



New Sydney Fish Market

Operational Transport Plans

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1 Introduction

1.1 Background

Sydney Fish Market is the largest of its kind in the Southern Hemisphere and among the three largest seafood markets in terms of variety in the world. The market sources product both nationally and internationally and trades approximately 14,500 tonnes of seafood annually with up to one hundred sustainable seafood species traded every day and approximately 500 species traded annually. The site attracts over 6 million visits each year.

A State Significant Development Application (SSD 8925) was approved in June 2020 for the new Sydney Fish Market (SFM) at the head of Blackwattle Bay. The approval allows for the following works:

- the construction of a new fish market including land and water-based structures.
- the use of the site for the fish market including waterfront commercial and tourist facilities and ancillary uses and the distribution of uses;
- a gross floor area of approximately 26,000m² as calculated according to the definition of GFA under SREP 26 (approximately 25,600m² as calculated according to the definition of GFA under the Standard Instrument).
- public domain works including promenades access to Blackwattle Bay and landscaping;
- pedestrian, cycle and road access and circulation;
- infrastructure provision and waste management;
- associated works as required.

The proposed uses comprise:

Basement

- Parking for the general public
- Parking for Small Rigid Vehicles (SRVs) during the operational period for the distribution and collection of seafood product
- Plant and storage;
- Waste Management facilities; and
- End of trip facilities.

Ground Level - Outside of Building Envelope

- Operational wharves including:

- 15 berths for operational vessels;
- Product loading and unloading areas
- Public wharf for recreational vessels and potential future public ferry service.
- Vehicular access driveways; and
- Publicly accessible promenade.

Ground Level - Within Building Envelope

- Wholesale services space including product storage, refrigerated storage, storage and processing
- Auction floor and associated refrigeration and handling space.
- Loading dock including time-limited delivery and service vehicle parking area;
- Waste management facilities;
- Office space including Auction Hall; and
- Staff amenities, plant and storage.

Upper Ground Level (L1)

- Retail premises including fresh food retail, food and drink premises including harbourside dining;
- External/shared dining space;
- Ancillary public amenities and staff amenities; and
- Circulation areas.

Upper Level 2 (Mezzanine)

- Food and beverage outlets;
- The Sydney Seafood School;
- Tenant and subtenant office space; and
- Plant and storage space.

1.2 Site location and context

The site is located at the head of Blackwattle Bay between the Pyrmont Peninsula and the foreshore of Glebe, situated less than 2km west of Sydney's CBD and is partially within the City of Sydney Local Government Area.

The land to which the development application relates comprises Lots 3 - 5 in DP 1064339 part of lot 107 in DP 1076596 and part Lot 1 in DP835794. Works to connect to the existing waterfront promenade to the west of the site are located on Lot 3 in DP1018801. The development footprint is irregular in shape and has an area

of approximately 36,800m². The site is partly on land above mean high water mark and partly on water below mean high water mark.

The site has a frontage to Bridge Road to the south and Blackwattle Bay to the north. Pyrmont Bridge Road is an arterial road that links to the Anzac Bridge to the north west of the site. Sydney Secondary College Blackwattle Bay Campus is immediately south west of the site and the existing fish market immediately north east. Located directly opposite the site to the south is Wentworth Park, separated by Bridge Road.

Located approximately 400m walking distance from the site are the Fish Market, Wentworth Park, and Glebe Light Rail stops which are serviced by the Dulwich Hill Line which is a 23 stop, 12.8-kilometre route running from Dulwich Hill to Central station via Pyrmont.

The site's former uses include a concrete batching plant at the Western end and concrete hardstand and wharf area at the Eastern end, which is currently vacant. The site includes wharves and land-based structures. Part of the site is the water of Blackwattle Bay. Works will be undertaken on Bridge Road and its intersections with Wattle Street and Wentworth Park Road.

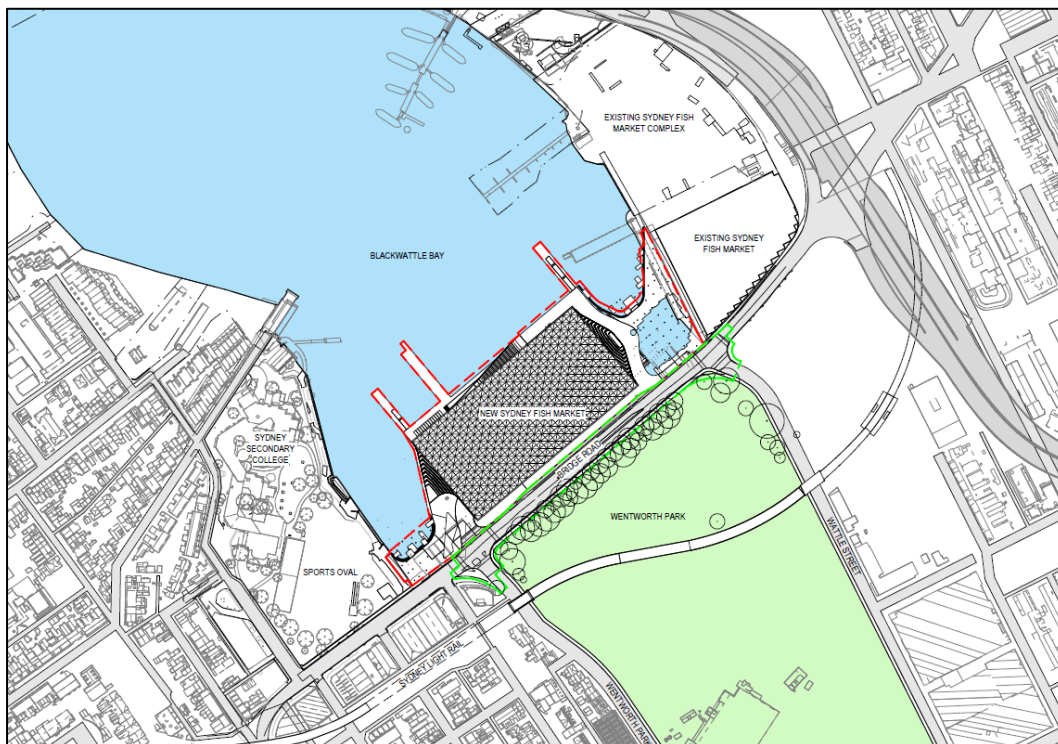


Figure 1 Site location

1.3 Report purpose

This document has been prepared to address a number of traffic and transport related consent conditions of SSD 8925 which are required to be satisfied prior to initial occupation or commencement of use and are summarised in Table 1 below.

Table 1 Relevant conditions of consent

Condition - SSD 8925	Condition Description	Relevant Report Section
D20 - Freight and Servicing Management Plan	<p>Prior to occupation or commencement of the use, the Applicant shall update the draft Loading Dock Management Plan to prepare a detailed Freight and Servicing Management Plan (FSMP) in consultation with the Sydney Coordination Office with TfNSW. The Applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination for endorsement. The Plan needs to specify, but not be limited to, the following:</p> <ul style="list-style-type: none"> a) Details of the development's freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay; b) Loading dock management details, to ensure the demand for loading dock spaces does not exceed supply and measures to minimise freight and service vehicle movements during peak periods; c) Management of incidents at the access to the loading dock; d) Details of measures to mitigate any potential impacts to the operation of the road network from the development's freight and servicing vehicles; and e) Management of conflicts between cars accessing the car park and vehicle movements to/from the loading dock 	2
D21 – Traffic and Transport Management Plan (Peak Seasonal Demands)	<p>Prior to occupation or commencement of the use, a detailed Traffic and Transport Management Plan (TTMP) must be prepared by a suitably qualified person, in consultation with and endorsed by TfNSW. The Plan must outline, but not be limited to, measures to help traffic issues associated with peak seasonal demands.</p>	0
D22 – Bus, Coach and Pick-up and Drop-off Management Plan	<p>Prior to occupation or commencement of the use, the Applicant shall prepare a detailed Bus, Coach and Pick-up and Drop-off Management Plan (BCPDMP) in consultation with and endorsed by the Sydney Coordination Office within TfNSW. The Plan needs to specify, but not be limited to, the following:</p> <ul style="list-style-type: none"> (a) Promotion of safe and efficient operation of the bus, coach and pick-up/drop-off area to minimise disruption to traffic; (b) Management of any queuing along Bridge Street, due to vehicles accessing the pick-up/drop-off area; and (c) Management of potential conflicts between cyclists and people accessing the pick-up and drop-off area. 	4

2 Freight & Servicing Management Plan

2.1 Loading dock design

A large loading dock will be provided on the ground floor of the building and accessed via Bridge Road. Vehicles accessing the loading dock will include Articulated Vehicles (AV), Heavy Rigid Vehicles (HRV), Medium Rigid Vehicles (MRV) and some Small Rigid Vehicles (SRV). They will include vehicles delivering and removing product, waste removal, service and emergency vehicles.

