



WATERLOO METRO QUARTER OVER STATION DEVELOPMENT

Environmental Impact Statement Appendix I - Transport, Traffic and Parking Impact Assessment

SSD-10438 Basement Car Park

Detailed State Significant Development
Development Application

Prepared for **Waterloo Developer Pty Ltd**

30 September 2020

Reference	Description
Applicable SSD Applications	SSD-10438 Basement Car Park
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Table of Contents

1. Glossary and abbreviations	7
2. Executive summary	10
3. Introduction.....	11
3.1 Conditions of Concept Approval (SSD 9393)	13
4. The site.....	15
5. Background.....	19
5.1 About Sydney Metro	19
5.1.1 Sydney Metro North West.....	19
5.1.2 Sydney Metro City & Southwest	19
5.1.3 Sydney Metro West	19
5.1.4 Sydney Metro Greater West	19
5.2 Sydney Metro CSSI Approval (SSI 7400)	20
5.3 Concept Approval (SSD 9393)	21
6. Proposed development	22
6.1 Waterloo Metro Quarter Development	22
6.1.1 Southern Precinct.....	22
6.1.2 Basement Car Park (Subject DA)	22
6.1.3 Central Precinct	23
6.1.4 Northern Precinct.....	23
7. Existing Transport Facilities	26
7.1 Road Hierarchy.....	26
7.2 Public Transport	31
7.2.1 Metro	31
7.2.2 Trains.....	31
7.2.3 Buses.....	31
7.3 Active Travel	34
7.3.1 Bicycle Network	34
7.4 Proposed Public Transport Upgrades	36
7.5 Existing Travel Behaviour.....	38
8. Parking Provision	40
8.1 Proposed Development Parking Provision.....	40
8.1.1 Planning Policy	40
8.1.1 Proposed Parking Provision	44
8.1.1 Commercial & Retail Parking Provision	46
8.1.2 Student Accommodation Parking Provision	47
8.1.3 Student Accommodation Service Vehicle Provision	47
8.1.4 Child Care Centre Parking Provision	47
8.1.5 Accessible and Adaptable Parking Provision.....	48
8.1.6 Loading Dock Service Bay Provision	48
8.1.7 Proposed Motorcycle Provision	49
8.1.8 Proposed Bicycle Provision	49
8.1.9 Student Accommodation Bicycle Provision.....	52

8.1.10	Child Care Bicycle Provision.....	52
8.1.11	Proposed Bicycle and End of Trip Facility Provision Allocation	52
8.1.12	End of Trip Facilities (EoTF).....	54
9.	Development Traffic Assessment.....	55
9.1	Proposed Development Traffic Assessment	55
9.1.1	Existing Traffic Generation	55
9.1.2	Existing Traffic Volumes and Distribution	55
9.1.3	Existing Peak Hour Traffic Volumes	57
9.1.4	Existing Traffic Distribution	60
9.1.5	Existing Network Operation	61
9.1.6	Proposed Traffic Generation.....	63
9.1.7	Proposed Development Traffic Generation (Proposed Parking).....	63
9.1.8	Proposed Traffic Distribution	65
9.1.9	Proposed Network Operation	67
9.1.10	Proposed Network Operation (Including Metro Upgrades)	69
10.	Development Pedestrian Assessment	70
11.	Development Cyclist Assessment.....	72
11.1	Existing Cyclist Demand.....	72
11.2	Proposed and Future Target Cycling Demand.....	72
12.	Green Travel.....	73
12.1	Future Mode Share Targets	73
12.2	Green Travel Plan	74
13.	Access and Car Parking Assessment	75
13.1	Vehicle Access and Circulation	75
13.2	Internal Circulation.....	75
13.3	Sight Distance	75
13.4	Car Park Arrangements.....	75
13.4.1	Typical Parking Requirements.....	75
13.4.2	Accessible Parking Requirements	76
13.4.3	Bicycle Parking	76
13.4.4	Motorcycle Parking	76
13.4.5	Service Vehicles Parking	77
13.5	Church Square Shared Zone	78
14.	Construction Traffic & Pedestrian Management	79
15.	Conclusion	80
16.	Appendices	81
16.1	Appendix 1 - Traffic Modelling.....	81
16.2	Appendix 2 - Pedestrian Modelling Report.....	82
16.3	Appendix 3 - Parking Layout Assessment	83
16.4	Appendix 4 - Basement Carpark Management Plan.....	84

List of Figures

Figure 1 - Aerial image of the site	17
Figure 2 - Waterloo Metro Quarter site, with sub-precincts identified	18
Figure 3 - Waterloo Metro Quarter site, with sub-precincts identified	18
Figure 4 - Sydney Metro alignment map	20
Figure 5 - CSSI Approval scope of works	21
Figure 6 - Key Components of the WMQ Site	24
Figure 7 - Vehicular Access to Basement and Shared Loading Dock	25
Figure 8 - Road Hierarchy	26
Figure 9 - Botany Road (south bound from Henderson Street)	27
Figure 10 - Cope Street (south bound from Raglan Street)	28
Figure 11 - Raglan Street (west bound from Cope Street)	29
Figure 12 - Wellington Street (west bound from Cope Street)	30
Figure 13 - Local Bus Stops	32
Figure 14 - Bus Network in the Vicinity of the Development	32
Figure 15 - Existing and Planned Cycle Network	35
Figure 16 - Potential Transport Network	37
Figure 17 - Location of Intersection Surveys	56
Figure 18 - Existing Traffic Distribution AM Peak	60
Figure 19 - Existing Traffic Distribution PM Peak	61
Figure 20 - Proposed Traffic Distribution AM Peak	65
Figure 21 - Proposed Traffic Distribution PM Peak	66
Figure 22 - Future Mode Share Targets	73

List of Tables

Table 1 - SEARs requirements (SSD 10438)	12
Table 2 - Conditions of Concept Approval (SSD 9393)	14
Table 3 - Existing Road Network - Botany Road	27
Table 4 - Existing Road Network - Cope Street	28
Table 5 - Existing Road Network - Raglan Street	29
Table 6 - Existing Road Network - Wellington Street	30
Table 7 - Train Services Summary	31
Table 8 - Bus Services Summary	33
Table 9 - Existing Travel behaviour - Travel to Work, Waterloo as a place of work	38
Table 10 - Existing Travel behaviour - Travel to Work, Waterloo as a place of residence	39
Table 11 - Permissible Parking Provision (Northern Precinct)	41

Table 12 - Permissible Parking Provision (Central Precinct)	43
Table 13 - Permissible and Proposed Parking Provisions (Southern Precinct)	44
Table 14 - Proposed Parking Provision (All Precincts)	46
Table 15 - Proposed Bicycle Parking Provision (All Precincts)	50
Table 16 - Student Accommodation Bicycle Occupation Surveys	52
Table 17 - Proposed Bicycle Parking and EoTF Allocation	54
Table 18 - EoTF	54
Table 19 - Henderson Road and Wyndham Street, Peak Hour Traffic Volumes	57
Table 20 - Botany Road, Henderson Road and Raglan Street, Peak Hour Traffic Volumes	58
Table 21 - Raglan Street and Cope Street, Peak Hour Traffic Volumes	58
Table 22 - Cope Street and Wellington Street, Peak Hour Traffic Volumes	59
Table 23 - Botany Road, Buckland Street and Wellington Street Peak Hour Traffic Volumes	59
Table 24 - Intersection Performance - Levels of Service	62
Table 25 - Summary of Existing Intersection Modelling	63
Table 26 - Proposed Development Parking Generation (Proposed Parking)	64
Table 27 - Summary of Intersection Modelling	68
Table 28 - WMQ Streetscape Performance Summary	71

1. Glossary and abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ADG	Apartment Design Guide
AHD	Australian height datum
AQIA	Air Quality Impact Assessment
BC Act	Biodiversity Conservation Act 2016
BCA	Building Code of Australia
BC Reg	Biodiversity Conservation Regulation 2017
BDAR	Biodiversity Development Assessment Report
CEEC	critically endangered ecological community
CIV	capital investment value
CMP	Construction Management Plan
Concept DA	A concept DA is a staged application often referred to as a 'Stage 1' DA. The subject application constitutes a detailed subsequent stage application to an approved concept DA (SSD 9393) lodged under section 4.22 of the EP&A Act.
Council	City of Sydney Council
CPTED	Crime Prevention Through Environmental Design
CSSI approval	critical State significant infrastructure approval
CTMP	Construction Traffic Management Plan
DA	development application
DPIE	NSW Department of Planning, Industry and Environment
DRP	Design Review Panel
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	NSW Environment Protection Authority
EPA Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999

Reference	Description
ESD	ecologically sustainable design
FSMP	Freight & Servicing Management Plan
GANSW	NSW Government Architect's Office
GFA	gross floor area
HIA	Heritage Impact Assessment
IAP	Interchange Access Plan
LGA	Local Government Area
NCC	National Construction Code
OSD	over station development
PIR	Preferred Infrastructure Report
POM	Plan of Management
PSI	Preliminary Site Investigation
RMS	Roads and Maritime Services
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 55	State Environmental Planning Policy No 55—Remediation of Land
SEPP 65	State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2009
SREP Sydney Harbour	State Regional Environmental Plan (Sydney Harbour Catchment) 2005
SSD	State significant development
SSD DA	State significant development application
SLEP	Sydney Local Environmental Plan 2012
Transport for NSW	Transport for New South Wales
TIA	Traffic Impact Assessment

Reference	Description
The proposal	The proposed development which is the subject of the detailed SSD DA
The site	The site which is the subject of the detailed SSD DA
TTPIA	Transport, Traffic & Parking Impact Assessment
VIA	Visual Impact Assessment
WMQ	Waterloo Metro Quarter
WMP	Waste Management Plan
WSUD	water sensitive urban design

2. Executive summary

This Transport, Traffic and Parking Impact Assessment has been prepared by **ptc.** to accompany a detailed State significant development (SSD) development application (DA) for the Basement car park over station development (OSD) at the Waterloo Metro Quarter site.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the detailed SSD DA (SSD 10438).

The parking provided within the Basement (SSD 10438) relates to the following developments:

- SSD-10437 - Southern Precinct,
- SSD-10439 - Central Precinct, and
- SSD-10440 - Northern Precinct.

This report has also been prepared to be used as reference to the amending concept SSD DA for the Waterloo Metro Quarter OSD (SSD 10441) in so far as the Amending Concept SSD DA relates to the Basement Car Park, as well as the Transport, Traffic and Parking Impact Assessments (TTPIA) for the individual precincts outlined above.

Parking will be provided within the shared Basement car park which is accessible via Cope Street and the proposed Church Square shared zone. The proposed parking provisions associated with the Basement comprises:

- 150 car parking spaces;
- 5 courier service vehicle spaces;
- 13 motorcycle spaces;
- 638 bicycle parking spaces; and
- End of trip facilities including 300 lockers and 34 shower/change cubicles.

Service vehicle parking is provided within the Northern and Southern loading docks and for deliveries and refuse collection. The Northern loading dock comprises two SRV bays and two MRV bays and the Southern loading dock accommodates one MRV bay. In addition, five courier bays accommodating B99 car-derived vans/utes are provided within the Basement car park.

A review of the bicycle parking and service vehicle facilities have been undertaken with reference to AS2890.2:2018 and AS2890.3:2015 and found the proposal to be capable of complying with or meeting the intent of the relevant standards. Any non-standard elements within the design are able to be revisited and adjusted during the detailed design stage to ensure full compliance prior to issue of Construction Certification.

Traffic modelling has been undertaken for the proposed development, including growth to 2036. The modelling indicates that the external road network will continue operate with no change to the levels of service. Therefore, the development is anticipated to have no detrimental impact on the network operation, over and above the approved scheme.

This report concludes that the proposed Basement Car Park (SSD-10438) is suitable in relation to traffic outcome and parking provision.

3. Introduction

This report has been prepared to accompany a detailed State significant development (SSD) development application (DA) for the Basement Car Park over station development (OSD) at the Waterloo Metro Quarter site. The detailed SSD DA is consistent with the concept approval (SSD 9393) granted for the maximum building envelope on the site, as proposed to be modified.

The Minister for Planning, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning, Industry and Environment (DPIE) for assessment.

The detailed SSD DA seeks development consent for the design, construction and operation of:

- 2-storey shared basement and associated excavation
- ground level structural slab
- carparking for the commercial Building 1 (Northern SSD 10440), residential Building 2 (Central SSD 10439), social housing Building 4 (Waterloo Congregational Church and Sydney Metro)
- service vehicle spaces
- commercial end-of-trip and bicycle storage facilities
- residential storage facilities
- shared plant and services
- in ground stormwater detention tank located in Church Square

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 9 April 2020 and issued for the detailed SSD DA. Specifically, this report has been prepared to respond to the SEARs requirements summarised in the following table.

Item	Description of requirement	Section reference (this report)
8	Traffic, Parking and Access (Construction and Operation) The EIS shall include a traffic, parking and access assessment that provides, but is not limited to, the following:	
	Car Parking Strategy and Management Plan not exceeding maximum car parking rates as specified in Concept Approval or as amended.	Refer to Appendix J
	Details on the current and likely estimated future mode share for the various land uses (workers, visitors, etc) accessing the proposed development	Section 7.5 Section 12

	Details of the current and likely estimated future daily and peak hour vehicle, public transport, point to point transport, pedestrian and bicycle movements to/from the site, including an indication of whether it relates to the station or OSD, and any associated impacts.	Section 9 Section 10
	Measures to mitigate impacts of the proposed development on the operation of existing and future traffic, public transport, pedestrian and bicycle networks.	Section 8 Section 9
	Justification for the car parking provision with measures to encourage users of the development to make sustainable travel choices, including a green travel plan, walking, cycling, public transport and car sharing, adequate provision of bicycle parking and end of trip facilities and the minimisation of private car trips.	Section 8 Section 11
	Modelling and analysis of pedestrian and cyclist access to the proposed development in consultation with TfNSW, taking into account the existing and planned Sydney Bike Network	Section 10 Section 11
	An assessment and details of the proposed car parking access arrangements.	Section 13
	A draft Construction Pedestrian and Traffic Management Plan to demonstrate the proposed management of impact. This Plan needs to include works zone location, vehicle routes, number of trucks, hours of operation, indicative construction program, access arrangements and traffic control measures for all demolition/construction activities.	Section 14

Table 1 - SEARs requirements (SSD 10438)

3.1 Conditions of Concept Approval (SSD 9393)

This report has also been prepared in response to the Conditions of Consent issued for the concept SSD DA (SSD 9393) for the OSD as summarised in Table 2.

