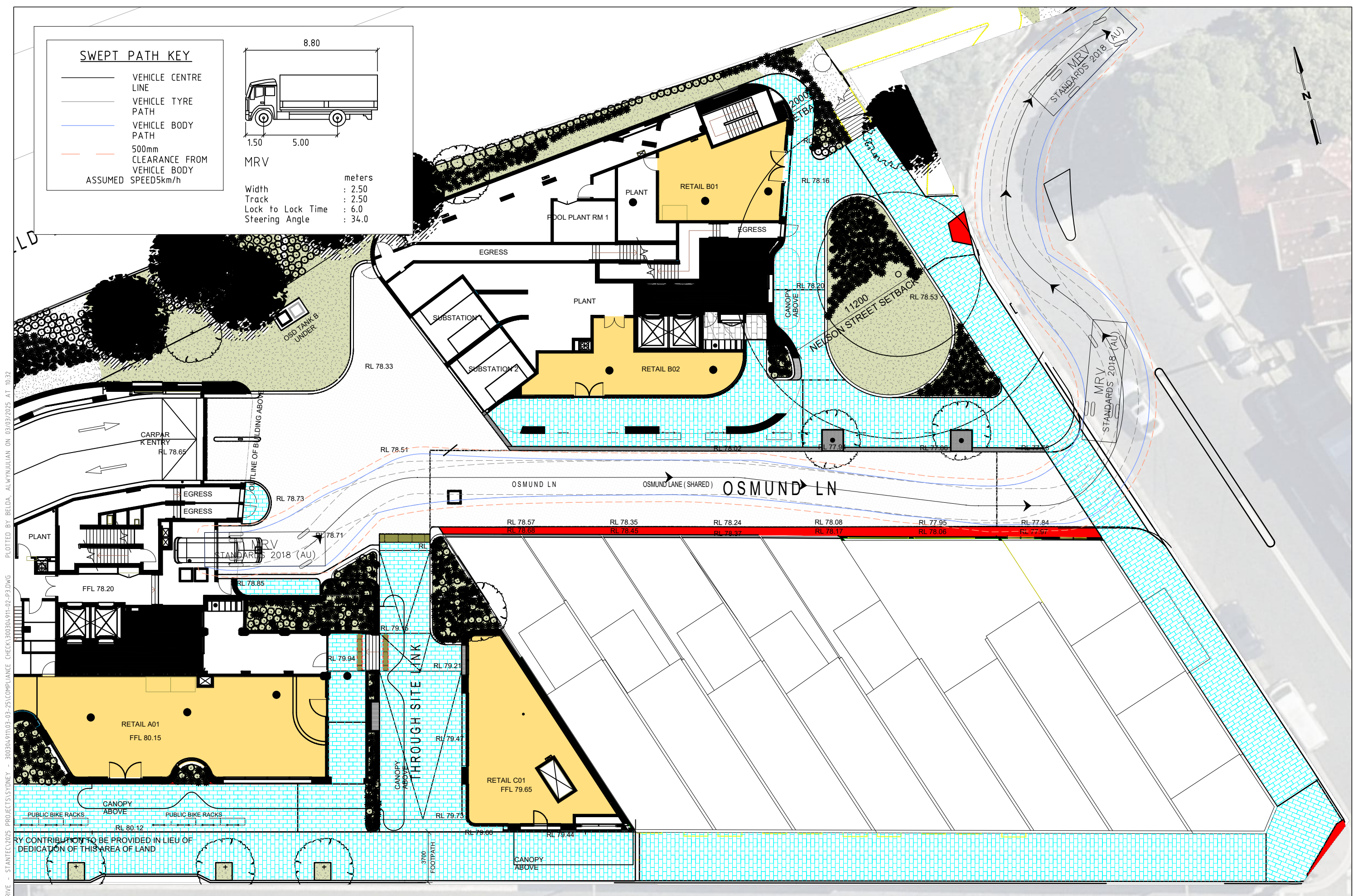
DATE ISSUED
03 MARCH 2025

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CAD FILE NO.
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194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION
GROUND FLOOR
ENTRY
VEHICLE SWEEP PATH ASSESSMENT
DRAWING NO. 300304911-03-09 SHEET 09 OF 12 ISSUE P3