As shown in Figure 2 the ground floor loading dock can accommodate up to 21 vehicles at any one time, including:

- 5 * 19m long Articulated Vehicles or 12.5m long Heavy Rigid Vehicles (the five enclosed bays can be used flexibly as required)
- 13 * 8.8m long Medium Rigid Vehicles
- 3 * 6.4m long Small Rigid Vehicles

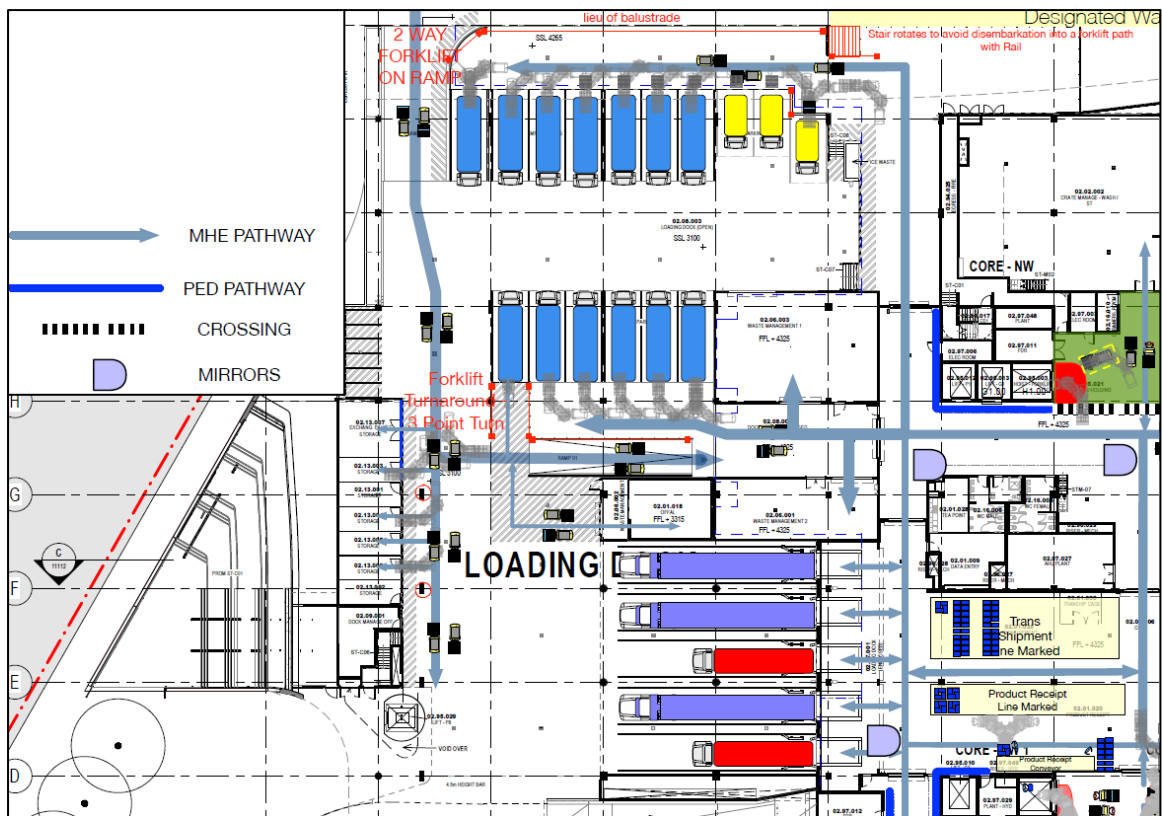


Figure 2 Loading dock design

In addition to the ground floor loading area, parking in the basement will be 138 spaces available for registered buyers using SRVs and B99 (vans) vehicles operating from 6am onwards until typically 9.30am. These spaces will be utilised by buyers making deliveries to restaurants, retailers or potentially for home delivery services during the Christmas seafood marathon. A 3.5m height clearance is available in the basement for these larger vehicles. The basement will therefore act as a dual purpose area for both public car parking (after 7am) and parking for registered buyers at the daily auction. This basement parking and loading arrangement is illustrated in Figure 3.

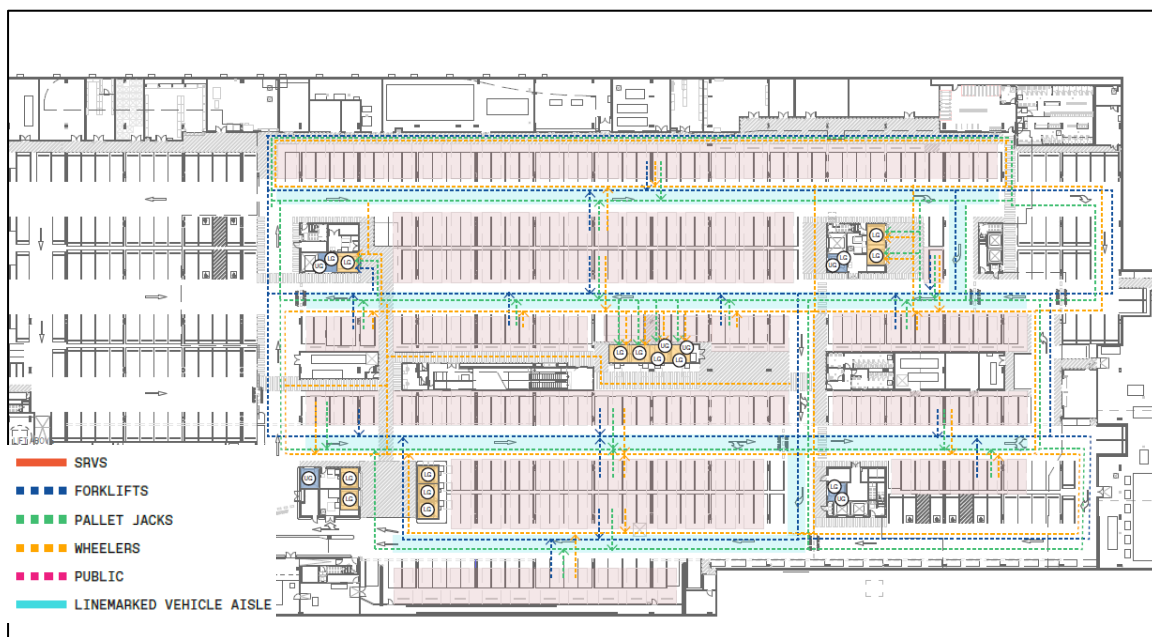


Figure 3 Basement parking and loading area.

2.2 Loading dock hours of operation

As per condition E2 of the project approval the hours of operation for the loading dock will be as follows:

Table 2 Hours of operation

Activity	Hours of Operation
Wholesale	24-hours
Retail	7 am to 12 midnight

2.3 Freight and servicing profile

The operating hours of the existing Sydney Fish Market is 24 hours/ 7 days a week and the anticipated peak operational hours of the loading dock on each day and the new Sydney Fish Market is expected to be similar to the current operations. Figure 1 summarises the key functions throughout a typical weekday.

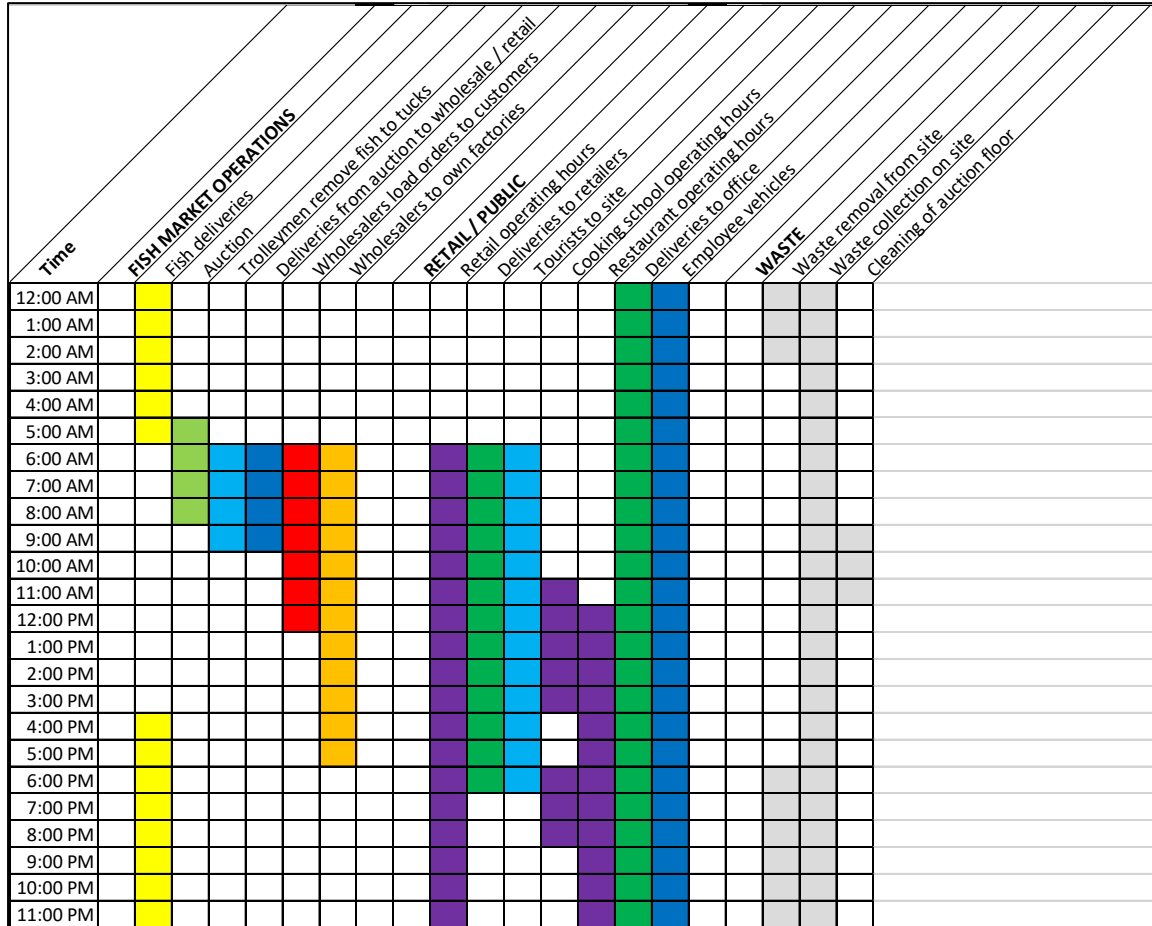


Figure 4 New Sydney Fish Market key functions

Although there will be extended retail trading at night it is unlikely that the dock hours of peak operation will increase. During weekends, non-seafood traders may have deliveries and wholesalers may despatch trucks to customers e.g. restaurants.