Item	Description of Requirement	Section Reference (this report)
B8	Future development applications shall reduce total car parking provision to reduce private car ownership and promote use of active and public transport. Future development applications must demonstrate compliance with:	
(a)	The maximum number of car spaces to be provided for all residential accommodation within the development is limited to 170 spaces, including residents' spaces and residential car share spaces but excluding visitor spaces and service vehicle spaces.	Section 8
(b)	<p>The allocation of residential car parking spaces, up to the maximum of 170 spaces must not exceed the following maximum rates:</p> <ul style="list-style-type: none"> (i) 0.1 space per studio dwelling (ii) 0.3 parking spaces per 1 bedroom dwelling (iii) 0.7 parking spaces per 2 bedroom dwelling (iv) 1 parking space per 3 bedroom or more dwelling (v) Residential car share parking rate of 1 space per 50 residential car parking spaces provided 	Section 8
(c)	<p>Non-residential car parking to be provided in accordance with the following:</p> <ul style="list-style-type: none"> (i) A maximum of 1 space for 435m² of GFA for any commercial uses (ii) A maximum of 2 spaces for use of the Waterloo Congregational Church (iii) Non-residential car share parking at rate of 1 space per 30 non-residential car parking spaces. 	Section 8
B9	Future development applications must include a Car Parking Strategy and Management Plan adopting maximum residential parking cap and allocation rates above and demonstrate compliance with the following:	<p>Section 8</p> <p>A Car Park Management Plan has also been prepared separately to address Condition B9 (refer to Appendix 4 - Basement Carpark Management Plan)</p>

Item	Description of Requirement	Section Reference (this report)
(a)	Accessible car parking spaces provided as per Sydney DCP 2012 rates	Section 8.1.5
(b)	Motorcycle parking spaces provided as per Sydney DCP 2012 rates	Section 8.1.7
B10	Bicycle parking and end-of-trip facilities for the OSD shall be in accordance with the rates specified within the Sydney DCP 2012 for the final land use mix in the future development application.	Section 8.1.8 Section 8.1.9 Section 8.1.10 Section 8.1.11
B15	Future development applications shall be accompanied by a Traffic and Transport Impact Assessment	This report addresses Condition B15
B16	<p>Future development applications shall include a Construction Traffic and Pedestrian Management Plan (CTMP) prepared in consultation with the Sydney Coordination Office and City of Sydney, and to the satisfaction of the relevant road authorities. The CTMP shall include, but not be limited to:</p> <ul style="list-style-type: none"> (a) construction car parking strategy (b) haulage movement numbers/ routes including contingency routes (c) detailed travel management strategy for construction vehicles including staff movements (d) maintaining property accesses (e) maintaining bus operations including routes and bus stops (f) maintaining pedestrian and cyclist links/ routes (g) independent road safety audits on construction related traffic measures (h) measures to account for any cumulative activities/ work zones operating simultaneously. 	Section 14 (CPTMP has been prepared separately)
B17	Independent road safety audits are to be undertaken for all stages of further design development involving road operations and traffic issues and cognisant of all road users. Any issues identified by the audits will need to be closed out in consultation with Sydney Coordination Office, RMS and/or City of Sydney to the satisfaction of the relevant roads authorities.	Independent road safety audits have not been undertaken for the concept design and will be undertaken (by a suitably qualified consultant) in the detailed design stage prior to issue of Construction Certification.

Table 2 - Conditions of Concept Approval (SSD 9393)

4. The site

The site is located within the City of Sydney Local Government Area (LGA). The site is situated about 3.3 kilometres south of Sydney CBD and eight kilometres northeast of Sydney International Airport within the suburb of Waterloo.

The Waterloo Metro Quarter site comprises land to the west of Cope Street, east of Botany Road, south of Raglan Street and north of Wellington Street (refer to Figure 1). The heritage-listed Waterloo Congregational Church at 103-105 Botany Road is within this street block but does not form a part of the Waterloo Metro Quarter site boundaries.

The Waterloo Metro Quarter site is a rectangular shaped allotment with an overall site area of approximately 1.287 hectares.

The Waterloo Metro Quarter site comprises the following allotments and legal description at the date of this report. Following consolidation by Sydney Metro (the Principal) the land will be set out in deposited plan DP1257150.

- 1368 Raglan Street (Lot 4 DP 215751)
- 59 Botany Road (Lot 5 DP 215751)
- 65 Botany Road (Lot 1 DP 814205)
- 67 Botany Road (Lot 1 DP 228641)
- 124-128 Cope Street (Lot 2 DP 228641)
- 69-83 Botany Road (Lot 1, DP 1084919)
- 130-134 Cope Street (Lot 12 DP 399757)
- 136-144 Cope Street (Lots A-E DP 108312)
- 85 Botany Road (Lot 1 DP 27454)
- 87 Botany Road (Lot 2 DP 27454)
- 89-91 Botany Road (Lot 1 DP 996765)
- 93-101 Botany Road (Lot 1 DP 433969 and Lot 1 DP 738891)
- 119 Botany Road (Lot 1 DP 205942 and Lot 1 DP 436831)
- 156-160 Cope Street (Lot 31 DP 805384)
- 107-117A Botany Road (Lot 32 DP 805384 and Lot A DP 408116)
- 170-174 Cope Street (Lot 2 DP 205942).

The detailed SSD DA applies to the Basement Car Park (the site) of the Waterloo Metro Quarter site. The site has an area of approximately 5,700sqm. The subject site comprises the following allotments and legal description at the date of this report.

- 1368 Raglan Street (Lot 4 DP 215751) (Part)
- 59 Botany Road (Lot 5 DP 215751) (Part)
- 65 Botany Road (Lot 1 DP 814205) (Part)
- 67 Botany Road (Lot 1 DP 228641) (Part)

- 124-128 Cope Street (Lot 2 DP 228641) (Part)
- 69-83 Botany Road (Lot 1, DP 1084919)
- 130-134 Cope Street (Lot 12 DP 399757) (Part)
- 136-144 Cope Street (Lots A-E DP 108312) (Part)
- 85 Botany Road (Lot 1 DP 27454)
- 87 Botany Road (Lot 2 DP 27454)
- 89-91 Botany Road (Lot 1 DP 996765)
- 93-101 Botany Road (Lot 1 DP 433969 and Lot 1 DP 738891) (Part).

The boundaries of the overall site are identified at Figure 1, and the subject site of the detailed SSD DA is identified at Figures 2 and 3. The site is reasonably flat with a slight fall to the south.

The site previously included three to five storey commercial, light industrial and shop top housing buildings. All previous structures except for an office building at the corner of Botany Road and Wellington Street have been demolished to facilitate construction of the new Sydney Metro Waterloo station. As such the existing site is predominately vacant and being used as a construction site. Construction of the Sydney metro is currently underway on site in accordance with critical State significant infrastructure approval (CSSI 7400).



Waterloo Metro Quarter Over Station Development EIS
Appendix I - Transport, Traffic and Parking Impact Assessment

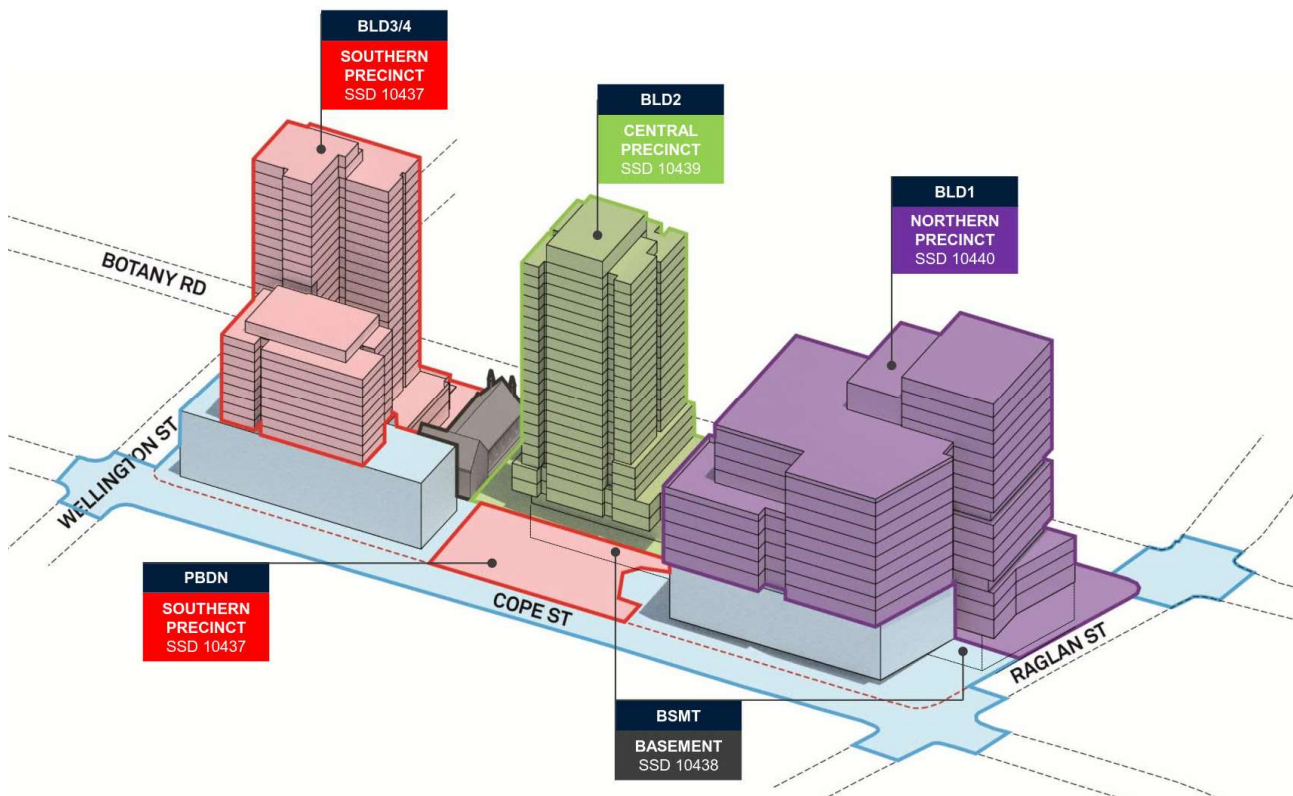


Figure 2 - Waterloo Metro Quarter site, with sub-precincts identified
Source: HASSELL

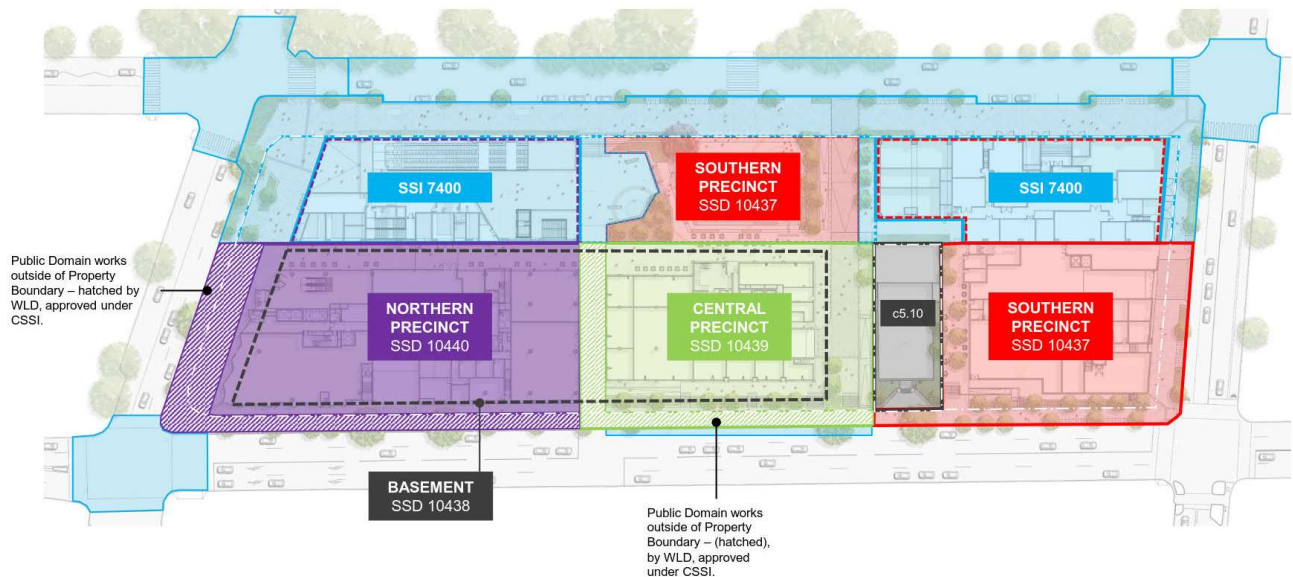


Figure 3 - Waterloo Metro Quarter site, with sub-precincts identified
Source: Waterloo Developer Pty Ltd

5. Background

5.1 About Sydney Metro

Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's North West with a train every four minutes in the peak. A new standalone railway, this 21st century network will revolutionise the way Sydney travels.

There are four core components:

5.1.1 Sydney Metro North West

This project is now complete and passenger services commenced in May 2019 between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

5.1.2 Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition, it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

5.1.3 Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

5.1.4 Sydney Metro Greater West

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service.

The Australian and NSW governments are equal partners in the delivery of this new railway.

The Sydney Metro project is illustrated below.

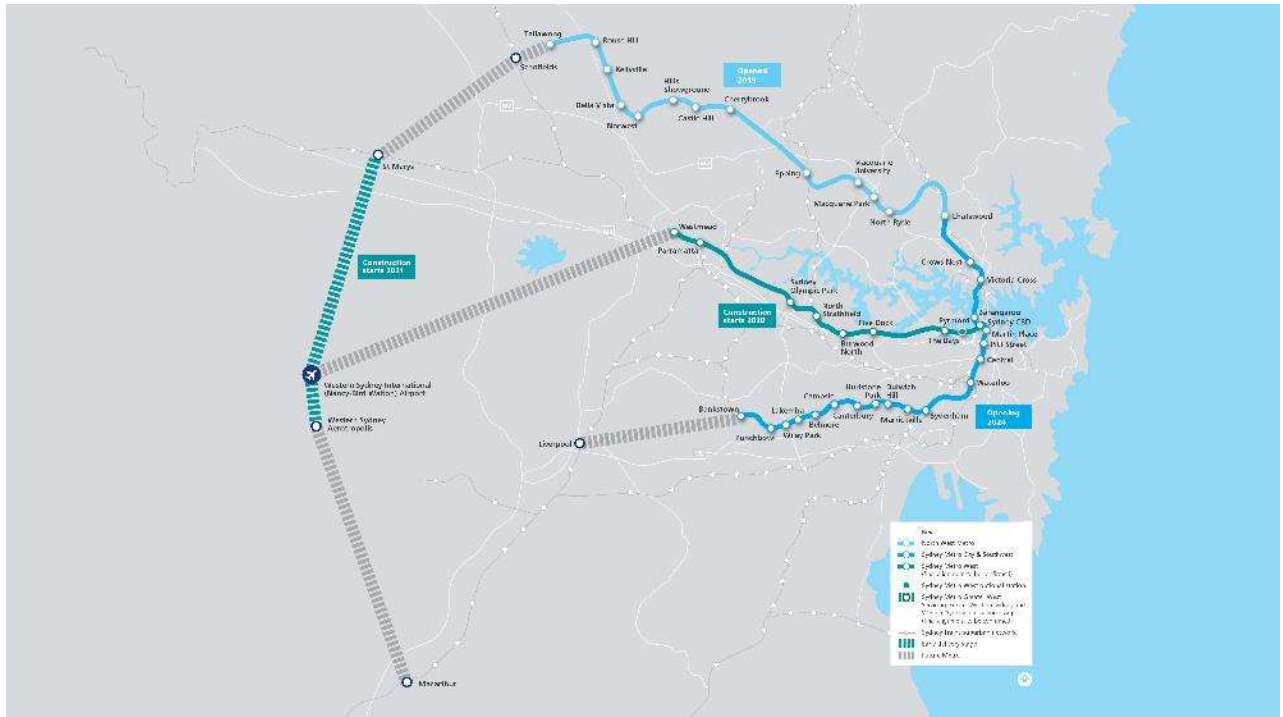


Figure 4 - Sydney Metro alignment map
Source: Sydney Metro

5.2 Sydney Metro CSSI Approval (SSI 7400)

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a critical State significant infrastructure (CSSI) project (reference SSI 7400) (CSSI approval). The terms of the CSSI approval includes all works required to construct the Sydney Metro Waterloo Station. The CSSI approval also includes the construction of below and above ground works within the metro station structure for appropriate integration with the OSD.