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DESIGNED
W.XIE

APPROVED BY
R.HAZELL

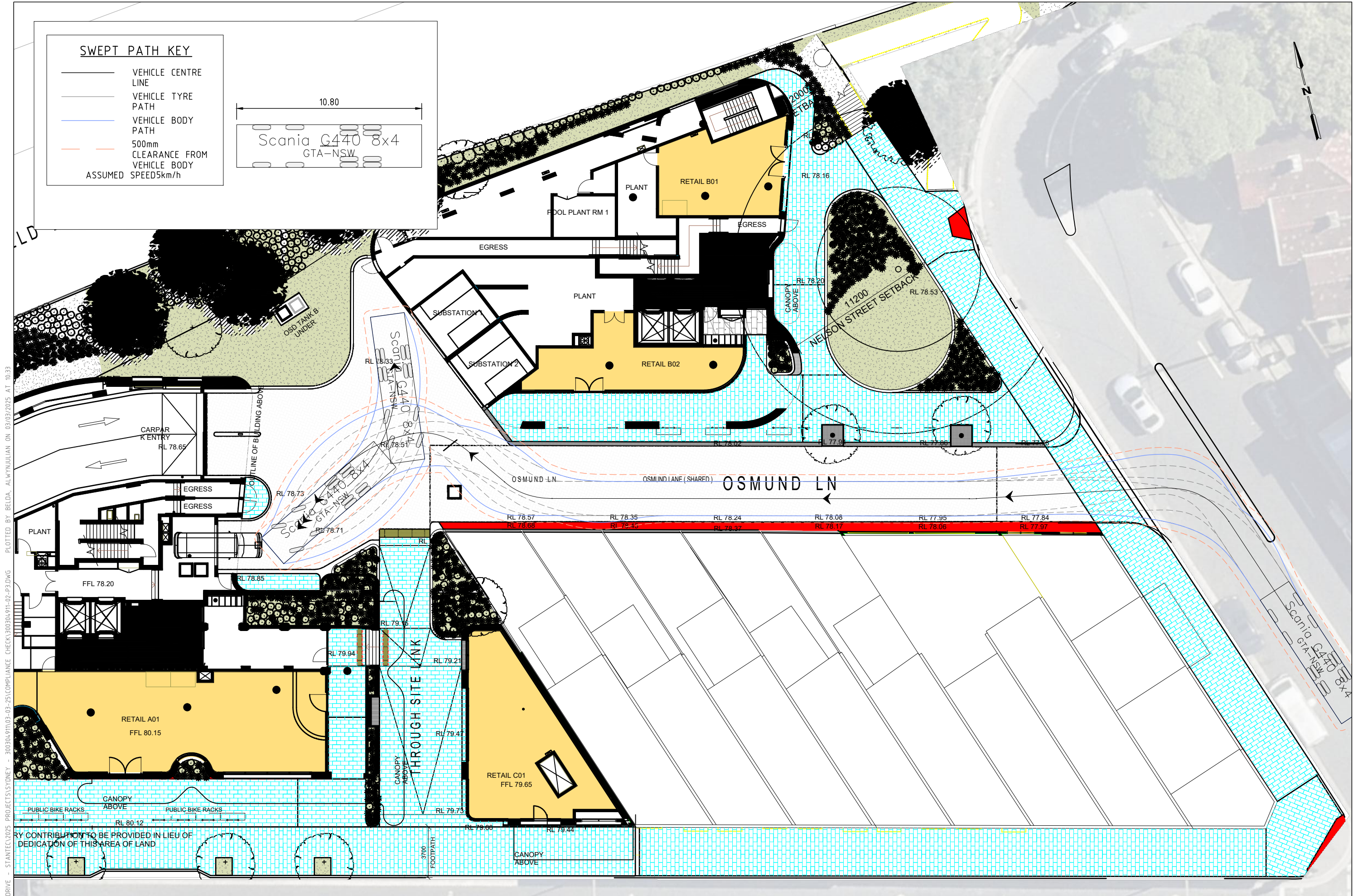
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03 MARCH 2025

SCALE
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CAD FILE NO.
300304911-02-P3.DWG

194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION
GROUND FLOOR
EXIT
VEHICLE SWEEP PATH ASSESSMENT
DRAWING NO. 300304911-03-10 SHEET 10 OF 12 ISSUE P3



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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