The types of vehicles visiting the site in a commercial capacity include:

- Delivery vans
- Small Rigid vehicles (SRVs)
- Medium Rigid Vehicles (MRVs)
- Articulated vehicles (AVs)

The majority of delivery vans and SRVs will be despatched via the basement, not the ground level loading dock.

Based on detailed studies of the existing Sydney Fish Market facility, as well as forecasts of expected demand at the future facility, the profile of commercial vehicle activity for typical weekdays and typical weekends has been developed and is shown in the figures below.

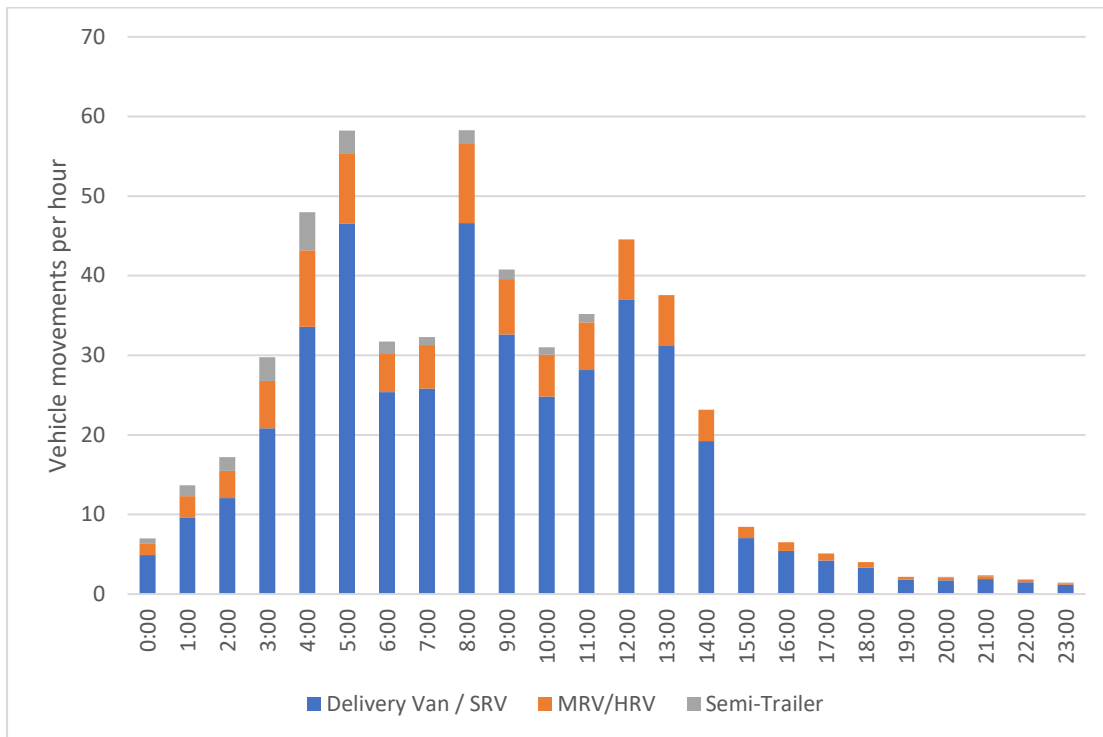


Figure 5 Forecast weekday heavy vehicle movements

Note: Figures shown represent vehicles both entering and exiting the site

2.4 Duration of stay

The typical duration of stay of commercial vehicles at the existing Sydney Fish Market site is shown in Figure 6. This indicates over half of all heavy vehicles typically remain on site for less than 30 minutes at a time, encouraging high turnover of car parking spaces.

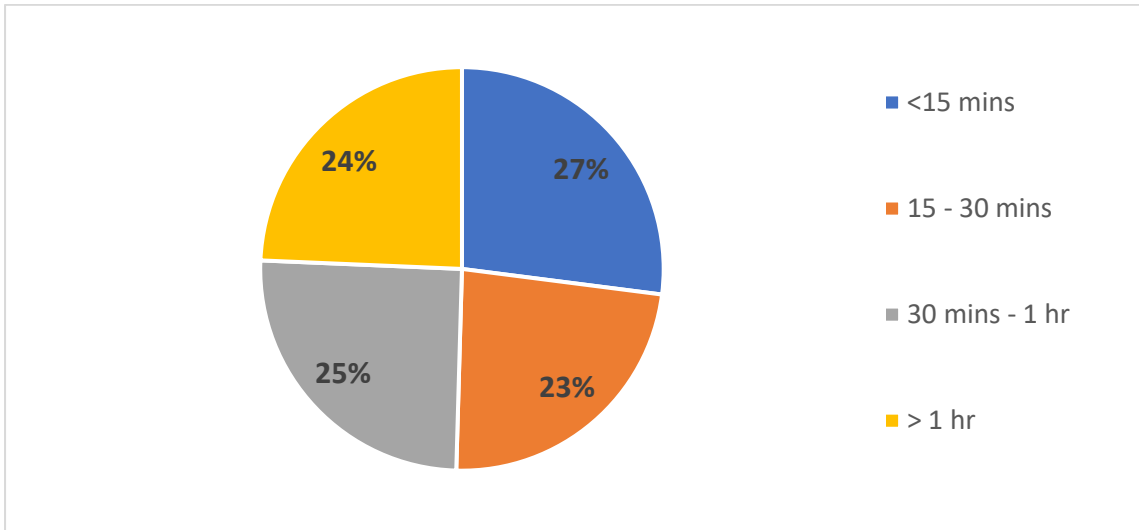


Figure 6 Existing heavy vehicle duration of stay

2.5 Ability to accommodate demands

Based on the forecast service vehicle movements into the new Sydney Fish Market facility, the accumulation of SRVs and larger vehicles on a typical weekday can be determined. This accumulation profile is shown in Figure 7, and indicates that the likely service vehicle demand can be accommodated within the proposed design.

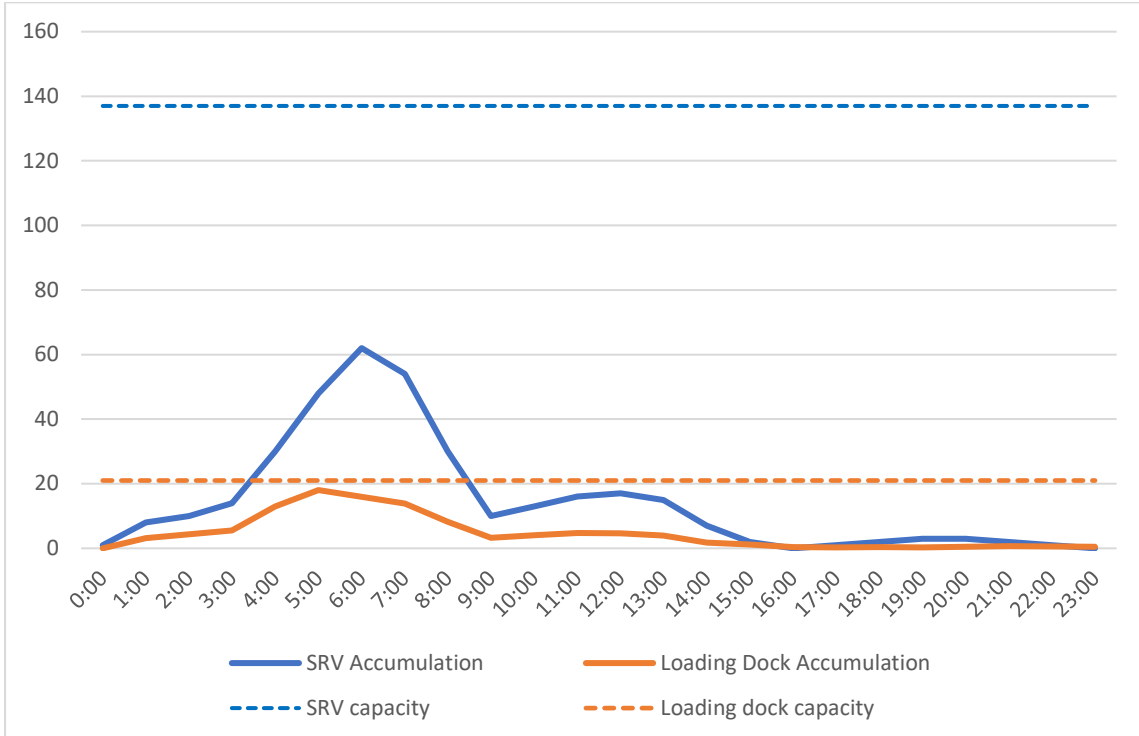


Figure 7 Forecast heavy vehicle accumulation

2.6 Loading dock management

The on-site management of the loading dock will consist of a combination of a dock management office (with SFM staff to be on-site at all times) and a dock management system (DMS). The DMS will enable the onsite management team to schedule truck delivery times and allocate docks using an online booking system such as Bestrane (or similar).