With regards to CSSI related works, any changes to the 'metro station box' envelope and public domain will be pursued in satisfaction of the CSSI conditions of approval and do not form part of the scope of the concept SSD DA or detailed SSD DA for the OSD.

Except to the extent described in the EIS or Preferred Infrastructure Report (PIR) submitted with the CSSI application, any OSD buildings and uses do not form part of the CSSI approval and will be subject to the relevant assessment pathway prescribed by the EP&A Act.

The delineation between the approved Sydney Metro works, generally described as within the two 'metro station boxes' and surrounding public domain works, and the OSD elements are illustrated in Figure 5.

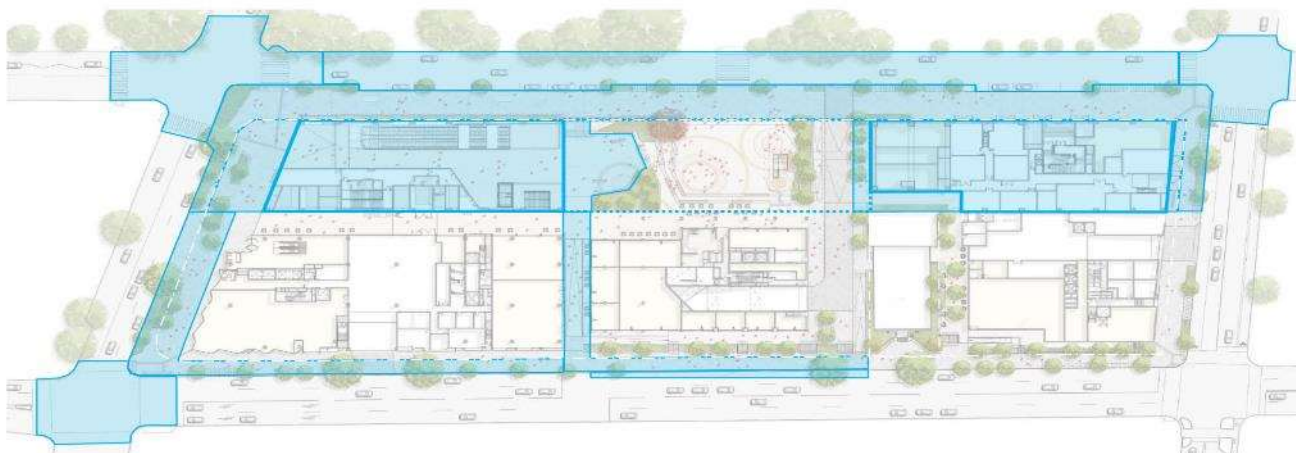


Figure 5 - CSSI Approval scope of works
Source: WL Developer Pty Ltd

5.3 Concept Approval (SSD 9393)

As per the requirements of clause 7.20 of the *Sydney Local Environmental Plan 2012* (SLEP), as the OSD exceeds a height of 25 metres above ground level (among other triggers), development consent is first required to be issued in a concept DA (formerly known as Stage 1 DA).

Development consent was granted on 10 December 2019 for the concept SSD DA (SSD 9393) for the Waterloo Metro Quarter OSD including:

- a maximum building envelope for podium, mid-rise and tower buildings
- a maximum gross floor area of 68,750sqm, excluding station floor space
- conceptual land use for non-residential and residential floor space
- minimum 12,000sqm of non-residential gross floor area including a minimum of 2,000sqm of community facilities
- minimum 5% residential gross floor area as affordable housing dwellings
- 70 social housing dwellings
- basement car parking, motorcycle parking, bicycle parking, and service vehicle spaces.

The detailed SSD DA seeks development consent for the OSD located within the Basement Car Park of the site, consistent with the parameters of this concept approval. Separate SSD DAs have been prepared and will be submitted for the Southern Precinct, Central Precinct and Northern Precinct proposed across the Waterloo Metro Quarter site.

A concurrent amending concept SSD DA has been prepared and submitted to the DPIE which proposed to make modifications to the approved building envelopes at the northern precinct and central building. This amending concept SSD DA does not impact the proposed development within the southern precinct.

As outlined in Section 3.1, this TTPIA also addresses the Conditions B8, B9, B10, B15 and B16 of the Concept Approval (SSD 9393).

6. Proposed development

6.1 Waterloo Metro Quarter Development

The Waterloo Metro Quarter OSD comprises four separate buildings, a basement carpark and public domain works adjacent to the Waterloo Metro station.

Separate SSD DAs will be submitted concurrently for the design, construction and operation of each building in the precinct;

- Southern precinct SSD-10437,
- Basement Car Park SSD-10438,
- Central precinct SSD-10439, and
- Northern precinct-SSD-10440.

An overview of the development is included below for context. This detailed SSD DA seeks development consent for the design, construction and operation of the Basement Car Park.

6.1.1 Southern Precinct

The Southern Precinct comprises:

- 25-storey residential building (Building 3) comprising student accommodation, to be delivered as a mixture of studio and twin apartments with approximate capacity of 474 students
- 9 storey residential building (Building 4) above the southern station box to accommodate 70 social housing dwellings
- ground level retail tenancies including Makerspace and gymnasium lobby, and loading facilities
- level 1 and level 2 gymnasium and student accommodation communal facilities
- landscaping and private and communal open space at podium and roof top levels to support the residential accommodation
- new public open space including the delivery of the Cope Street Plaza, including vehicle access to the site via a shared way from Cope Street, expanded footpaths on Botany and Wellington Streets and public domain upgrades
- signage zone locations
- utilities and service provision
- stratum subdivision (staged).

6.1.2 Basement Car Park (Subject DA)

The Basement Car Park comprises:

- 2-storey shared basement car park and associated excavation comprising
- Ground level structure
- Carparking for the Commercial Building 1, Residential Building 2, social housing Building 4, Waterloo Congregational Church and Sydney Metro
- Service vehicle bays

- commercial end of trip and bicycle storage facilities
- Retail end of trip and bicycle storage facilities
- residential storage facilities
- shared plant and services.

6.1.3 Central Precinct

The Central Precinct comprises:

- 24-storey residential building (Building 2) comprising approximately 126 market residential and 24 affordable housing apartments, to be delivered as a mixture of 1 bedroom, 2 bedroom and 3 bedroom apartments
- Ground level retail tenancies, community hub, precinct retail amenities and basement car park entry
- level 1 and level 2 community facilities (as defined in the SLEP) intended to be operated as a childcare centre
- landscaping and private and communal open space at roof top levels to support the residential accommodation
- new public open space including the delivery of the Church Square, including vehicle access to the basement via a shared way from Cope Street, expanded footpaths and public domain upgrades on Botany Road
- external licensed seating areas
- signage zone locations
- utilities and service provision
- stratum subdivision (staged).

6.1.4 Northern Precinct

The Northern Precinct comprises:

- 17-storey commercial building (Building 1) comprising Commercial floor space, with an approximate capacity of 4000 workers
- ground level retail tenancies, loading dock facilities serving the northern and central precinct including Waterloo metro station
- landscaping and private open space at podium and roof top levels to support the commercial tenants
- new public open space including the delivery of the Raglan Street Plaza, Raglan Walk and expanded footpaths on Raglan Street and Botany Road and public domain upgrades
- external licensed seating areas
- signage zone locations
- utilities and service provision
- stratum subdivision (staged).

The Basement Car Park provides a total of 155 car parking spaces (inclusive of 5 courier service bays) over two levels. A full breakdown of the proposed parking provisions is outlined in Section 8.

This report has also been prepared to be used as reference to the individual SSD DA for the other separable portions of the development being:

- SSD-10437 - Southern Precinct,
- SSD-10439 - Central Precinct, and
- SSD-10440 - Northern Precinct.

The key components of the development are shown in Figure 6.

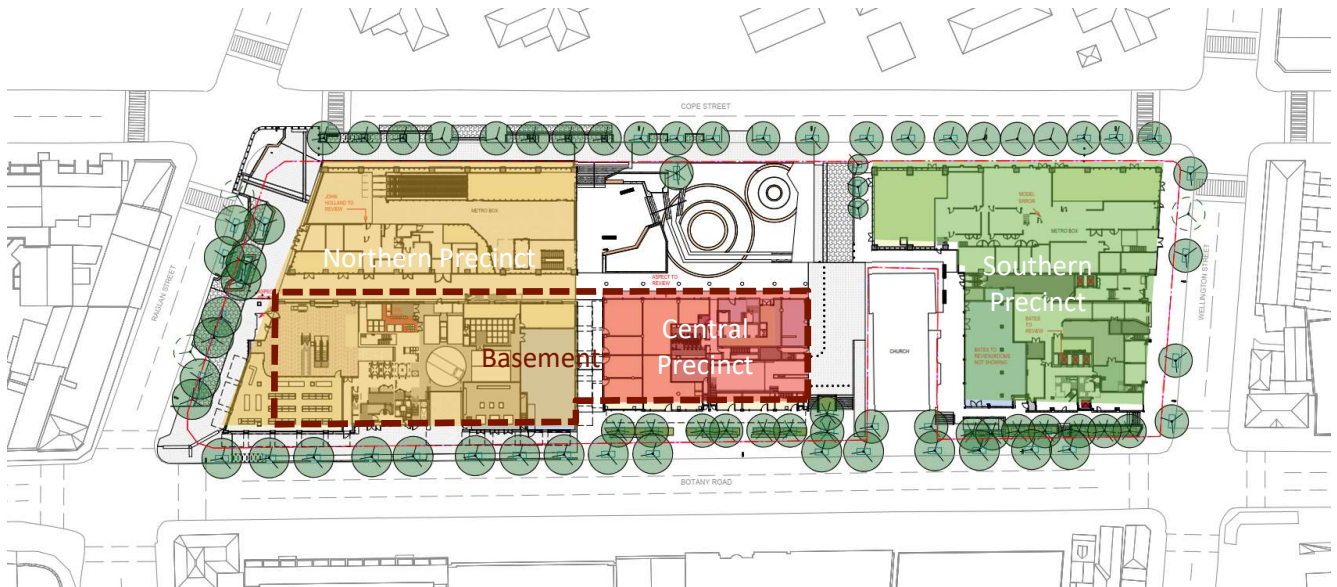


Figure 6 - Key Components of the WMQ Site

- The car parking provision for the Northern, Central and Southern Precincts are located within the shared basement illustrated in Figure 6. This car park is accessed via Cope Street and the shared zone on Church Street.
- The development will utilise the shared Northern loading dock within the ground floor (which is part of the Northern Precinct SSD DA), accessed off Botany Road as shown in Figure 7.

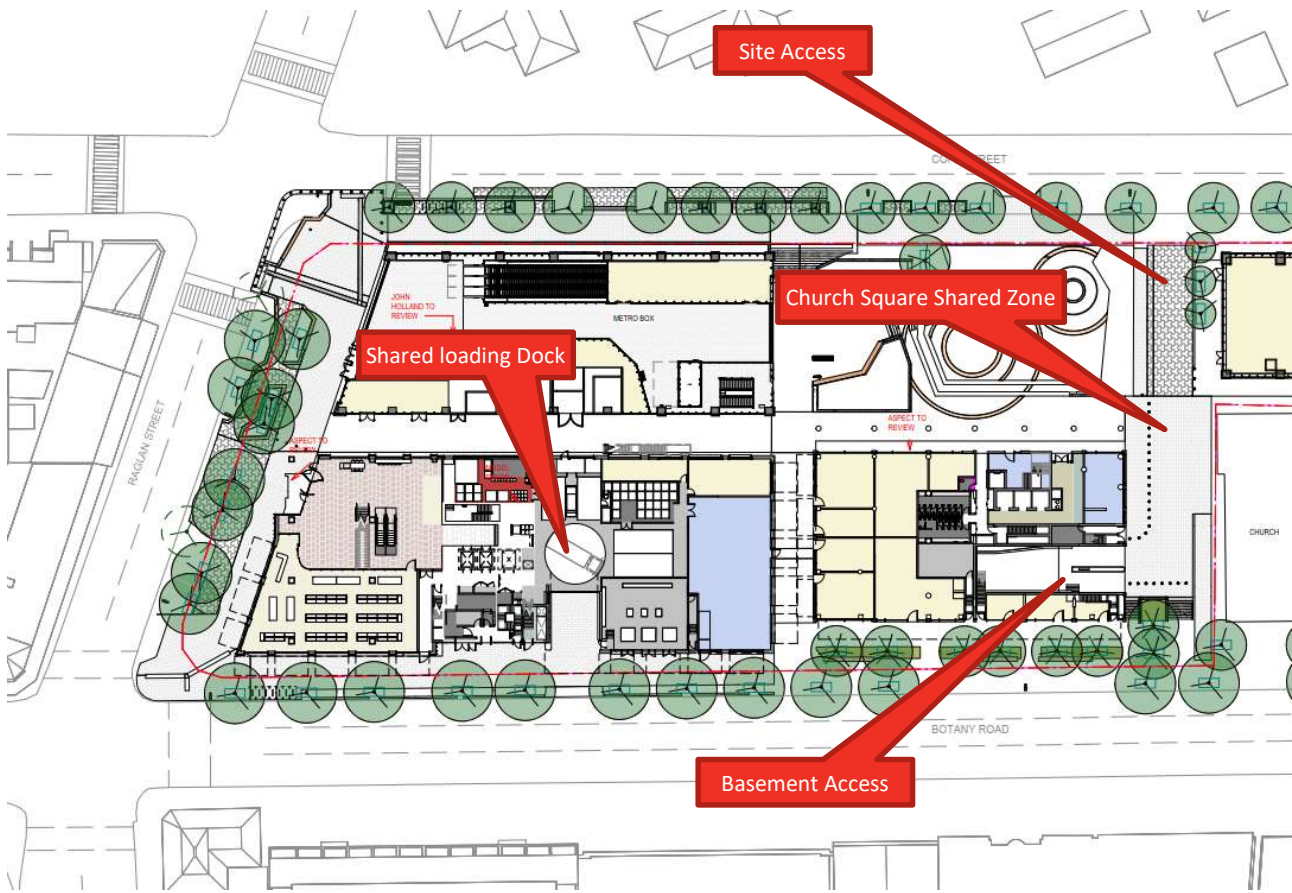


Figure 7 - Vehicular Access to Basement and Shared Loading Dock

7. Existing Transport Facilities

7.1 Road Hierarchy

The subject site is located in the suburb of Waterloo and is primarily serviced by Botany Road which is classified as a State Road. The road network servicing the area comprises a number of State Roads, making the site easily accessible from different regions of the metropolitan area. The road network in this area also comprises several local streets providing direct access to the surrounding retail, commercial and residential land-uses.