PRELIMINARY PLAN
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APPROVED BY
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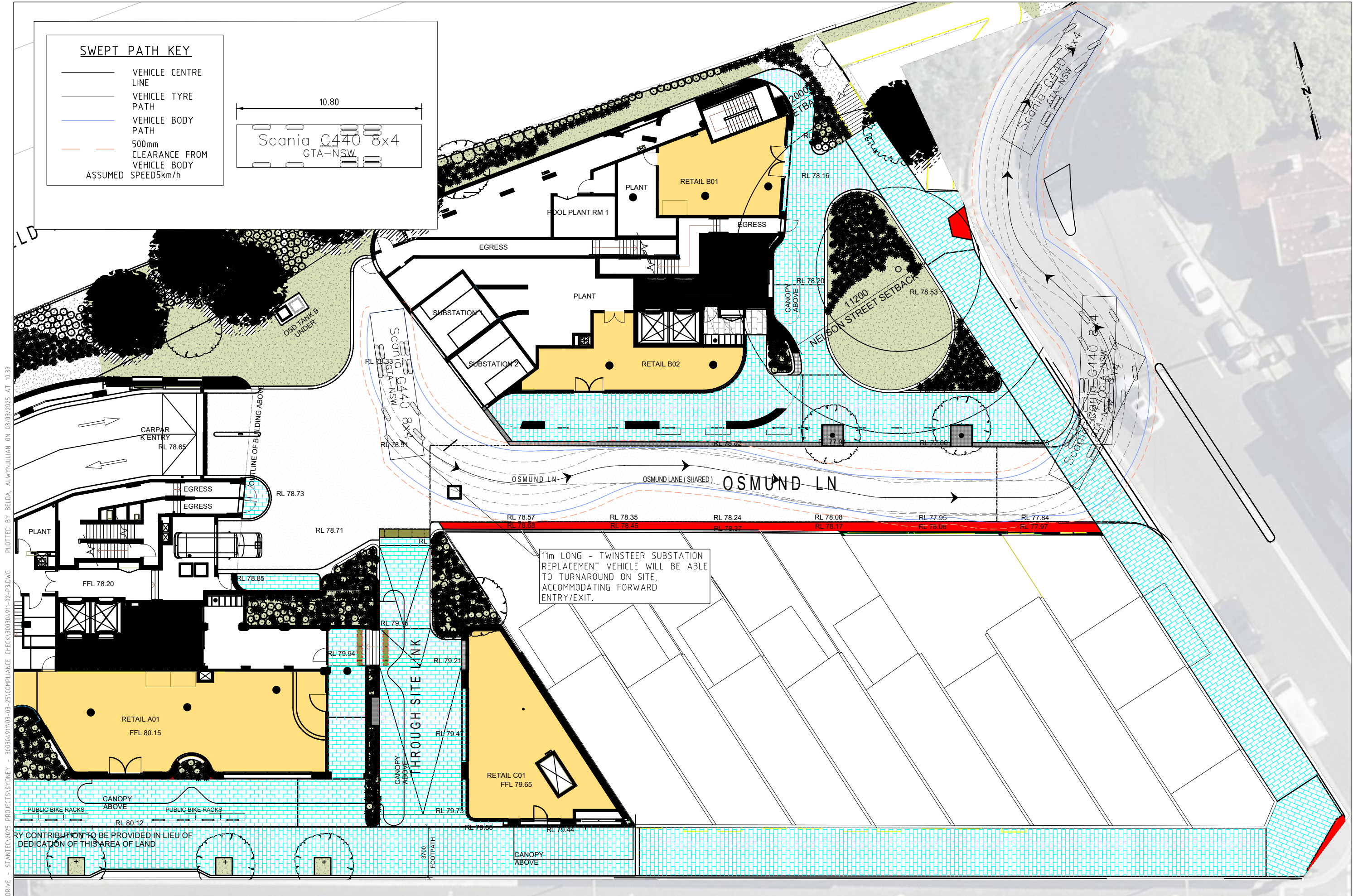
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03 MARCH 2025

SCALE
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CAD FILE NO.
300304911-02-P3.DWG

194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION
GROUND FLOOR
ENTRY - SUBSTATION REPLACEMENT
VEHICLE SWEEP PATH ASSESSMENT
DRAWING NO. 300304911-03-11 SHEET 11 OF 12 ISSUE P3



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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



11m LONG - TWINSTEER SUBSTATION REPLACEMENT VEHICLE WILL BE ABLE TO TURNAROUND ON SITE, ACCOMMODATING FORWARD ENTRY/EXIT.



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A3
0 1 2 4 1:200

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194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION
GROUND FLOOR
EXIT - SUBSTATION REPLACEMENT
VEHICLE SWEEP PATH ASSESSMENT
DRAWING NO. 300304911-03-12 SHEET 12 OF 12 ISSUE P3