Trucks intending to use the docks will not be permitted to come to site without making a booking. The major benefit of the implementation of such a system is the ability to moderate demand throughout the day. The allocation of deliveries to timeslots (with strict length of stay limits) reduces the risk the loading dock reaching capacity and manages traffic flow into the site during peak periods for the Sydney Fish Market. The booking system also mitigates the risk of vehicle queues forming to enter the site and improving the flow of traffic on the adjacent streets.

Waste collection will also be managed through the dock management system to avoid conflict and congestion with peak operational times.

Specific operation and safety measures to be implemented to manage activities within the loading dock including the following:

- Loading dock to be accessed by authorised personnel only
- Line marked walkways will be provided to allow safe passage for pedestrians where practicable and shared access signage where not
- Clear pedestrian aisles being marked on the truck manoeuvring area
- Where practical, trucks being fitted with reversing cameras so that space can be cleared.
- Allocated time slots shall need to be strictly adhered to for efficient dock management. The Dock Manager will supervise and manage all incoming and outgoing vehicle movements.
- Reversing beepers only being activated if an object is sighted by sensors with the warnings clearly being heard within the cabin through internal speakers.
- Dedicated area for drivers to stand while their vehicles are being unloaded.
- Congestion in the dock area being avoided by only allowing vehicles to enter when they have a scheduled delivery time.
- Commercial vehicles being marshalled by trained operational staff.
- No loading being permitted outside of dock positions.
- Vehicle speed controllers being installed on all materials handling equipment.
- Vehicles using the loading dock will not leave position until green light is signalled by SFM staff (via driver indicator lights)

2.7 Management of cars and service vehicles

The basement is a shared space for vehicles, pedestrians and materials handling equipment. As such operational measures are required to safely allow these activities to occur.

Once the basement opens to the public at 07:00am the basement will be managed given this will be utilised both by the general public as well as by SRVs for the distribution and collection of seafood product. On-site staff would assist with the management of the basement car-parking operations

The basement will have signage and line markings. The passive traffic management measures will include:

- The line marking will clearly delineate the extent of dual purpose SRV and car parking bays
- Line-marking directional arrows will identify vehicle flow direction for all lanes
- Wheel stops for B99/B85 shall be located as required
- Hoist foyers will have bollards to assist in segregating pedestrian pathways

As shown in Figure 8, once vehicles have entered the site from Bridge Road, there will be separate pathways taken by trucks to the loading dock at ground level and cars/SRVs to access the basement. Drivers will be directed to the appropriate destination through signage and line-marking.

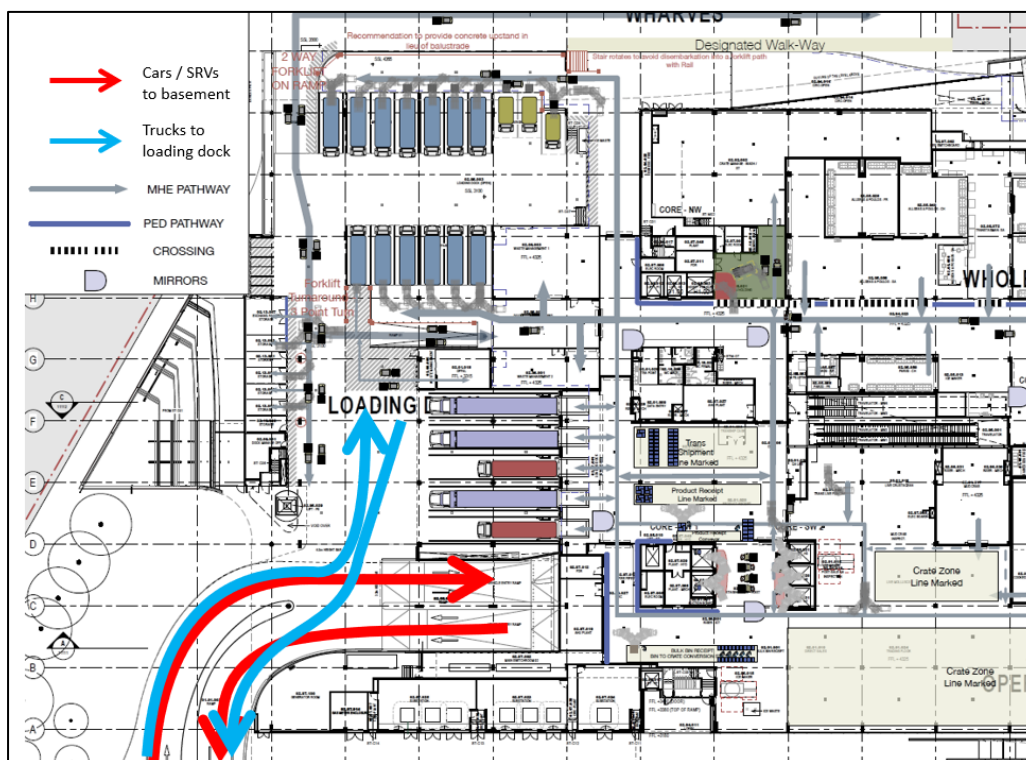


Figure 8 Path of vehicles at ground level

2.8 Incident management

The SFM staff responsible for the traffic management of service vehicle and loading and unloading activities will be required to record, manage and communicate/report any incident that occur in a timely manner.

On the rare occasions where unforeseen incidents may cause the loading areas to be disrupted inaccessible, the dock manager will be responsible to notify subsequent dock users of the delay to minimise the situation where delivery vehicles are required to queue on surroundings roads.

The design of the new Sydney Fish Market allows for SRVs to load/unload within the basement car parking area. The availability of an enclosed and open dock also provides for flexibility in the event of an incident, minimising the likelihood that any loading or unloading outside of the site boundary would be necessary.

3 Event Traffic and Transport Management

3.1 Background and purpose

In accordance with Condition D21 of the project approval a plan has been developed to outline the traffic and transport measures in place to assist in managing traffic issues at the new Sydney Fish Market associated with peak seasonal demands.

The peak period for special events and peak activity at the Sydney Fish Market is in the lead up to Christmas and New Year, particularly the 36 hour seafood marathon that is held during this time. The other intense periods of activity are the Easter long weekend and Chinese New Year. Special arrangements for parking and traffic management are organised at this time and patrons are warned about the likely congestion in the precinct and impacts on access. Some of the measures in place during these special events, which will continue following the opening of the new Sydney Fish Market, are described in the following sections.

3.2 Internal traffic management

To manage the movement of vehicles and pedestrians within the SFM car park, there are a number of traffic controllers present during special event periods. These traffic controllers direct vehicles to the most appropriate car parking aisle based on whether there is spare capacity or not. Should there not be capacity in a certain aisle, the controller will direct them on to the next aisle. The traffic controllers are in contact with each other via radio communication so that they are aware when a space becomes available within a certain aisle in the car park.



Figure 9 Traffic controllers managing parking within the site

In addition there are traffic controllers that manage interactions between vehicles and pedestrians within the car park (refer to Figure 10). This active management of pedestrian movements will continue to occur as part of the new Sydney Fish Market development for special events. This will include active management and traffic control of the future Bridge Road pick up and drop off zone, discussed in further detail in Section 4 of this document.



Figure 10 SFM internal traffic management – peak seasonal events

3.3 External traffic management

During the Seafood Marathon the NSW Police are engaged by the SFM to be on-site and manage the flow of traffic into and out of the car park. Police direct vehicles which lane to enter as they leave the site, as well as stopping people from exiting the site when there is a queue build up on Bank Street to ensure vehicles do not block the intersection. In this circumstance the Police have the ability to directly contact the Transport Management Centre to alter the phasing of nearby traffic lights to provide more 'green time' for vehicles accessing / departing the SFM. This in turn allows the queue of vehicles on Bank Street to clear and ensure that drivers do not have long delays exiting the site. The on-site Police also at times allow vehicles to turn left into the site from Bank Street when there is a red light to clear vehicle queues.



Figure 11 Police management of Sydney Fish Market / Bank Street intersection

The engagement of NSW Police staff will continue to take place following the opening of the new Sydney Fish Market site. It is anticipated between 1-2 police personnel will be located at the main site access point at the intersection of Bridge Road and Wentworth Park Road. This police presence will assist in managing traffic impacts during major events at the site and reduce any flow on impacts on the surrounding transport network.

In addition to the use of VMS and NSW Police the Sydney Fish Market will consider the implementation of transport and travel demand initiatives to spread parking demand throughout the day and minimise the extent of traffic movements during peak times.

3.4 Variable message signs

Variable message signs (VMS) are installed on the external road network during major events held at the Sydney Fish Market to inform drivers of upcoming delays or alternative parking locations that are available. Examples of this VMS are indicated in Figure 12 which intend to direct drivers travelling from the Western Distributor off-ramp to the satellite car parking area accessed via Bridge Road.

The use of VMS as a form of traffic management during major events will continue following the opening of the new Sydney Fish Market.