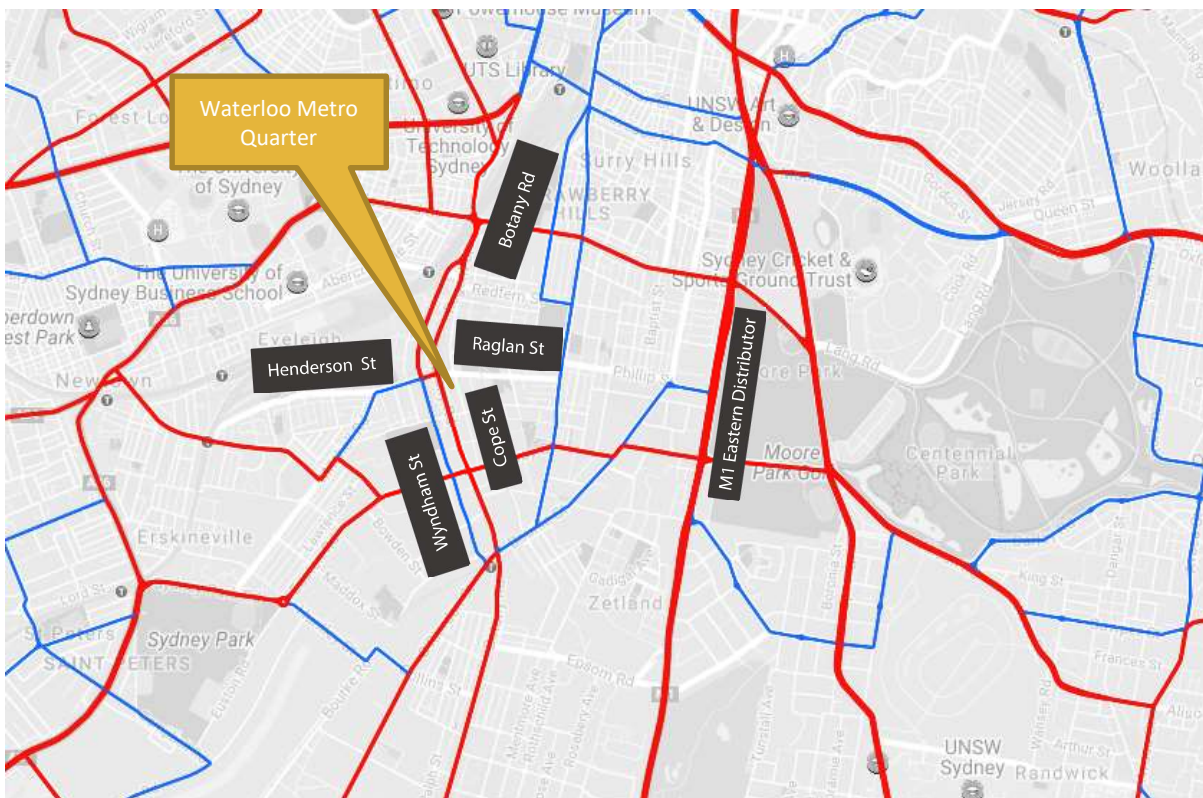


Figure 8 - Road Hierarchy

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- State Roads Freeways and Primary Arterials (RMS Managed)
- Regional Roads Secondary or sub arterials (Council Managed, Part funded by the State)
- Local Roads Collector and local access roads (Council Managed)

A summary of the existing road network is shown in the following tables and figures.

Botany Road	
Road Classification	State Road
Alignment	North - South
Number of Lanes	2 lanes in each direction
Carriageway Type	Undivided
Carriageway width	12m (6m in each direction)
Speed Limit	50 km/hr
School Zone	Yes, north of the Botany Road / Bourke Street intersection
Parking Controls	Time restricted on-street parking, with clearways in operation during peak periods
Forms Site Frontage	Yes

Table 3 - Existing Road Network - Botany Road



Figure 9 - Botany Road (south bound from Henderson Street)

Cope Street	
Road Classification	Local Road
Alignment	North - South
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway width	12m (6m in each direction)
Speed Limit	50 km/hr
School Zone	No
Parking Controls	Typically unrestricted parking along site frontage
Forms Site Frontage	Yes

Table 4 - Existing Road Network - Cope Street



Figure 10 - Cope Street (south bound from Raglan Street)

Raglan Street	
Road Classification	Local Road
Alignment	East-west
Number of Lanes	2 lanes in each direction
Carriageway Type	Undivided
Carriageway width	12m (6m in each direction)
Speed Limit	60km/hr
School Zone	No
Parking Controls	Typically 1P parking along site frontage; Loading Zone on northern side of carriageway
Forms Site Frontage	Yes

Table 5 - Existing Road Network - Raglan Street



Figure 11 - Raglan Street (west bound from Cope Street)

Wellington Street	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	1 lane in each direction
Carriageway Type	Divided
Carriageway Width	12m (6m in each direction)
Speed Limit	50 km/hr
School Zone	No
Parking Controls	Typically varies between unrestricted parking, '1P', and 'Loading Zone'.
Forms Site Frontage	Yes

Table 6 - Existing Road Network - Wellington Street



Figure 12 - Wellington Street (west bound from Cope Street)

7.2 Public Transport

The subject site was assessed for its potential accessibility via modes of existing public transport likely to be utilised by prospective residents, employees and visitors of the proposed development. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that 400m-800m is a comfortable walking distance.

7.2.1 Metro

With reference to Section 5.1.2, the Waterloo Metro Station is expected to commence operation in 2024 which will provide a convenient public transport option for prospective residents, employees and visitors of Waterloo Metro Quarter. Once completed, Sydney Metro will have the ultimate capacity for a metro train every two minutes in each direction under the city, a level of service never seen before in Sydney.

7.2.2 Trains

The development site is located less than 650 metres walking distance from Redfern Station, to the north and 900 meters from Green Square Station, to the south.

These stations operate the following services:

Line	Coverage
T1 - North Shore & Western Line	North Shore, Western and Richmond
T2 - Inner West & Leppington Line	City, Inner West and Leppington
T3 - Bankston Line	City, Liverpool and Lidcombe
T4 - Eastern Suburbs & Illawarra Line	Eastern Suburbs, Illawarra and Cronulla
T8 - Airport & South Line	City and South
T9 - Northern Line	Gordon and Northern

Table 7 - Train Services Summary

Redfern station is also served by regional lines including Blue Mountains line, Central Coast & Newcastle line and South Coast line.

7.2.3 Buses

A number of bus stops have been identified within walking distance of the development, as shown in Figure 13 and Figure 14.

The Routes servicing these stops are summarised in Table 8.

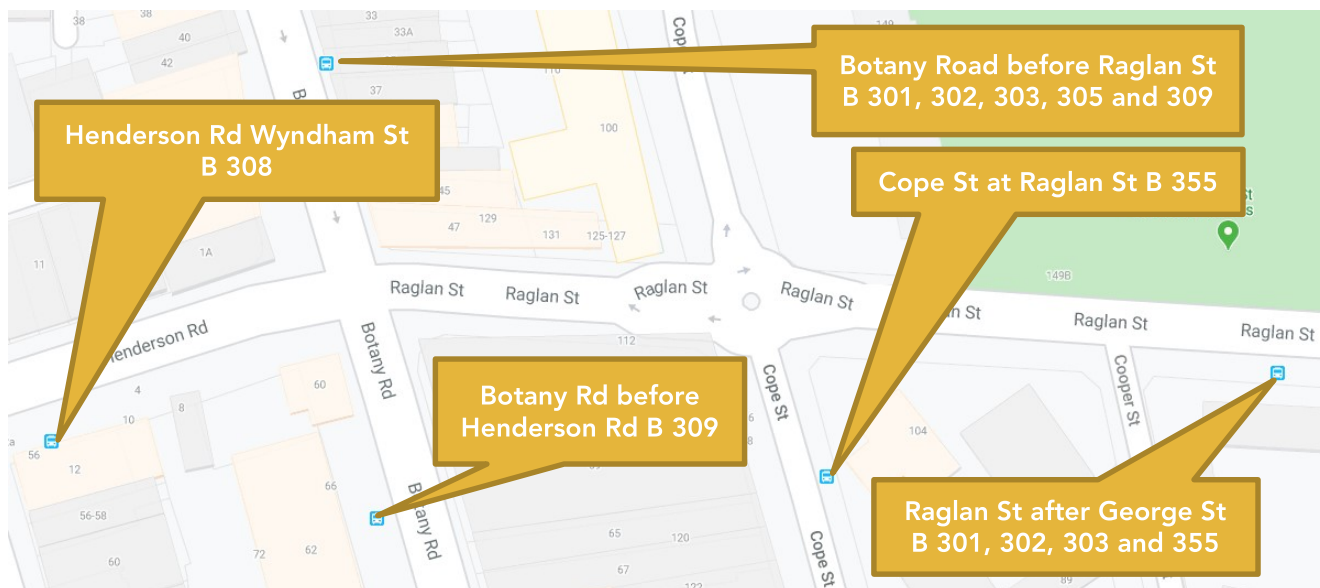


Figure 13 - Local Bus Stops



Figure 14 - Bus Network in the Vicinity of the Development

Bus Route	Coverage	Operation
301	City to Eastgardens	Operates all week. 10 minute peak headway, 20-30minute off-peak headway.
302	City to Eastgardens	Operates all week. 60 minute headway.
303	City to Sans Souci	Operates all week. 5-10 minute peak headway, 20-30minute off-peak headway.
305	Railway Square to Mascot	Weekday-only service with a 20 minute headway in the peak direction.
308	Marrickville Metro to Central Eddy Ave via Redfern (Loop Service)	Operates all week. 15 minute peak headways.
309	Railway Square to Port Botany	Operates all week. 10 minute peak headways.
355	Bondi Junction to Marrickville Metro	Operates all week. Typical 30 minute headway.

Table 8 - Bus Services Summary

In consideration of the number of existing public transport options, their combined coverage throughout the Sydney metropolitan region and medium to high frequency headways, the site is very well placed in the context of public transport, with the potential to significantly reduce car-mode travel.

7.3 Active Travel

7.3.1 Bicycle Network

The regional cycle network surrounding Waterloo is shown in Figure 15. The cycle network currently provides access to a range of key destinations including the University of Sydney, Redfern Station, Sydney CBD, Newtown and Moore Park. East-west movement is constrained by the existing heavy rail corridor to the west, which limits access to the north of the rail line and to Carriageworks and the University of Sydney (USYD). There are limited and sparsely located crossing opportunities, including Lawson Street at Redfern Station.

City of Sydney Council, as part of its cycle network strategy, has identified 10 priority cycle routes across the inner city including through Waterloo Precinct. Key routes include:

- City North to Green Square: Running north-south through Waterloo Precinct, complete as far as Green Square with a separated cycleway on George Street, Waterloo. This route would be the most direct north-south connection to the Waterloo Station
- Sydney Park to Central Park: Running east-west through Waterloo Precinct, upgrades are identified on Buckland, Wellington, Morehead and Phillip Streets, Waterloo. This route would be the most direct east-west connection to the Waterloo Station
- Newtown to Bondi Junction: Running east-west through Redfern on Wells and Turner Streets, upgrades currently in progress
- USYD to University of New South Wales: Running east west through Alexandria
- Sydney Harbour to Botany Bay: Running north-south along Bourke Street, complete with separated cycleway for much of its length.

As part of the Alexandria to Moore Park Connectivity Upgrade, a shared path is proposed along the northern side of McEvoy Street west of George Street, continuing on the southern side of McEvoy Street east of George Street. Cyclists would be required to cross McEvoy Street at its intersection with George Street. If approved, the upgrade would facilitate east-west movements to and from the Waterloo Precinct.



Figure 15 - Existing and Planned Cycle Network

7.4 Proposed Public Transport Upgrades

In addition to the development of the Waterloo Metro Station, as outlined in Section 5.1.2, as part of the development of the nearby Green Square Town Centre (GSTC), the Green Square Urban Renewal Area (GSURA) Transport Management & Accessibility Plan (TMAP Volume 2, 2008) identifies a number of measures intended to increase public transport usage as part of the vision to achieve a “no car growth” scenario over the next 25 years. It is acknowledged that a draft TMAP was produced in 2012, and is yet to be publicly released, however, it is assumed that the following major upgrades are still relevant:

- Action plans to progress the goal of establishing/improving a number of transit corridors, including the Botany Road Transit Corridor and the new Eastern Transit corridor, with the intention of establishing the “Green Loop” to connect Green Square with Redfern Station, Central Station and Surry Hills through high frequency services via dedicated buses (short term), which are to be eventually replaced by a new light rail service (see Figure 16);
- Upgrades to Green Square Train Station capacity, to achieve 20 trains/hour/way during peak commuter hours. This will be largely controlled by the progress of the Sydney Metro project;
- Forecasting and implementation of additional bus services and route changes to manage population growth; and
- Fleet upgrades.

The TMAP has identified that in the context of the overall GSURA, the GSTC has the potential to instigate significant shifts towards non-car mode shares. This potential arises from low-density industrial and manufacturing employment areas being redeveloped into high-density commercial and retail precincts, providing greater opportunities for public transport.

It is understood that many of the upgrades identified within the TMAP (2008) have not yet been implemented, but that a Green Square Transport Working Group (chaired by CoS) and Green Square Steering Committee (chaired by UrbanGrowth NSW) has been established to provide cross-agency coordination in the planning and implementation of these upgrades.

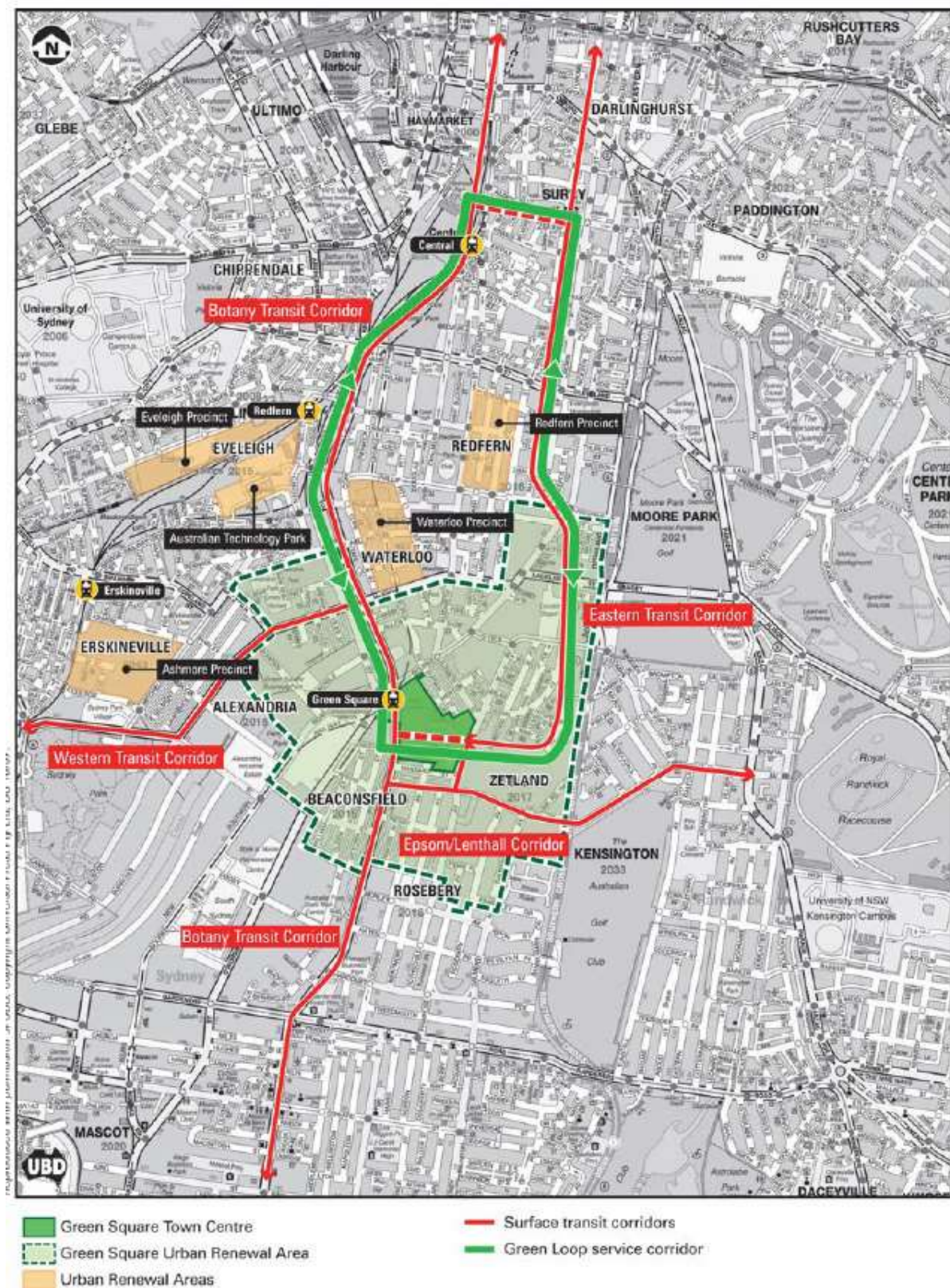


Figure 16 - Potential Transport Network

7.5 Existing Travel Behaviour

An assessment of the existing travel behaviour within the suburb of Waterloo has been undertaken in relation to the following:

- Travel to work, Waterloo as a place of work
- Travel to work, Waterloo as a place of residence

The data has been collected from the Australian Bureau of Statistics 2016 Census and is summarised in Table 9:

Travel to Work (Waterloo as a place of work) - 2016	
Mode of Travel	Percentage (%)
Train	17.18%
Bus	5.96%
Ferry	0.05%
Tram	0.02%
Car (as driver)	55.91%
Car (as passenger)	3.43%
Bicycle	1.51%
Walked only	5.53%
Other mode	0.42%
Worked at home	3.66%
Did not go to work	5.66%
Not stated	0.84%

Table 9 - Existing Travel behaviour - Travel to Work, Waterloo as a place of work

Travel to Work (Waterloo as a place of residence) - 2016	
Mode of Travel	Percentage (%)
Train	19.59%
Bus	20.92%
Ferry	0%
Tram	0.06%
Car (as driver)	32.40%
Car (as passenger)	3.63%
Bicycle	3.49%
Walked only	8.38%
Other mode	0.63%
Worked at home	3.36%
Did not go to work	6.74%
Not stated	0.80%

Table 10 - Existing Travel behaviour - Travel to Work, Waterloo as a place of residence

In summary, when travelling to Waterloo as a place of work, approximately 59% of staff travel to work by car, 23% travel to work via public transport and 7% travel by an active mode of travel.

When travelling to work from Waterloo, approximately 36% travelled by car, 41% travel to work via public transport and 12% travel by an active mode of travel.

8. Parking Provision

8.1 Proposed Development Parking Provision

8.1.1 Planning Policy

The proposed development is subject to the parking requirements stipulated in the City of Sydney Local Environmental Plan 2012, City of Sydney Development Control Plan 2012, RMS Guide to Traffic Generating Developments and SSD 9393, Conditions of Consent, issued by the Department of Planning, Industry and Environment on 10th December 2019.

Reference has also been made to the Waterloo Metro Quarter Design and Amenity Guidelines, in particular Design Criteria 3O - Car Parking and Access and Criteria 3P - Service Vehicles and Waste Collection. Furthermore, the Waterloo Metro Quarter Design and Amenity Guidelines encourage the reduction of on-site parking as per the aforementioned design objectives.

In accordance with the City of Sydney Local Environmental Plan, 2012, the development site is classified as Category A for residential land uses and Category D for non-residential land uses.

In accordance with Clause 11 of the State Environmental Planning Policy State and Regional Development 2011 (SRD SEPP), the provisions of the Sydney Development Control Plan 2012 (SDCP) do not apply to this development (unless specified by the Concept Approval Conditions of Consent). Notwithstanding this, the SDCP 2012 has been considered as a parking rate reference point for the detailed design of the proposed developments.

The following sections outlines the maximum permissible car parking provisions and minimum service bay requirements for the entire WMQ site (inclusive of the Northern, Central and Southern Precincts). The permissible parking provisions for each precinct are summarised in Table 11, Table 12 and Table 13.

Northern Precinct (Building 1)					
User Type	Units / GFA / Spaces	LEP/DCP Parking Rate ¹	SSD 9393 Parking Rate (maximum)	Maximum Permissible Spaces	Proposed Parking Provision
Commercial	33,843m ²	1 space per 175m ² GFA	1 space per 435m ² GFA	78	63
Retail	838m ²	1 space per 90m ² GFA	1 space per 435m ² GFA	2	0
Car Share Commercial	63 spaces ²	1 per 30 spaces	1 per 30 spaces	2	2
Total Permissible Car Spaces (Maximum)				82	65
Commercial Service Bays	33,843m ²	1 space per 3,300m ² (DCP min)		10 (min)	4*
Total Required Service Bays (Minimum)				10 (min)	4*

*2 SRV and 2 MRV service bays are provided within the northern loading dock and the development also utilises 5 service bays located within the basement car park. This is to be managed by the Freight and Servicing Management Plan of the relevant Precincts.

Table 11 - Permissible Parking Provision (Northern Precinct)

Central Precinct (Building 2)					
User Type	Units / GFA / Spaces	LEP/DCP Parking Rate ³	SSD 9393 Parking Rate (maximum)	Maximum Permissible Spaces	Proposed Parking Provision
One-bed unit	68 units	0.3 spaces per unit	0.3 spaces per unit	21	67
Two-bed unit	76 units	0.7 spaces per unit	0.7 spaces per unit	53	
Three-bed unit	6 units	1 space per unit	1 space per unit	6	
Market Residential & Affordable Housing	150 units	Combined		80	

¹ Parking rate is a maximum rate, unless otherwise specified.

² Proposed commercial parking provision for building 1

³ Parking rate is a maximum rate, unless otherwise specified.

Central Precinct (Building 2)					
User Type	Units / GFA / Spaces	LEP/DCP Parking Rate ³	SSD 9393 Parking Rate (maximum)	Maximum Permissible Spaces	Proposed Parking Provision
Market Residential & Affordable Housing Visitors	150 units	-		-	2
Market Residential & Affordable Housing - Car Wash Bay	150 units	-	-	-	1
Car Share - Market Residential & Affordable Housing	67 spaces ⁴	1 per 50 spaces	1 per 50 spaces	2	2
Retail	674m ²	1 space per 90m ² GFA	1 Space per 435m ² GFA	2	0
Child Care	146 children	1 space per 8 children ⁵ (min) 1 long term visitor car parking space which is additional to all other parking requirements	-	20 (min)	1 - long term visitor space (refer to Section 8.1.4)
Total Permissible Car Spaces (Maximum)				104	73
Service Bays	150 units	1 space for 1st 50 units & 0.5 spaces per 50 units + (DCP min)		2 (min)	4*

⁴ Proposed market residential & affordable housing parking provision for building 2

⁵ Limited in duration to no more than 30 minutes at any one time. Pick-up and set down spaces may be reduced having regard to the demand for pick-up and set down parking, accessibility by walking and public transport, the availability of convenient and safe on-street parking and potential traffic and amenity impacts.

Central Precinct (Building 2)					
User Type	Units / GFA / Spaces	LEP/DCP Parking Rate ³	SSD 9393 Parking Rate (maximum)	Maximum Permissible Spaces	Proposed Parking Provision
Total Required Service Bays (Minimum)				2 (min)	4*

*2 SRV and 2 MRV service bays are provided within the northern loading dock and the development also utilises 5 service bays located within the basement car park. This is to be managed by the Freight and Servicing Management Plan of the Central Precinct.

Table 12 - Permissible Parking Provision (Central Precinct)

Southern Precinct (Building 3)					
User Type	Units / GFA / Spaces	LEP/DCP/ RMS Parking Rate ⁶	SSD 9393 Parking Rate (maximum)	Maximum Permissible Spaces	Proposed Parking Provision
Student Accommodation - Studio	435 units (474 beds)	0.1 spaces per unit		44	0
Student Accommodation Visitors	435 units (474 beds)	-	-	-	0
Retail	1,273m ²	1 space per 90m ² GFA	1 Space per 435m ² GFA	3	0
Total Permissible Car Spaces (Maximum)				47	0
Service Bays - Residential	435 units (474 beds)	No requirement		-	1*
Total Required Service Bays (Minimum)*				-	1*

* Although there is no service vehicle parking requirement for student accommodation, ptc. have reviewed schemes for Iglu and Urbanest and the proposed loading and servicing of 1 MRV bay is consistent with these schemes.

Southern Precinct (Building 4)					
User Type (Social Housing)	Units / GFA / Spaces	LEP/DCP Parking Rate ⁷	SSD 9393 Parking Rate (maximum)	Maximum Permissible Spaces	Proposed Parking Provision
Studio	26 units	0.1 spaces per unit		3	

⁶ Parking rate is a maximum rate, unless otherwise specified.

⁷ Parking rate is a maximum rate, unless otherwise specified.

Southern Precinct (Building 4)					
User Type (Social Housing)	Units / GFA / Spaces	LEP/DCP Parking Rate ⁷	SSD 9393 Parking Rate (maximum)	Maximum Permissible Spaces	Proposed Parking Provision
One-bed unit	2 units	0.3 spaces per unit		1	8
Two-bed unit	34 units	0.7 spaces per unit		24	
Three-bed + unit	8 units	1 space per unit		8	
Residential - Social Housing	70 units	Combined		36	
Residential - Social Housing Visitors	70 units	-		-	0
Car Share - Residential (Social Housing)	8 spaces	1 per 50 spaces	1 per 50 spaces	0	0
Total Permissible Car Spaces (Maximum)				36	8
Service Bays	70 units	1 space for 1st 50 units & 0.5 spaces per 50 units + (DCP min)		2 (min)	1**
Total Required Service Bays (Minimum)				2 (min)	1**

**** 1 MRV service bay is provided within the southern loading dock and the development also utilises 5 service bays located within the basement car park. This is to be managed by the Freight and Servicing Management Plan of the Southern Precinct.**

Table 13 - Permissible and Proposed Parking Provisions (Southern Precinct)

As stipulated in SSD 9393, two additional spaces are to be provided for use by the Waterloo Congregational Church and two spaces are to be provided for use by the Metro.

8.1.1 Proposed Parking Provision

The proposed parking provision will be provided within a two-level basement, located below Northern and Central Precincts, which will be accessed off the proposed Church Square shared zone.

Two Loading bays are also proposed, one at ground level within the Northern Precinct, which will be accessed off Botany Road and one on the ground level within Southern Precinct, accessed off Wellington Street.

In compliance with City of Sydney Local Environmental Plan 2012, City of Sydney Development Control Plan 2012, RMS Guide to Traffic Generating Developments, Waterloo Metro Quarter Design and Amenity Guidelines and the SSD 9393 Conditions of Consent, issued by the Department of Planning, Industry and Environment on 10th December 2019, the following parking provisions are proposed for the development.

Use Type	Units/ GFA/Spaces	Parking Rate ⁸	Maximum Permissible/ Required Parking Provision ⁹	Proposed Parking Provision
Commercial	33,843m ²	1 Space per 435m ² GFA	78	63
Retail (combined)	2,785m ²	1 Space per 435m ² GFA	6 ¹⁰	0
Market Residential & Affordable Housing	150 units	Refer to Table 12	80	67
Residential - Social Housing	70 units	Refer to Table 13	36	8
Market Residential Visitor	-	-	-	2
Residential - Student Accommodation	435 rooms (474 beds)	Refer to Table 13	44	0
Car Share - Commercial	63 spaces	1 per 30 spaces	2	4
Car Share - Residential (Combined)	77 spaces ¹¹	1 per 50 spaces	2	
Child Care	146 children	1 space per 8 children ¹² (min)	20 (min)	1 - long term visitor space (refer to Section 8.1.4)

⁸ Parking rate is a maximum rate, unless otherwise specified.

⁹ Parking provision is a maximum, unless otherwise specified.

¹⁰ Minor variation in maximum permissible provision due to rounding when compared to summing retail provisions for each precinct

¹¹ 67 (market residential & affordable housing) + 2 (car share - market residential & affordable housing) + 8 (residential – social housing) = 77 residential spaces (combined)

¹² Limited in duration to no more than 30 minutes at any one time. Pick-up and set down spaces may be reduced having regard to the demand for pick-up and set down parking, accessibility by walking and public transport, the availability of convenient and safe on-street parking and potential traffic and amenity impacts.

Use Type	Units/ GFA/Spaces	Parking Rate ⁸	Maximum Permissible/ Required Parking Provision ⁹	Proposed Parking Provision
		1 long term visitor car parking space which is additional to all other parking requirements		
Metro			2	2
Church			2	2
Car Wash Bay				1
Total Car Space Provision			272	150
Service Bays - *				
Commercial	33,843m ²	1 space per 3,300m ²	10 (min)	Shared amongst all Uses: Basement 5 car/ute/small van Loading Dock Northern 2 SRV and 2 MRV** Loading dock Southern 1 MRV**
Market Residential, Affordable & Social Housing	220 units	1 space for 1st 50 units & 0.5 spaces per 50 units + (min)	3 (min - variation due to rounding)	
Total Service Bay Provision			13 (min - variation due to rounding)	

*For Service Bay provision, refer to Section 8.1.6

**MRV spaces are sized to accommodate City of Sydney 9.25m waste collection vehicle

Table 14 - Proposed Parking Provision (All Precincts)

8.1.1 Commercial & Retail Parking Provision

The proposed commercial parking provision of 65 bays (inclusive of 2 commercial car share bays) is less than the maximum permissible parking provision of 80 bays as outlined in Table 14, as required by the Concept SSD Conditions of Consent.

There is no parking proposed for the retail component of the development, which satisfies the maximum permissible retail parking provision of 6 spaces.

8.1.2 Student Accommodation Parking Provision

The provision of zero parking spaces for the Student accommodation has been established on the basis that this portion of the development will be targeted at residents studying at nearby educational campuses. The residents would travel to/from these educational campuses using either public transport and/or active transport modes (e.g. walk, bicycle). This is consistent with other student accommodation, including various Iglu and Urbanest sites. In addition, research shows that the majority of these residents do not own a motor vehicle. It is also expected the arising public transport trips generated by the proposed development can be reasonably absorbed by the existing available public transport capacity.

8.1.3 Student Accommodation Service Vehicle Provision

The student accommodation rooms are offered on a furnished basis whilst also being managed by a single owner operator. The loading and servicing requirements are therefore deemed to be very low and can be adequately managed through access to the single loading dock MRV space located under Building 3. This is consistent with other similar operated facilities in the City of Sydney. Management of loading docks will be guided by the Freight and Servicing Management Plan (to be submitted separately).

8.1.4 Child Care Centre Parking Provision

With reference to Section 7.8.3 - Passenger Pick Up and Set Down, Child Care Centres:

- *car spaces at the rate of 1 space per 8 children, and limited in duration to no more than 30 minutes at any one time. Pick-up and set down spaces may be reduced having regard to the demand for pick-up and set down parking, accessibility by walking and public transport, the availability of convenient and safe on-street parking and potential traffic and amenity impacts; and*
- *1 long term visitor car parking space which is additional to all other parking requirements.*

The child population of the Child Care Centre is estimated at 146 (refer to Section 8.1.10) and therefore would require 18 Drop off and Set Down spaces. However, as it is expected that the Child Care Centre will be utilised predominately by residential occupants of the development or staff within the commercial premises, therefore, trips would be undertaken as part of a combined trip, utilising parking already provided within the development or by public transport.