Figure 12 External VMS during major events

3.5 Communications strategy

SFM proactively communicate recommended times of travel during major events to distribute demand and minimise the impact on the surrounding transport network. This is communicated via multiple forums including the SFM website (see Figure 13), social media or traditional media such as newspapers (see Figure 14). This proactive communication will continue to occur during major events following the opening of the new Sydney Fish Market.

FAQ's

Got a question about Sydney Fish Market's 36-Hour Seafood Marathon? It's probably answered here!

x What are the quietest times to visit the Marathon?

Usually, the quietest times to visit the 36-Hour Seafood Marathon are as follows:

23rd December
Between 5am-9am
Between 4pm-6pm

24th December
Between 2am-4am

Historically, the first day of the Marathon has been quieter than the second.

Figure 13 Extract from SFM website regarding time of travel

Source: <https://www.sydneyfishmarket.com.au/Christmas>

Hunt recommends avoiding the Sydney Fish Market at 11am on Christmas Eve, when foot traffic is expected to peak.

The early hours of the morning are your best bet: "2am on the 24th will be a great time. There will still be people here, it will still be busy," she said. "Everything is open ... coffee will be flowing."

For those coming by car, avoid the main car park and instead try Sydney Secondary College a few hundred metres away.

Figure 14 Extract from newspaper article regarding times of travel

Source: Sydney Morning Herald, 22 December 2023

3.6 Off-site car parking

During major events (e.g. Seafood Marathon) informal arrangements have been implemented between the SFM and neighbouring landowners to provide informal parking areas to increase capacity during major events. Continued implementation of these informal parking arrangements should be considered following the opening of the new Sydney Fish Market to manage peak parking demands. As previously indicated in Figure 12 VMS are installed on the surrounding road network to inform drivers of the availability of this off-site parking area. In addition VMS and static signage is in place at the entrance to the car park via Bridge Road informing drivers of the availability of this satellite parking area.

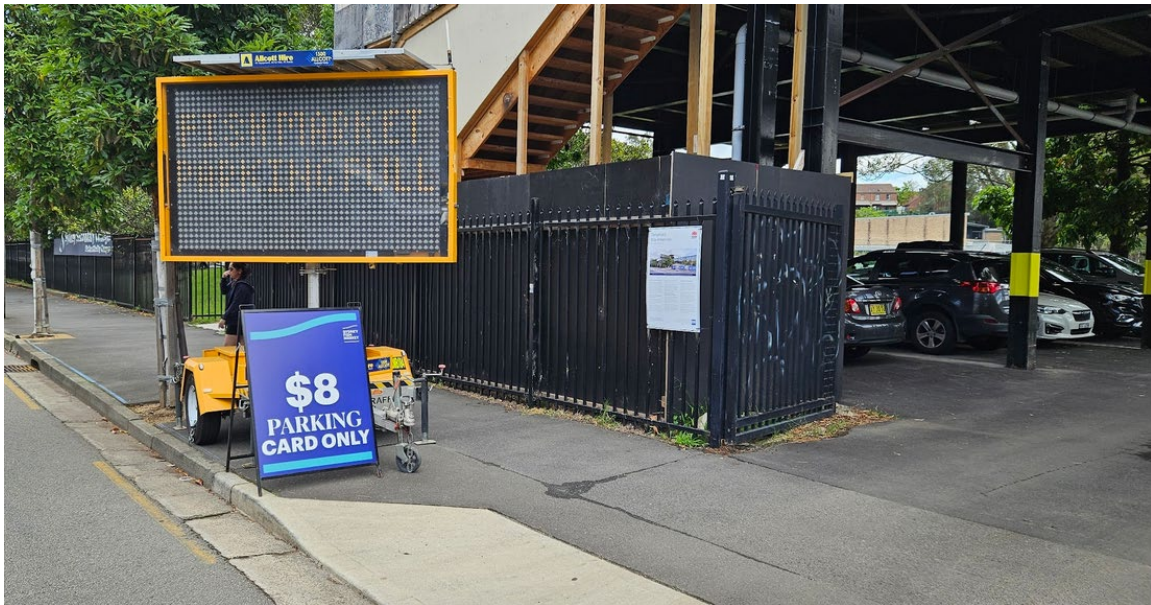


Figure 15 VMS and static signage for overflow parking area



Figure 16 Overflow parking at Sydney Secondary College

The Pyrmont Precinct has the following parking opportunities within walking distance of the new fish market site. This also notes the times at which the car parks would be available for use by the fish market.

Table 3 Additional car parking options

Location	Approximate number of spaces	Walking time	Access via	When available	
				Typical weekday	Major events
Sydney Secondary College – oval	150	4 minutes (300m)	Bridge Road	✘	✓
Wentworth Park Sports Stadium car park	75	5 minutes (400m)	Wattle Street	✘	✓
Wentworth Park oval (no parking on football pitch)	50	10 minutes (800m)	Wattle Street	✘	✓
Harbourside Car Park	1,400	12 minutes (900m)	Murray Street	✓	✓
Harris Street Car Park	420	10 minutes (800m)	Harris Street	✓	✓
Sydney International Convention Centre	500	15 minutes (1200m)	Darling Drive	✓	✓

3.7 Online ordering and home delivery

To reduce the demand for on-site parking and travel to the Sydney Fish Market site during major events the ability to order online and provide for home delivery is provided via the SFM website. Seafood is purchased at the Sydney Fish Market and then delivered to the door of the customer on the day the order is made. Increased number of home deliveries reduce the demand for on-site parking and traffic on the surrounding road network, particularly for short trips made by visitors to purchase seafood from a single operator.

ORDER YOUR CHRISTMAS SEAFOOD ONLINE

It wouldn't be an Aussie Christmas without fresh seafood taking pride of place on the table. Sydney Fish Market's 36-Hour Seafood Marathon is back again this year, however we understand that some of our customers prefer to have their seafood delivered.

Our retailers' extensive home delivery options mean that nobody will miss out on a fresh seafood spread this festive season! Read on to find out about all of the options.

Nicholas Seafood

[Click here to visit website](#)

Nicholas Seafood are offering a variety of specialty platters and fresh seafood options, with home delivery available. **Monday 18th of December** is the last day you can place an order.

Peters Sydney Fish Market

[Click here to visit website](#)

Peters Sydney Fish Market have a huge range of hampers, platters, sushi, and fresh seafood available for home delivery. **Monday 18th of December** is the last day you can place an order.

GetFish

[Click here to visit website](#)

From appetisers to platters, GetFish have all the seafood you need for Christmas, available for pick-up from the Market. Christmas pre-orders are open now, with a minimum purchase of \$300. Pre-orders can also be made online, by phone, and in person. Collection is only available on site, but there will be no need to wait in a queue. They encourage customers to order early before they reach their maximum capacity of orders.

Claudio's Seafoods

Figure 17 Extract from SFM website regarding online ordering

Source: <https://www.sydneyfishmarket.com.au/Home/News-Media/News/Article/order-your-christmas-seafood-online-1>

4 Bus, Coach & Pick-up / Drop-off Management Plan

4.1 Summary of pick up / drop off area

A key feature of the new Sydney Fish Market development is the provision of a drop off / pick up lane that sits outside of the current road reserve. This lane will facilitate vehicle drop off and pick up without relying on existing on-street kerbside space and will be used for buses, coaches and point to point transport vehicles (e.g. taxis and Ubers).

Subsequent to the original approval of the project in June 2020 modifications have been made to the drop off and pick up area. These changes were a result of further investigations and consultation with Transport for NSW and City of Sydney Council to maintain the Bridge Road roadway levels to existing conditions (approximately RL 2.0). The benefits arising from these changes are as follows:

- Drop off and pick up areas now at existing roadway level;
- Clearer separation from drop off areas to the Bridge Road shared path, with more controlled and visible points of entry;
- Delineation between the drop off / pick up areas for buses and coaches and those for passenger vehicles including taxis and Ubers which will provide a safer operation with easier management and wayfinding;
- Bridge Road shared path width maintained; and
- Greater separation and reduced points of conflict between shared path users and visitors being dropped off and picked up.

An illustration of the future Bridge Road pick up and drop off area is provided in Figure 18 below.

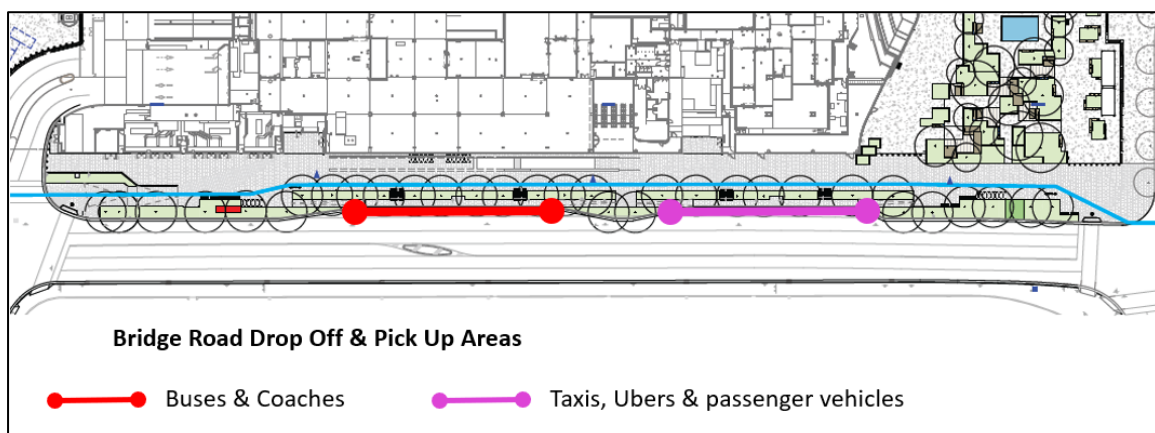


Figure 18 Future Bridge Road pick up and drop off zone

A comparison of the design of the pick up and drop off zone as per the original project approval in June 2020 and the recently modified layout, as per the approval under Modification 11 in October 2023, is presented in the figures below.