One long-term visitor parking space is proposed for use by the Child Care Centre. This bay shall satisfy the following design requirements:

- *Vehicle and pedestrian access points are to be appropriately marked and sign posted.*
- *Vehicles must be able to enter and leave the site in a forward direction.*

- *Areas used by vehicles must be separated from areas used by children with appropriate fencing and gates.*
- *Where parking spaces are within a mixed-use development, the space for the child care centre are to be located and grouped together and conveniently located near the access point to the centre.*

As outlined in Section 8, the development is in very close proximity to a wide range of public transport options, (Bus, Train and Metro) and it is expected that the Child Care Centre will be utilised by residential occupants of the development or staff within the commercial premises, therefore, trips would be undertaken as part of a combined trip, utilising parking already provided within the development or by public transport.

Staff of the Child Care Centre would also be able to use public transport to access the centre and therefore a zero-parking provision is proposed for staff.

8.1.5 Accessible and Adaptable Parking Provision

With reference to Section 7.8.5 - Accessible Car Parking Spaces of the DCP, the following accessible car parking provision is required:

- One accessible car parking space is to be provided for every adaptable residential unit
- One space for every 20 car parking spaces or part thereof is to be allocated as accessible visitor parking
- 1 space for every 30 commercial car spaces

The development includes the provision of 13 residential/adaptable accessible car spaces (included within the total provision 77 residential car spaces¹³ within the shared basement car park for the whole WMQ). Of the 13 residential accessible/adaptable spaces (provided for the whole WMQ site), there are 2 residential accessible spaces allocated to visitors.

The proposed number of accessible spaces is based on the rationale for accessible/adaptable parking provision rates advised by Morris Goding Access Consultants (refer to DDA Assessment - Appendix S of the subject SSD DA EIS).

8.1.6 Loading Dock Service Bay Provision

Specifically, the Basement proposes 5 courier service bays (accommodating B99 car-derived vans/utes).

It is noted that there are also loading bays proposed within the Northern and Southern Loading Docks, comprising:

- 2 MRV bays and 2 SRV bays within the Northern Loading Dock; and
- 1 MRV bay within the Southern Loading Dock.

¹³ Parking provision includes all components of the development in all precincts of the WMQ. Figure has been calculated based on the combined requirement for all precincts rather than for each precinct for simplicity.

In addition, two courier service bays are provided for exclusive use by Metro for loading and unloading.

Although it is acknowledged that there is a shortfall in the service bay provision, it is anticipated that the use of the loading and service bays will be shared amongst the whole WMQ site. This will be managed through the implementation of a Freight & Servicing Management Plan to coordinate deliveries and access.

Access to the loading dock and service bays will be managed through an online booking system, which will allocate the times and durations vehicles will be allowed to access the site. This will ensure that bookings do not exceed the number of available bays for each time slot, thus managing vehicular access to the loading dock and service bays and minimise any potential queuing onto the external road network.

8.1.7 Proposed Motorcycle Provision

The DCP stipulates a minimum motorcycle parking requirement of 1 motorcycle space for every 12 car parking spaces. With 155 parking spaces proposed, this results in a minimum motorcycle parking requirement amounting to the area of 13 motorcycle bays. The proposed development provides 13 motorcycle spaces (comprising 6 commercial and 7 residential motorcycle spaces), therefore meeting the minimum requirement of the DCP.

8.1.8 Proposed Bicycle Provision

To promote active transport, the DCP (residential) as required by Concept Approval Condition of Consent B10, State Environmental Planning Policy (Affordable Rental Housing) 2009 and the City of Sydney Cycling Strategy and Action Plan, which outlines the minimum bicycle parking requirements that cater for residents, employees and visitors cycling to and from the site.

The bicycle parking requirements and provisions are set out in Table 15.

Use Type	Units/GFA/ Staff	Bicycle Parking Requirement	Required Spaces	Provided Spaces	Class
Market Residential & Affordable Housing	150 units	1 space per unit	150	150	Class 1
Residential - Social Housing	70 units	1 space per unit	70	70	Class 2
Residential - Student Accommodation	435 rooms (474 beds)	1 space per 5 units ¹⁴ (rooms)	87	87	Class 2

¹⁴ The required bicycle parking provision has been calculated using the rate applicable to residential uses. In this case, the proposed student accommodation rooms have been assumed to be equivalent to a residential unit on this basis.

Use Type	Units/GFA/ Staff	Bicycle Parking Requirement	Required Spaces	Provided Spaces	Class
Commercial Staff	33,843m ²	1 space per 150m ²	226	236	Class 2
Retail Staff	2,785m ²	1 space per 250m ²	11	11	Class 2
Child Care Staff	30 staff	1 space per 10 staff	3	3	Class 2
Market Residential & Affordable Housing - Visitors	150 units	0.1 spaces per unit	15	16	Class 3
Residential Social Housing - Visitors	70 units	0.1 spaces per unit	7	7	Class 3
Residential Student Accommodation - Visitors	435 rooms (474 beds)	No Requirement	0	0	Class 3
Retail Visitors	BLD 1: 838m ² BLD 2: 674m ² BLD 3: 1,273m ²	2 + 1 / 100m ² over 100m ²	9.4 7.7 <u>13.7</u> 31	32	Class 3
Commercial Visitors	33,843m ²	1 space per 400m ²	85	24	Class 3
Childcare Visitors		2 per centre	2	2	Class 3
TOTAL			687	638	

Table 15 - Proposed Bicycle Parking Provision (All Precincts)

Secure bike parking facilities are to be provided in accordance with the following:

- Class 1 (Class A AS2890.3) bike lockers for occupants of residential buildings;
- Class 2 (Class B AS2890.3) bike facilities for staff/employees of any land use; and
- Class 3 (Class C AS2890.3) bike rails for visitors of any land use

Bicycle facility security levels should be a minimum as follows:

- Class A - An individual locker with a high security locking mechanism

- Class B - A secure room or structure, protected from the weather, containing bicycle parking devices that allow users to lock the bicycle frame and both wheels.
- Class C - A bicycle parking space, where the frame and both wheels can be locked to a bicycle parking device using the owners own locking device.

It is acknowledged that there is a shortfall in commercial visitor bicycle parking. However, it is noted that there is a large number of visitor bicycle parking available within the Waterloo Metro Precinct on the ground floor of the public domain. It is understood that Sydney Metro will be providing 220 visitor bicycle spaces within the Metro EoTF plus an additional 48 visitor bicycle spaces in the public domain. The WMQ OSD proposes to provide a further 66 visitor bicycle spaces within the public domain to serve the Northern, Central and Southern Precincts.

For compliance with the Green Building Council of Australia (GBCA) Green Star Sustainable Transport Credit, the EoTF and visitor bicycle provisions vary to the DCP. The development adopts the Greenstar requirements on the basis that the guidelines are based on actual and anticipated usage for commercial office uses. The GBCA has worked with industry to develop the Green Star credits to provide realistic requirements to incentivise sustainable transport modes within commercial developments, without prohibitively penalising the development.

The Green Star guidelines recommends the provision of visitor bicycle parking based on a 5% cycling mode share when considering visitors to a commercial office. In light of the above information, the visitor bicycle parking provision requirement has been calculated as follows for achieving compliance with the Green Star Sustainable Transport Credit:

- No. of Occupants = 1 person / 10m² GFA * 33,843m² = 3,385 occupants
- Anticipated Visitors = 5% * 3,385 occupants = 170 visitors
- Visitor Bicycle Parking = 5% cycling mode share * 170 visitors = 9 visitor spaces

Based on the calculation, a provision of 9 visitor bicycle parking spaces is required in accordance with the Green Star Sustainable Transport Credit guidelines. By comparison, the DCP requires a commercial visitor parking requirement of 85 spaces which is a significantly higher provision than the anticipated utilisation by commercial visitors. In compliance with the GBCA Green Star Sustainable Transport Credit, the proposed 24 commercial visitor bicycle spaces exceed the recommended provision of 9 visitor bicycle spaces.

It is noted that cycling may not be a realistic travel mode for commercial visitors as business attire is generally unsuitable for cycling. Notwithstanding this, occupants of the commercial component of the development may be more likely to travel by bike due to the available end of trip facilities.

As one of the joint-venture partners of the development, Mirvac owns a large portfolio of commercial offices and confirms that visitor bicycle provisions are often significantly underutilised, whereas the demand for EoTF by building occupants is strong.

Furthermore, the provision of any more visitor bicycle parking within the public domain is considered to be detrimental to the overall urban design due to the resulting reduction

in landscaping and narrowing of pedestrian walkways, particularly in the highly pedestrianised Raglan Street near the commercial building entrance.

In light of the overall provision of 358 visitor bicycle parking spaces throughout the precinct as part of the ISD, the bicycle provision is considered more than adequate to cater for the expected cycling demand.

8.1.9 Student Accommodation Bicycle Provision

The bicycle provision for the Residential - Student Accommodation, has been calculated using the 'State Environmental Planning Policy (Affordable Rental Housing) 2009, which stipulates that *'1 bicycle space shall be provided for every 5 boarding rooms'*. This is consistent with a large number of Student Accommodation developments recently constructed within the City of Sydney LGA.

It should also be noted that surveys undertaken on four student accommodation sites within the City of Sydney, at Central, Central Park, Redfern and Broadway, indicated the following:

Location	Number of Units	Bicycle Parking Provision	Maximum Bike Parking Usage	Bike Space Usage (% of units)
Central	98	32	5	5.1%
Central Park	770	179	32	4.2%
Broadway	271	36	7	2.6%
Redfern	370	154	13	3.5%

Table 16 - Student Accommodation Bicycle Occupation Surveys

As indicated, in Table 16, the usage of the bicycle parking provided within the sampled student accommodation sites is a maximum of 5.1% and therefore well below the proposed 1 bicycle space per 5 units (20%) proposed for this development and therefore the proposed provision of 87 resident bicycle spaces deemed appropriate for the development.

8.1.10 Child Care Bicycle Provision

ptc. has been advised that the childcare centre will accommodate a total of 146 children and 30 staff members. As such, the bicycle parking provisions for staff have been calculated on this basis. In addition, 2 visitor bicycle parking spaces have been provided for the childcare centre as outlined in Table 15.

8.1.11 Proposed Bicycle and End of Trip Facility Provision Allocation

As outlined in 8.1.8, Bicycle parking and EoTF provisions are proposed according to the requirements of each user group. Table 17 outlines the location of the bicycle parking and EoTF throughout the development.

Use Type	Class	Quantity	Location	EoTF Y/N	Quantity (refer to Table 18)
Market Residential & Affordable Housing	1	150	Basement Level 1 & 2	N	N/A
Residential - Social Housing	1	70	Building 3 - Ground Floor, Mezzanine and Level 1	N	N/A
Residential - Student Accommodation	1	87	Building 3 - Ground Floor, Mezzanine and Level 1	N	N/A
Residential - Student Accommodation Visitors	3	0	Southern Precinct	N	N/A
Commercial Staff	2	236	Basement Level 1	Y	Lockers - 286 ¹⁵ Showers - 31 ¹⁶
Retail Staff	2	11	Basement Level 1	Y	Lockers - 11 Showers - 3 ^{*17}
Child Care Staff	2	3	Basement Level 1	Y	Lockers - 3 *Showers - shared with retail staff
Market Residential & Affordable Housing - Visitors	3	16	Central Precinct	N	N/A
Residential Social Housing - Visitors	3	7	Southern Precinct	N	N/A
Retail Visitors	3	32	Southern, Central and Northern Precincts	N	N/A
Commercial Visitors	3	24	Northern Precinct	N	N/A
Childcare Visitors	3	2	Central Precinct	N	N/A
TOTAL		638			

¹⁵ Includes 2 accessible lockers

¹⁶ Includes 1 accessible shower

¹⁷ Includes 1 accessible shower

Table 17 - Proposed Bicycle Parking and EoTF Allocation

8.1.12 End of Trip Facilities (EoTF)

As required by the concept approval conditions for non-residential uses, the following facilities for bike parking are to be provided at the following rates in accordance with the DCP:

- (a) 1 personal locker for each bike parking space;
- (b) 1 shower and change cubicle for up to 10 bike parking spaces;
- (c) 2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided;
- (d) 2 additional showers and cubicles for each additional 20 bike parking spaces or part thereof;
- (e) showers and change facilities may be provided in the form of shower and change cubicles in a unisex area in both female and male change rooms; and
- (f) locker, change room and shower facilities are to be located close to the bike parking area, entry and exit points and within an area of security camera surveillance where there are such building security systems.

In accordance with the DCP requirements, the following EoTF are proposed:

Use Type	Bicycle Spaces Provided	Lockers Provided	Shower and Change Cubicles Provided
Retail Staff	11	11	3 (including 1 accessible)
Commercial Staff	236	286 (including 2 accessible)	31 (including 1 accessible)
Child Care Staff	3	3	Shared with retail staff

Table 18 - EoTF

The locations of the EoTFs are outlined in Table 17.

9. Development Traffic Assessment

The development traffic assessment has been undertaken for the whole WMQ site and outlined in Section 10 of the Amending Concept SSD DA (SSD 10441) TTPIA (WMQ-SITE-PTC-TF-RPT-001). The following sections summarise the existing and development traffic activity for the whole WMQ site.

9.1 Proposed Development Traffic Assessment

The proposed development traffic impact assessment has been undertaken with reference to the RMS Guide to Traffic Generating Developments (2002), and intersection survey data collected on Tuesday 12th March 2020.

9.1.1 Existing Traffic Generation

The development is proposed on land which is currently vacant and therefore does not generate any traffic activity.

9.1.2 Existing Traffic Volumes and Distribution

To determine the current traffic volumes within the vicinity of the development site, intersection surveys were conducted on Tuesday 12th March 2020, between 7.30am - 9.30am and 4.00pm - 7.00pm at the following intersections:

- Henderson Road and Wyndham Street (4 arm signalised intersection)
- Botany Road, Henderson Road and Raglan Street (4 arm signalised intersection)
- Raglan Street and Cope Street (4 arm roundabout)
- Cope Street and Wellington Street (4 arm roundabout) and
- Botany Road, Buckland Street and Wellington Street (4 arm signalised intersection).

It should be noted that the traffic surveys were undertaken prior to any restrictions placed on movement (on 22nd March 2020) by the Covid-19 outbreak.

The intersection location surveys are shown in Figure 17.



Figure 17 - Location of Intersection Surveys

9.1.3 Existing Peak Hour Traffic Volumes

The peak hour for the corresponding intersections has been determined as follows:

- Henderson Road and Wyndham Street 7.45am to 8.45 am - 2812 vehicles
5.15pm to 6.15pm - 2995 vehicles
- Botany Road, Henderson Road and Raglan Street 7.45am to 8.45am - 3162 vehicles
5.45pm to 6.45pm - 3272 vehicles
- Raglan Street and Cope Street 8.15am to 9.15am - 732 vehicles
5.30pm to 6.30pm - 806 vehicles
- Cope Street and Wellington Street 8.30am to 9.30am - 487 vehicles
5.15pm to 6.15pm - 510 vehicles
- Botany Road, Buckland Street and Wellington Street 7.45am to 8.45am - 2376 vehicles
5.15pm to 6.15pm - 2303 vehicles

Tabulated results of the traffic surveys are shown in Table 19 to Table 23.