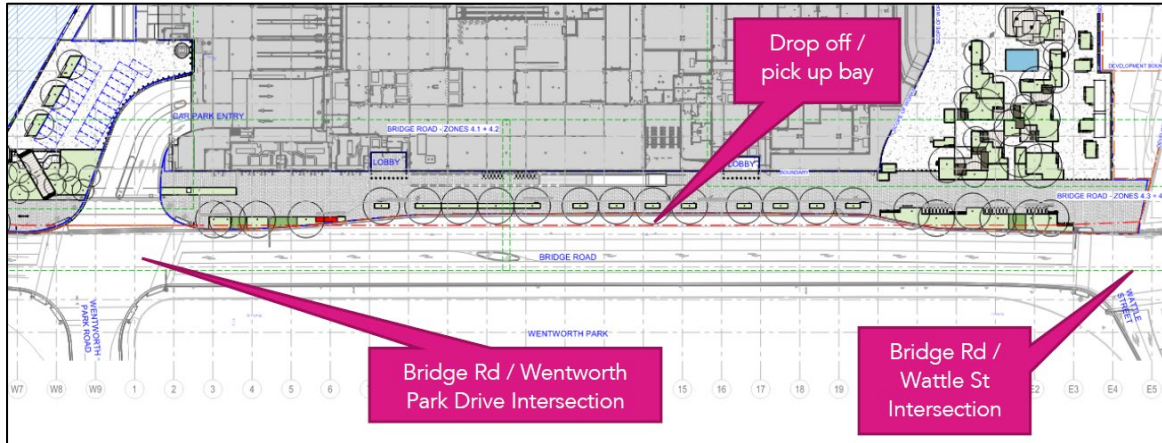


Figure 19 Bridge Road pick up and drop off zone – as per original approval

Source: PTC

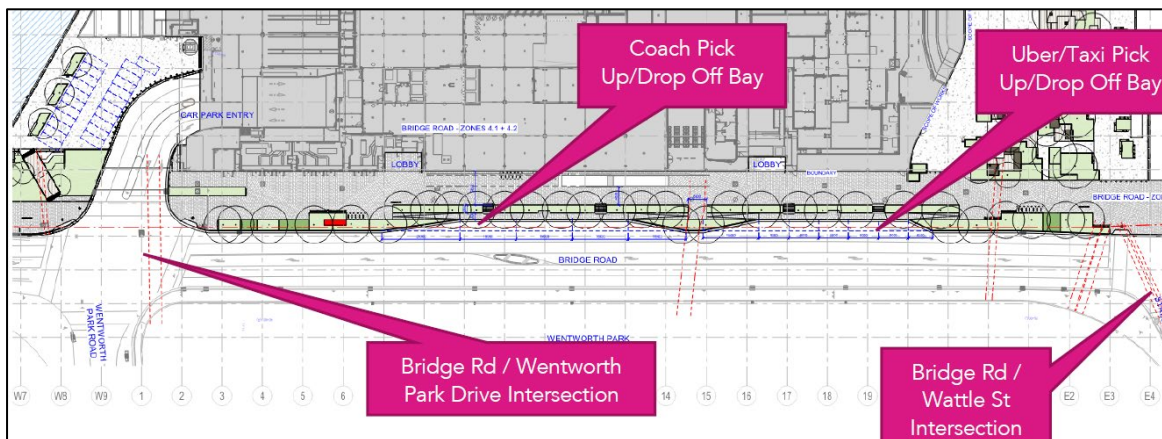


Figure 20 Bridge Road pick up and drop off zone – as modified

Source: PTC

4.2 Forecast vehicle demand – drop off / pick up area

The forecast number of taxi and ride-share movements by hour on a typical weekday is presented in Figure 21, with total forecast coach / mini-bus movements shown in Figure 22.

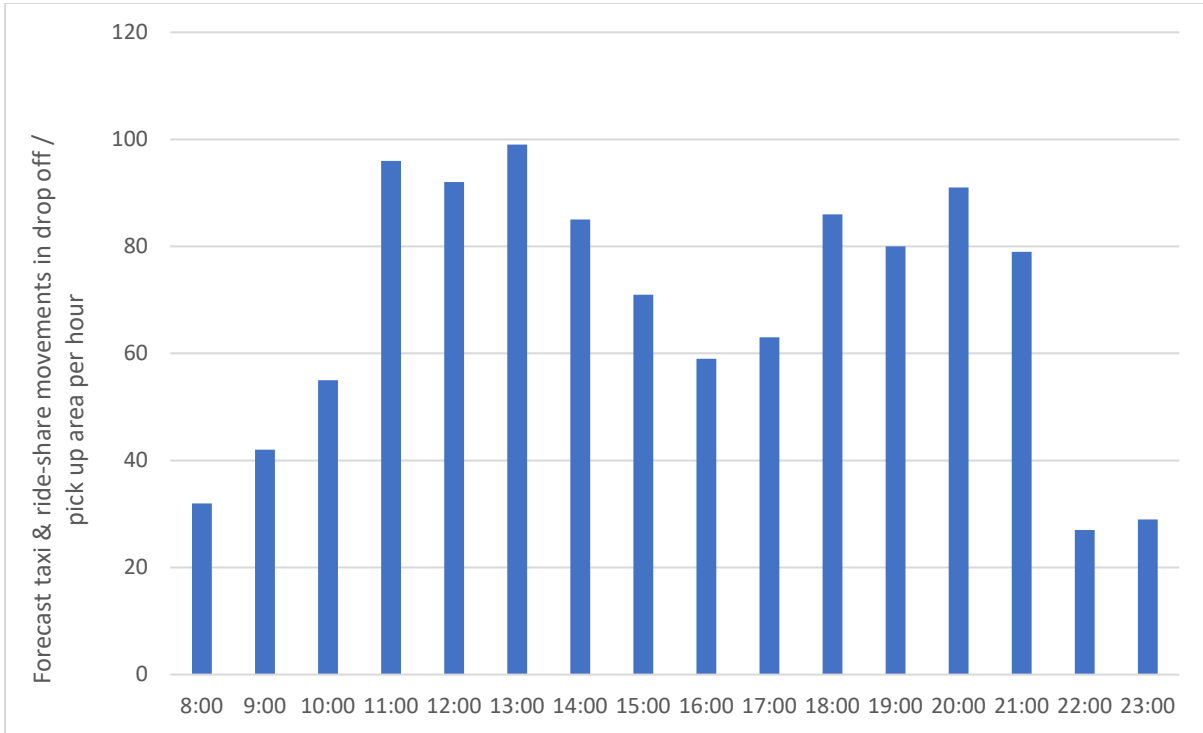


Figure 21 Forecast taxi and ride-share movements

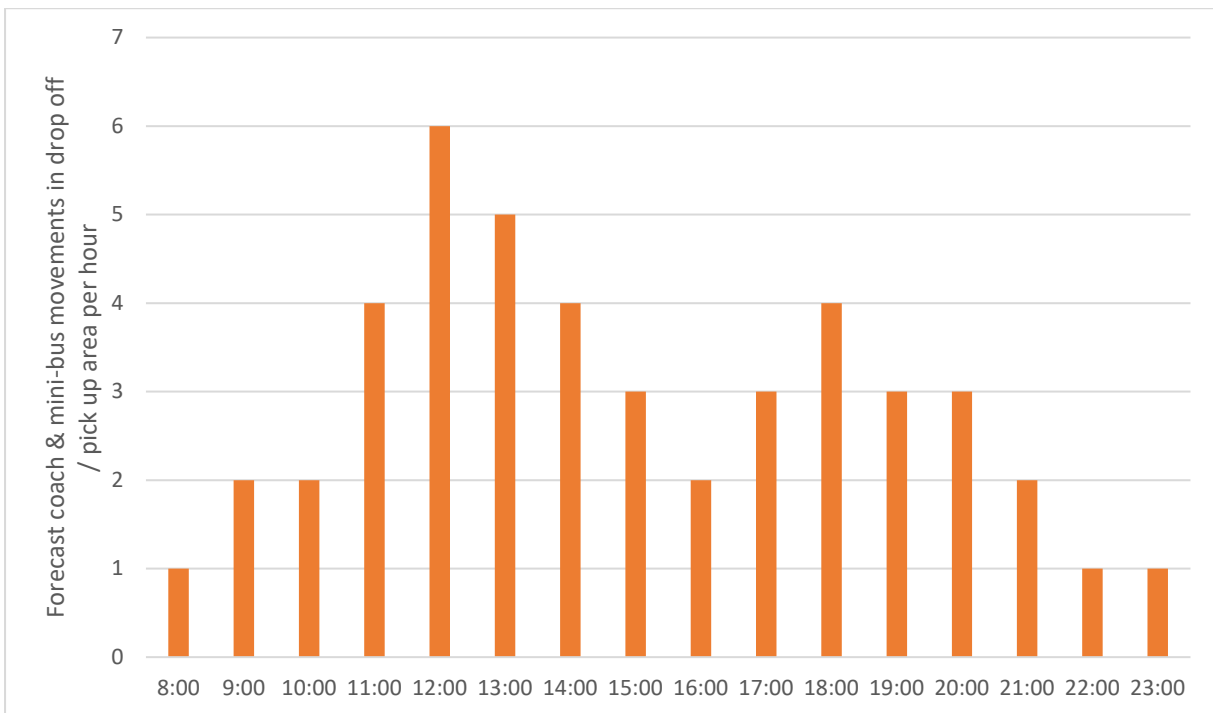


Figure 22 Forecast coach and mini-bus movements

4.3 Vehicle duration of stay

The expected duration of stay of these vehicles is as follows:

- Taxis and ride-share vehicles: No more than two minutes ('No Parking' to be signposted along the kerbside)
- Coaches and mini-buses: No more than 15 minutes (to be used for pick up and drop off of passengers only. Layover to take place off-site).

4.4 Design features

The drop off/pick up bays have been designed in accordance with the requirements of 'State Transit, Bus Infrastructure Guide', and AS2890.5:2020 - On Street Parking, the dimensions proposed are shown in the following tables.

Table 4 Coach drop off/ pick up bay dimensions

Bus Stop Dimensions	Required Dimension	Provided Dimension
Bus Bay Width	3.0m	3.0m
Draw Out Length	14.0m	21.0m
Draw Out Length	6.5m	15.5m
Bus Bay length	14.5m	15.0m

Table 5 Passenger vehicle drop off/ pick up bay dimensions

Passenger Vehicle Dimensions	Required Dimension	Provided Dimension
Bay Width (50 kph or less)	2.0m – 2.3mm	3.0m
Bay Length – unobstructed	5.4m	8.0m
Bay Length - Intermediate	6.0m – 6.7m	8.0m

In support of the modified design for the pick up and drop off zone, PTC prepared swept path analysis for both the coach/bus zone and the passenger vehicle zone to confirm the suitability of the design. This swept path analysis is presented in Figure 23 (for the bus/coach zone) and Figure 24 (for the passenger vehicle zone).

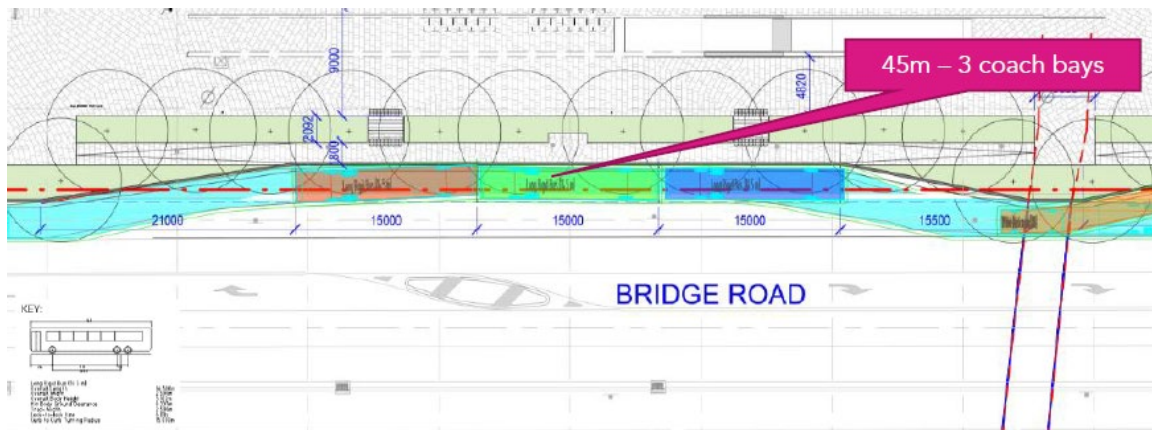


Figure 23 Swept path analysis – coach/bus drop off/pick up zone

Source: PTC

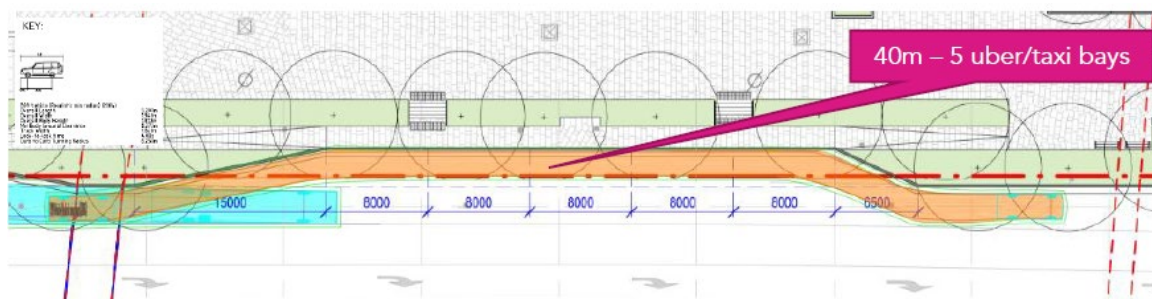


Figure 24 Swept path analysis – passenger vehicle drop off/pick up zone

Source: PTC

4.5 Capacity assessment

The future pick up / drop off area can accommodate the following number of vehicles at any one time:

- Taxis / ride-share: 5 vehicles
- Coach / minibus: 3 vehicles (dependent on vehicle type)

Based on the typical duration of stays for these vehicle types as previously noted, the area can accommodate the following number of vehicles per hour:

- Taxis / ride-share: 150 vehicles / hour
- Coach / minibus: 12 vehicles / hour

These capacities are comfortably above the maximum forecast hourly demand as previously presented in Section 4.2 of this document. The capacity of the respective drop off and pick up zones relative to the anticipated hourly demands is presented in Figure 25 (for the bus/coach zone) and Figure 26 (for the passenger vehicle zone).

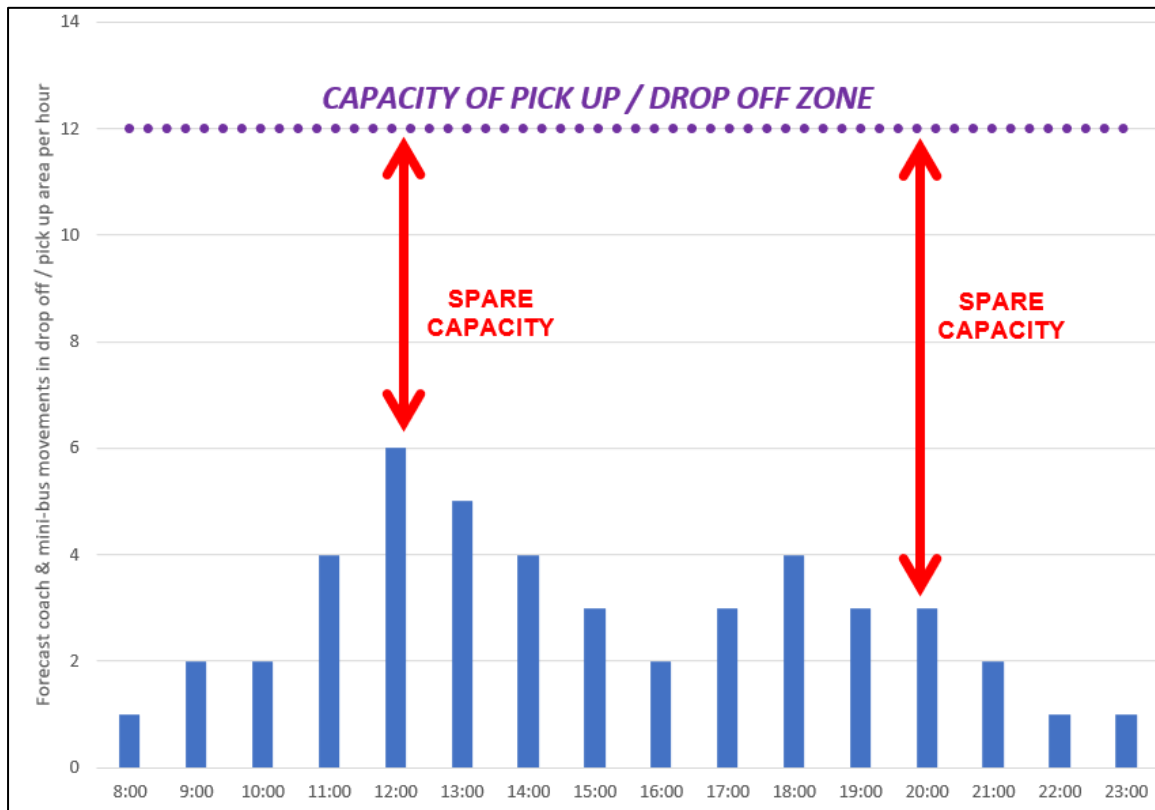


Figure 25 Capacity assessment – bus/coach drop off & pick up zone

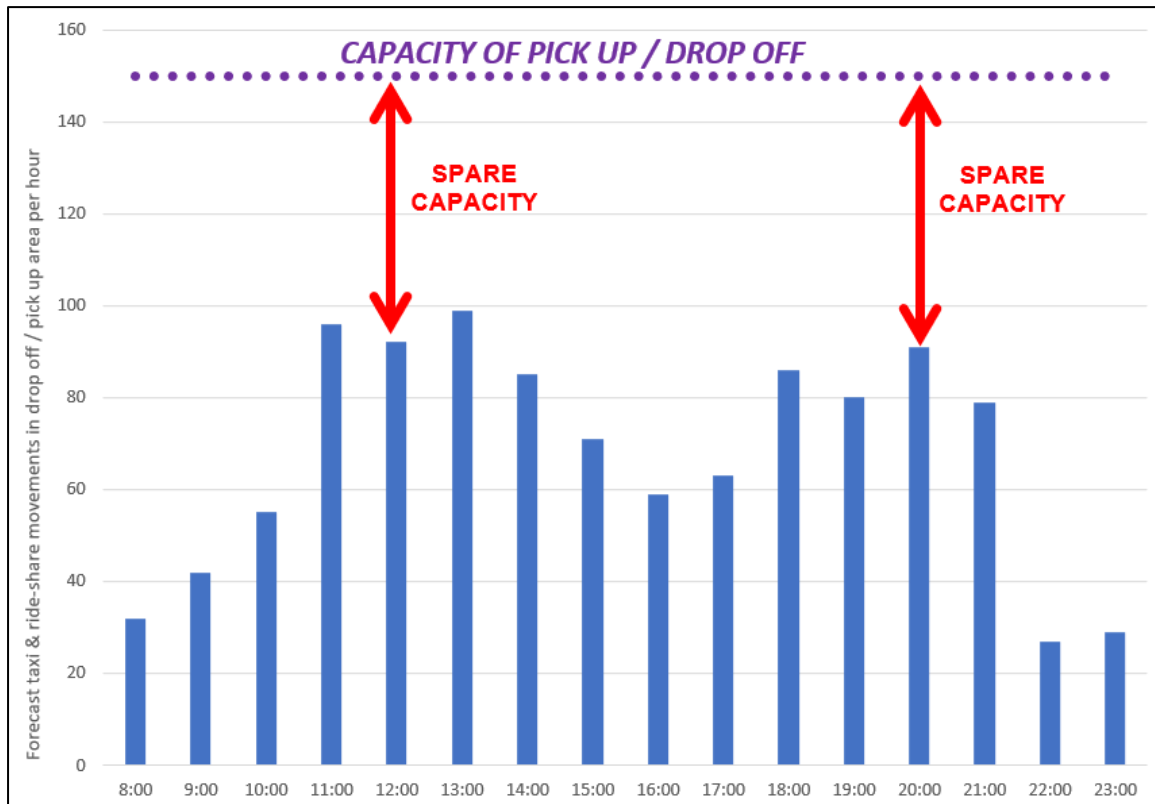


Figure 26 Capacity assessment - passenger vehicle drop off & pick up zone

4.6 Management of queueing on Bridge Road

Design and management measures in place to limit the extent of any queueing along Bridge Road associated with the future pick up and drop off zone are as follows:

- The geometry of the drop off / pick up zones has been prepared in accordance with the relevant road design guidelines which has been supported by swept path analysis. In particular the layby width meets or exceeds the relevant design guidelines and therefore will allow for vehicles to be wholly contained within the zone and not impede the movement of vehicles along Bridge Road.
- Signposting will be in place to limit the duration of stay of vehicles and promote a high turnover. This is expected to include 'No Parking' signage for the passenger vehicle zone (limiting vehicle stays to two minutes) and 15 minute parking signs for the bus/coach zone.
- The bus/coach parking zone is to be used for pick up and drop off of passengers only, with layover to take place off-site in designated coach parking areas such as Bank Stret.
- Adequate storage areas to accommodate expected demands throughout the day and evening as previously indicated in Section 4.5 of this document.
- The design provides for segregation from the drop off / pick up area to the Bridge Road shared path, with more controlled and visible points of entry. This will both limit points of conflict as well as provide for a more efficient flow of vehicles through the pick up / drop off zone.
- The design provides for delineation between the drop off / pick up areas for buses and coaches and those for passenger vehicles including taxis and Ubers which will provide a safer operation with easier management and wayfinding.
- SFM to engage traffic controllers to manage vehicle movements in the drop off / pick up zone during special events such as the Christmas Seafood Marathon.
- As the drop off/ pick up area only accommodate vehicles travelling in Bridge Road in an eastbound direction, appropriate approach travel routes will be communicated to coach companies and ride-share operators to ensure they approach the site from the west along Bridge Road or Wentworth Park Road. Potential approach routes to the site include:
 - From the north and east: Via Harbour Street, Pier Street, William Henry Street and Wentworth Park Road
 - From the west: Via City West Link or Victoria Road, The Crescent and Bridge Road
 - From the south or west: Via Broadway or Wattle Street (south of Broadway), Wattle Street and Wentworth Park Road.

4.7 Management of conflicts

A key element of the project is to improve the pedestrian and cycling environment in and around the new Sydney Fish Market. The proposed shared path on Bridge Road will facilitate safer journeys for cyclists to and from the new Sydney Fish Market, as well as more broadly to other parts of Sydney. The provision of a shared path along the northern side of Bridge Road, which will primarily cater for recreational and less confident cyclists, aligns with the broader City of Sydney bike network.

The shared path will provide an off-road environment where recreational and less confident cyclists can safely travel. The path will include advisory pavement marking (in line with City of Sydney standards, refer to Figure 27) to encourage considerate behaviour by cyclists, including travelling at speeds of no more than 10km/h and giving way to pedestrians at all times. The level of pedestrian activity expected on Bridge Road will naturally reduce cyclist speeds, in a similar way to how Pitt Street Mall or Martin Place functions.



Figure 27 Standard City of Sydney shared path markings

Due to the lower speed environment, more confident cyclists may choose to continue to utilise Bridge Road – particularly during periods of high pedestrian activity at the new Sydney Fish Market. It should be noted that during the morning weekday commuter peak hour, pedestrian activity on Bridge Road is expected to be low and conflicts reduced between pedestrians and commuters making their way into work.

The updated and approved (as of October 2023) design for Bridge Road significantly reduces conflicts between pedestrians accessing the drop off / pick up zone and cyclists along the adjoining shared pathway. All passenger transport activity (including waiting with luggage or getting out of vehicles) will now occur on the lower footpath level, separated from the shared footpath, therefore providing greater segregation between the two user groups.

The revised design includes discrete points of entry for pedestrians to travel between the new Sydney Fish Market and the drop off / pick up zone. These points of entry will provide for greater pedestrian legibility and access and reduce instances of people meandering across the shared path – thereby limiting conflicts with cyclists travelling at low speeds. These points of access to the drop off / pick up zones are illustrated in Figure 28 below.

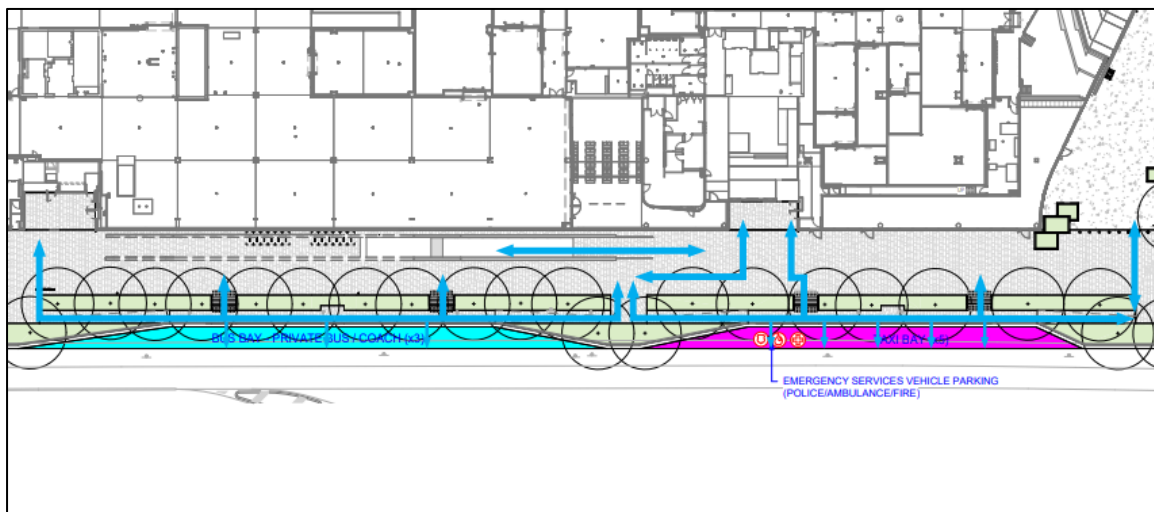


Figure 28 Pedestrian points of entry to the drop off / pick up zones

Source: ASPECT Studios

The shared path along the northern edge of Bridge Road, adjacent to the new Sydney Fish Market, will be better protected as a result of the approved design. The amendment to the road carriageway level will provide better separation and definition between the taxi/bus loading and movements into the new Sydney Fish Market, while maintaining and increasing the width of the shared pathway for east-west movements. A landscaped buffer is provided between the drop off / pick up

zone and the shared path which provides for both physical and visual separation between these user groups. This separation is illustrated in Figure 29 below.



Figure 29 Illustrative render showing the shared path and drop off / pick up area

Source: ASPECT Studios