Approach	Wyndham St				Henderson Rd				Wyndham St				Henderson Rd				Grand Total
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	
7:30 to 8:30	384	36	15	435	1,403	91	8	1,502	0	0	1	1	670	44	7	721	2,659
7:45 to 8:45	402	36	22	460	1,519	77	10	1,606	0	0	1	1	697	42	6	745	2,812
8:00 to 9:00	400	33	27	460	1,500	93	10	1,603	0	0	1	1	677	52	8	737	2,801
8:15 to 9:15	384	29	24	437	1,457	101	9	1,567	0	0	0	0	696	50	9	755	2,759
8:30 to 9:30	368	23	20	411	1,468	117	8	1,593	0	0	1	1	695	57	8	760	2,765
AM Totals	752	59	35	846	2,871	208	16	3,095	0	0	2	2	1,365	101	15	1,481	5,424
16:00 to 17:00	421	12	3	436	1,633	59	13	1,705	0	0	1	1	552	15	3	570	2,712
16:15 to 17:15	445	9	4	458	1,640	56	14	1,710	0	0	1	1	565	14	4	583	2,752
16:30 to 17:30	453	9	5	467	1,640	50	16	1,706	0	0	0	0	598	13	4	615	2,788
16:45 to 17:45	461	9	8	478	1,648	43	15	1,706	0	0	2	2	649	11	2	662	2,848
17:00 to 18:00	477	8	11	496	1,624	41	18	1,683	0	0	2	2	671	9	7	687	2,868
17:15 to 18:15	449	7	10	466	1,700	37	26	1,763	0	0	2	2	747	8	9	764	2,995
17:30 to 18:30	439	8	14	461	1,724	35	26	1,785	0	0	3	3	716	9	9	734	2,983
17:45 to 18:45	420	9	10	439	1,719	39	26	1,784	0	0	1	1	671	8	11	690	2,914
18:00 to 19:00	421	9	8	438	1,686	36	21	1,743	0	0	1	1	643	8	7	658	2,840
PM Totals	1,319	29	22	1,370	4,943	136	52	5,131	0	0	4	4	1,866	32	17	1,915	8,420

Table 19 - Henderson Road and Wyndham Street, Peak Hour Traffic Volumes

Approach	Botany Rd				Raglan St				Botany Rd				Henderson Rd				Grand Total
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	
7:30 to 8:30	739	51	3	793	196	13	4	213	1,644	121	9	1,774	253	13	5	271	3,051
7:45 to 8:45	767	43	4	814	235	10	4	249	1,690	125	10	1,825	258	12	4	274	3,162
8:00 to 9:00	744	47	4	795	238	15	2	255	1,664	122	11	1,797	261	12	4	277	3,124
8:15 to 9:15	710	48	3	761	236	20	2	258	1,627	131	9	1,767	270	14	6	290	3,076
8:30 to 9:30	705	51	3	759	234	20	1	255	1,564	153	9	1,726	271	12	2	285	3,025
AM Totals	1,444	102	6	1,552	430	33	5	468	3,208	274	18	3,500	524	25	7	556	6,076
16:00 to 17:00	632	29	2	663	281	11	4	296	1,851	96	22	1,969	223	6	4	233	3,161
16:15 to 17:15	648	24	0	672	293	12	5	310	1,858	88	19	1,965	213	4	4	221	3,168
16:30 to 17:30	656	25	1	682	290	9	4	303	1,864	77	22	1,963	223	5	4	232	3,180
16:45 to 17:45	651	24	1	676	297	8	5	310	1,868	65	20	1,953	216	4	1	221	3,160
17:00 to 18:00	705	22	1	728	291	8	3	302	1,777	56	31	1,864	248	2	5	255	3,149
17:15 to 18:15	742	22	1	765	284	5	9	298	1,800	54	38	1,892	266	2	6	274	3,229
17:30 to 18:30	770	19	2	791	292	7	11	310	1,794	58	36	1,888	267	0	7	274	3,263
17:45 to 18:45	734	19	2	755	288	8	12	308	1,843	62	36	1,941	259	0	9	268	3,272
18:00 to 19:00	687	16	2	705	284	8	13	305	1,900	62	26	1,988	226	1	9	236	3,234
PM Totals	2,024	67	5	2,096	856	27	20	903	5,528	214	79	5,821	697	9	18	724	9,544

Table 20 - Botany Road, Henderson Road and Raglan Street, Peak Hour Traffic Volumes

Approach	Cope St				Raglan St				Cope St				Raglan St				Grand Total
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	
7:30 to 8:30	74	2	37	113	157	12	17	186	67	3	8	78	257	12	4	273	650
7:45 to 8:45	80	1	39	120	187	15	16	218	74	2	10	86	267	11	3	281	705
8:00 to 9:00	84	1	42	127	182	18	12	212	79	2	16	97	274	12	2	288	724
8:15 to 9:15	84	3	36	123	177	21	8	206	83	2	17	102	283	16	2	301	732
8:30 to 9:30	80	3	29	112	175	21	5	201	78	2	16	96	298	18	1	317	726
AM Totals	154	5	66	225	332	33	22	387	145	5	24	174	555	30	5	590	1,376
16:00 to 17:00	62	3	7	72	201	10	6	217	102	2	14	118	251	11	2	264	671
16:15 to 17:15	59	2	6	67	214	11	6	231	100	3	26	129	239	11	2	252	679
16:30 to 17:30	69	2	8	79	209	9	4	222	101	3	38	142	246	13	2	261	704
16:45 to 17:45	80	1	10	91	195	7	4	206	106	2	50	158	245	11	2	258	713
17:00 to 18:00	87	1	11	99	178	7	3	188	115	2	61	178	275	11	10	296	761
17:15 to 18:15	89	1	16	106	182	5	4	191	111	1	67	179	306	10	10	326	802
17:30 to 18:30	89	0	16	105	184	8	8	200	109	0	66	175	307	7	12	326	806
17:45 to 18:45	79	1	14	94	188	9	9	206	102	1	64	167	290	10	11	311	778
18:00 to 19:00	72	1	14	87	193	9	10	212	91	1	52	144	267	9	6	282	725
PM Totals	221	5	32	258	572	26	19	617	308	5	127	440	793	31	18	842	2,157

Table 21 - Raglan Street and Cope Street, Peak Hour Traffic Volumes

Approach	Cope St				Wellington St				Cope St				Wellington St				Grand Total
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	
7:30 to 8:30	31	0	6	37	60	1	10	71	37	1	8	46	144	6	53	203	357
7:45 to 8:45	32	0	9	41	67	1	9	77	41	3	10	54	183	7	68	258	430
8:00 to 9:00	36	0	10	46	81	1	12	94	41	3	9	53	204	4	81	289	482
8:15 to 9:15	37	0	12	49	87	0	13	100	32	4	10	46	211	8	70	289	484
8:30 to 9:30	43	0	10	53	86	0	11	97	31	5	10	46	219	11	61	291	487
AM Totals	74	0	16	90	146	1	21	168	68	6	18	92	363	17	114	494	844
16:00 to 17:00	55	1	4	60	109	5	16	130	53	2	18	73	118	4	15	137	400
16:15 to 17:15	54	1	6	61	130	4	18	152	49	3	28	80	118	3	12	133	426
16:30 to 17:30	54	0	5	59	137	3	23	163	51	3	37	91	140	3	14	157	470
16:45 to 17:45	54	0	4	58	144	0	28	172	48	3	47	98	146	3	14	163	491
17:00 to 18:00	44	0	4	48	150	1	28	179	51	3	50	104	159	2	16	177	508
17:15 to 18:15	38	0	6	44	149	2	26	177	56	2	50	108	158	3	20	181	510
17:30 to 18:30	34	0	6	40	139	2	22	163	52	2	53	107	146	2	18	166	476
17:45 to 18:45	32	0	7	39	116	2	21	139	56	4	45	105	132	3	13	148	431
18:00 to 19:00	33	0	9	42	105	1	18	124	46	3	35	84	116	5	12	133	383
PM Totals	132	1	17	150	364	7	62	433	150	8	103	261	393	11	43	447	1,291

Table 22 - Cope Street and Wellington Street, Peak Hour Traffic Volumes

Approach	Botany Rd				Wellington St				Botany Rd				Buckland St				Grand Total
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	
7:30 to 8:30	748	50	4	802	49	2	13	64	1,145	90	6	1,241	95	4	54	153	2,260
7:45 to 8:45	797	48	6	851	62	4	21	87	1,138	99	7	1,244	122	6	66	194	2,376
8:00 to 9:00	780	48	7	835	77	4	24	105	1,100	91	10	1,201	134	5	72	211	2,352
8:15 to 9:15	719	50	7	776	84	4	29	117	1,060	94	9	1,163	149	7	61	217	2,273
8:30 to 9:30	759	54	7	820	88	4	26	118	1,001	103	8	1,112	161	8	55	224	2,274
AM Totals	1,507	104	11	1,622	137	6	39	182	2,146	193	14	2,353	256	12	109	377	4,534
16:00 to 17:00	598	26	2	626	134	7	33	174	1,104	71	11	1,186	85	3	17	105	2,091
16:15 to 17:15	612	24	2	638	143	6	42	191	1,145	63	8	1,216	87	3	13	103	2,148
16:30 to 17:30	662	23	3	688	155	4	51	210	1,146	54	14	1,214	106	1	14	121	2,233
16:45 to 17:45	656	26	4	686	166	3	63	232	1,163	47	12	1,222	119	2	13	134	2,274
17:00 to 18:00	718	23	3	744	175	4	60	239	1,128	39	13	1,180	105	1	13	119	2,282
17:15 to 18:15	762	20	4	786	184	4	54	242	1,100	36	14	1,150	106	2	17	125	2,303
17:30 to 18:30	748	20	5	773	161	5	49	215	1,090	42	9	1,141	84	4	14	102	2,231
17:45 to 18:45	727	18	4	749	145	5	42	192	1,105	42	12	1,159	75	4	12	91	2,191
18:00 to 19:00	667	15	5	687	122	3	33	158	1,135	43	12	1,190	77	6	11	94	2,129
PM Totals	1,983	64	10	2,057	431	14	126	571	3,367	153	36	3,556	267	10	41	318	6,502

Table 23 - Botany Road, Buckland Street and Wellington Street Peak Hour Traffic Volumes

9.1.4 Existing Traffic Distribution

Based on the traffic volumes from the traffic surveys, the network AM and PM peak were observed to be 7:45am - 8:45am and 5:15pm - 6:15pm respectively. The existing traffic distribution, based on the traffic survey data is as shown in Figure 18 and Figure 19.

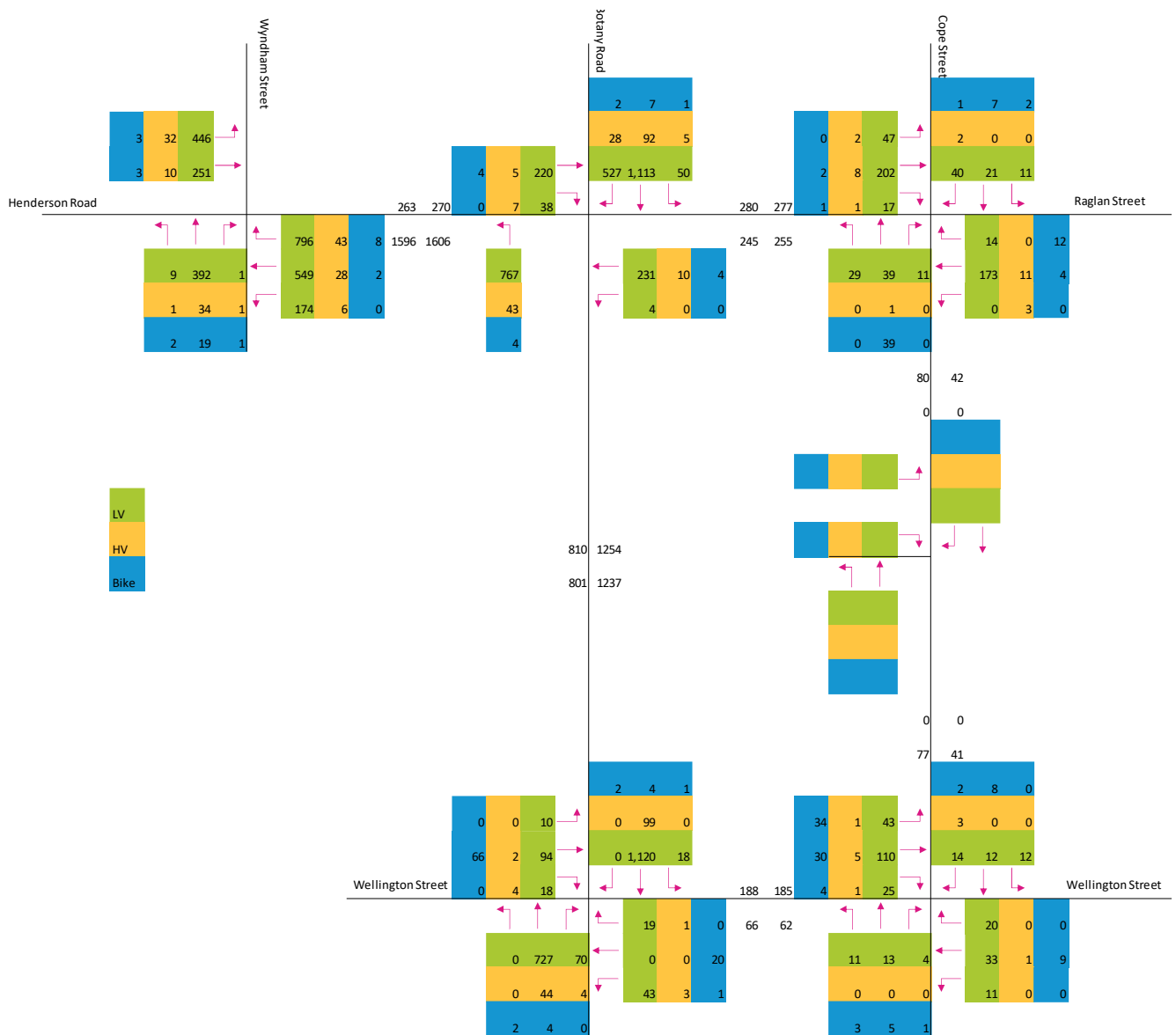


Figure 18 - Existing Traffic Distribution AM Peak

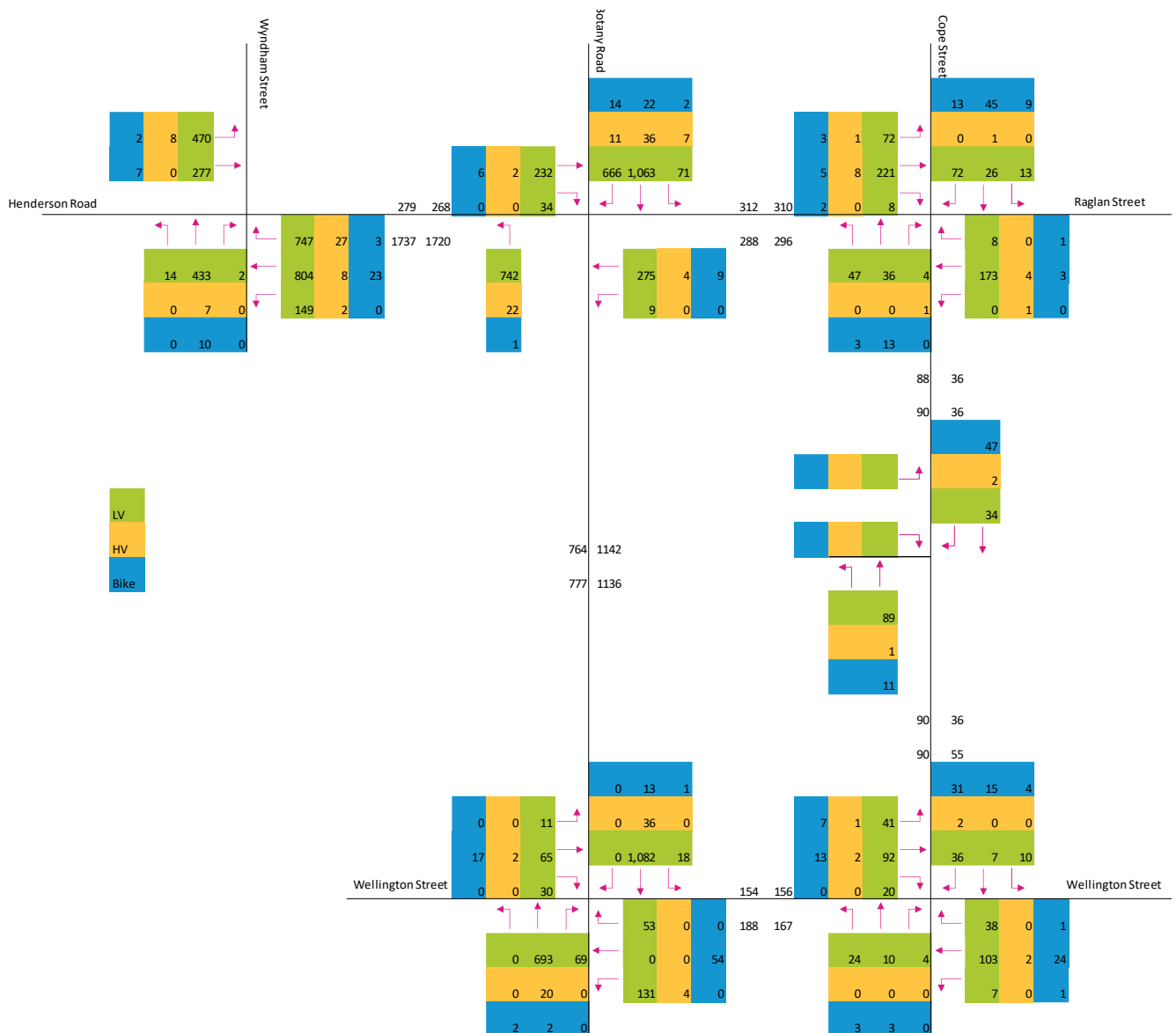


Figure 19 - Existing Traffic Distribution PM Peak

9.1.5 Existing Network Operation

From the survey data, a volume analysis was performed using SIDRA Intersection 8.0 software, a micro-analytical tool for individual intersections and whole-network modelling. The models are based on the collected traffic survey data. SIDRA provides a number of performance indicators, outlined below:

- Degree of Saturation - The total usage of the intersection expressed as a factor of 1 with 1 representing 100% use/saturation. (e.g. 0.8=80% saturation)
- Average Delay- The average delay encountered by all vehicles passing through the intersection. It is often important to review the average delay of each approach as a side road could have a long delay time, while the large free flowing major traffic will provide an overall low average delay.

- Level of Service (LoS) - This is a categorization of average delay, intended for simple reference. The RMS adopts the following bands:
- 95% Queue Lengths (Q95) - is defined to be the queue length in metres that has only a 5-percent probability of being exceeded during the analysis time period. It transforms the average delay into measurable distance units.
- Level of Service is a good indicator of overall performance for individual intersections, with each level summarised in Table 24.

Level of Service	Average Delay (secs/vehicle)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	<14	Good operation	
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity. At signals, incidents would cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	>70	Extra capacity required	Extreme delay, major treatment required

Table 24 - Intersection Performance - Levels of Service

The SIDRA 8.0 results for each intersection are shown in Table 25.

Intersection	Period	Level of Service	Average Delay (sec)	Degree of Saturation	95% Queue Length (m)
Henderson Street and Wyndham Street	AM	D	43.8	0.986	136.3
	PM	C	40.8	0.995	143.9
Botany Road and Raglan Street	AM	C	39.6	0.960	217.9
	PM	D	44.1	0.984	235.0
Cope Street and Raglan Street	AM	A	4.7	0.236	8.7
	PM	A	4.7	0.276	9.4

Intersection	Period	Level of Service	Average Delay (sec)	Degree of Saturation	95% Queue Length (m)
Cope Street and Wellington Street	AM	A	4.1	0.195	5.5
	PM	A	4.6	0.152	5.4
Botany Road, Wellington Street	AM	A	13.1	0.528	140.4
	PM	B	14.6	0.481	120.1

Table 25 - Summary of Existing Intersection Modelling

9.1.6 Proposed Traffic Generation

Typically, the traffic activity associated with a development or land-use can be derived through reference to published data, for example the RMS Guide to Traffic Generating Developments.

This form of traffic projection is useful where the development has unconstrained on-site parking provision. However, the development site has a restricted on-site parking provision which is in accordance with the local planning control and the proposed development traffic generation has been derived on this basis.

9.1.7 Proposed Development Traffic Generation (Proposed Parking)

Reference has been made to the RMS Guide to Traffic Generating Developments (GtTGD), RMS Technical Direction 2013/04 (TD13-04a) and the rates outlined for the approval of the Concept DA SSD 9393. The proposed parking provision for the development is set out in Table 26.

User	Units / GFA / spaces		Peak hr generation per space / GFA	Total peak hour trip generation ¹⁸	NOTES -
Market Residential & Affordable Housing	67	spaces	0.12	8.04	Trip generation 0.12 per car space-based Site 10 (Pymont) Appendix B3 TD13-04a
Residential - Social Housing	8	spaces	0.12	0.96	Trip generation 0.12 per car space-based Site 10 (Pymont) Appendix B3 TD13-04a

¹⁸ Includes all user group traffic generation including visitors as survey data does not differentiate between user groups

Residential - Student Accommodation	0	spaces	0	0	Zero parking spaces therefore zero trip generation
Non- residential - Commercial	33,843	m ²	0.0014	47.38	Trip generation 0.14 trips per 100m ² . Reference, Appendix D2 - OB1 North Sydney) & pro rata at 0.88 (providing 0.88 of allowable parking spaces)
Non-residential - Retail	0	spaces	0	0	Zero spaces therefore zero traffic generation. Assumed residents or commercial staff use, or use of public transport
Non-residential - Child Care	1	spaces	0	0	One space provided as a long-term visitor space. Therefore, traffic generation during the peak hour has been determined to be zero. Assumed residents or commercial staff use, or use of public transport.
Total Trip Generation				56.38	

Table 26 - Proposed Development Parking Generation (Proposed Parking)

As shown in Table 26, the estimated traffic generation associated with the Basement Car Park development is approximately 57 trips in the peak hour.

It is noted that the proposed detailed design scheme (for all precincts within the WMQ site) comprises a total of 655 residential units which is lower than what is assumed by the concept DA, therefore generating less traffic from the residential component than what is assessed under the Concept DA.

9.1.8 Proposed Traffic Distribution

The proposed traffic distribution, based on the traffic survey data is as shown in Figure 20 and Figure 21

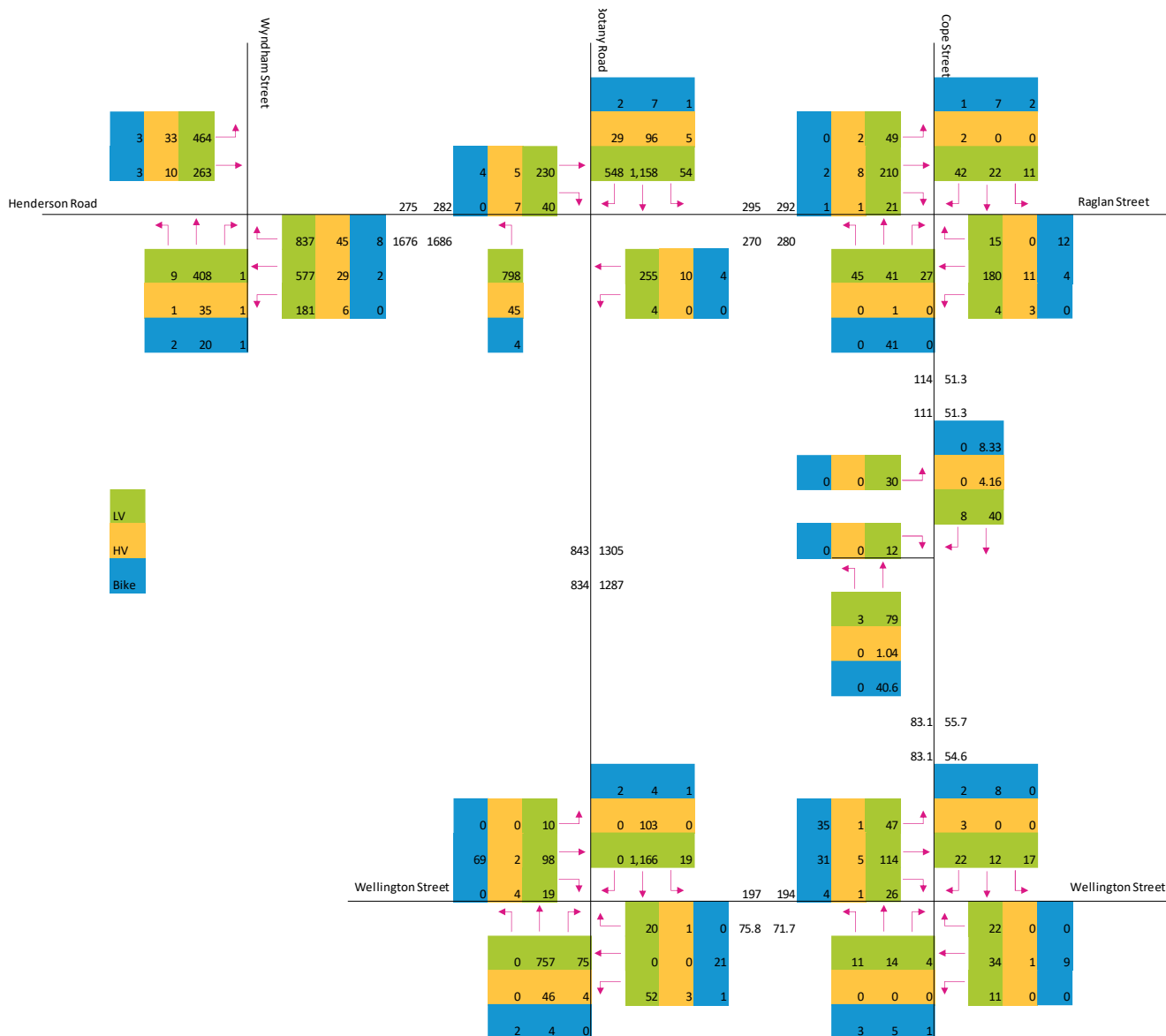


Figure 20 - Proposed Traffic Distribution AM Peak

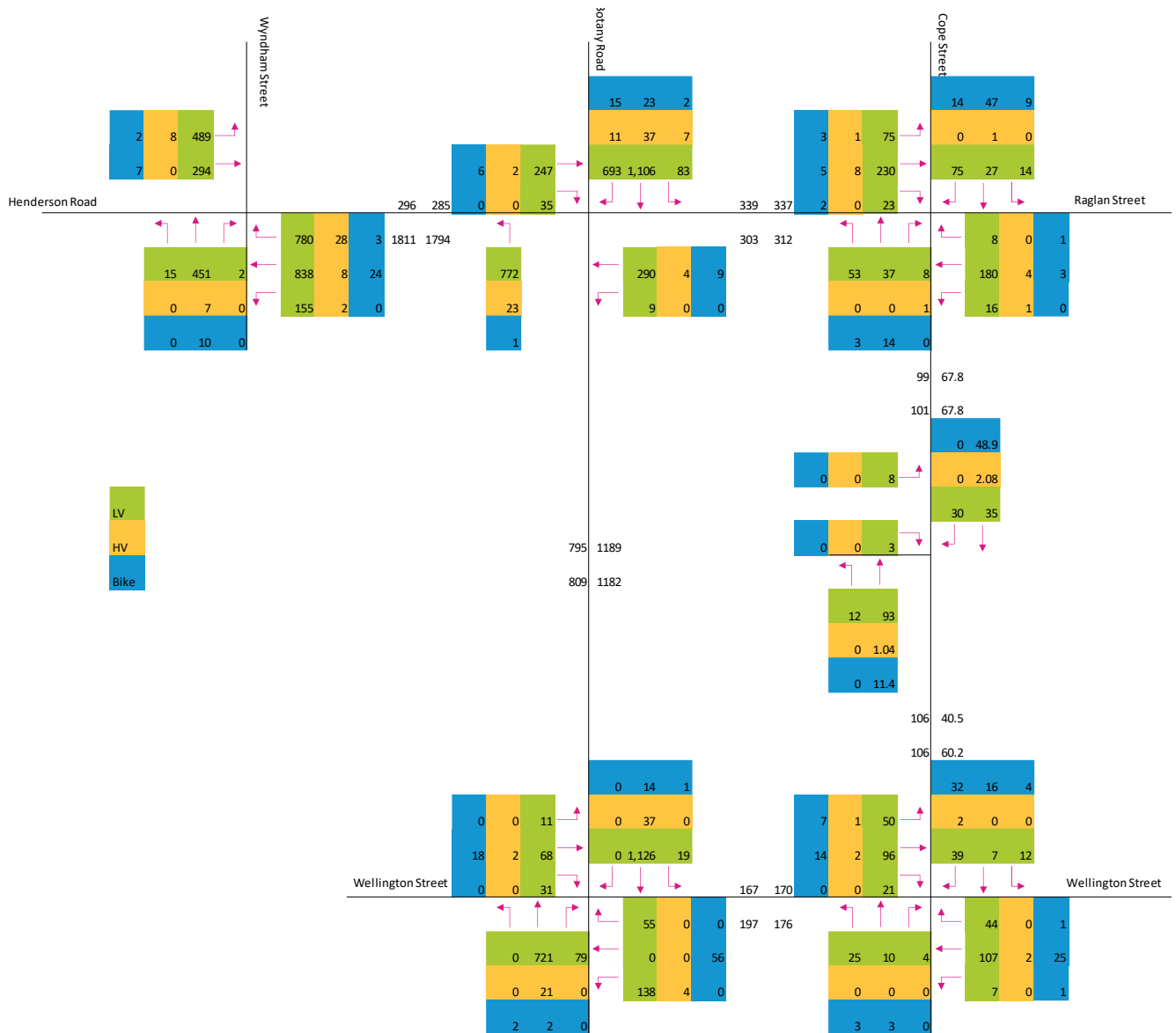


Figure 21 - Proposed Traffic Distribution PM Peak

9.1.9 Proposed Network Operation

The proposed traffic assessment was undertaken using SIDRA modelling software for the following scenarios:

- 2019 Base
- 2036 No Development - This includes Waterloo Station but no Metro Quarter development
- 2036 Proposed Development - This includes Waterloo Station and the proposed development with the proposed parking for the development.

Table 27 shows the summary of the development scenarios, outlined above.

Intersection		2019 Base		2036 No Development		2036 Proposed Development	
		Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS
Henderson Street and Wyndham Street	AM	43.8	D	54.3	D	54.6	D
	PM	40.8	C	50.9	D	50.9	D
Botany Road and Raglan Street	AM	39.6	C	45.3	D	45.9	D
	PM	44.1	D	57.3	E	57.9	E
Cope Street and Raglan Street	AM	4.7	A	8.4*	A	8.5*	A
	PM	4.7	A	8.9*	A	8.7*	A
Cope Street and Wellington Street	AM	4.1	A	7.6*	A	7.6*	A
	PM	4.6	A	7.9*	A	7.9*	A
Botany Road, Wellington Street	AM	13.1	A	13.4	A	13.5	A



Intersection		2019 Base		2036 No Development		2036 Proposed Development	
	PM	14.6	B	15.5	B	15.9	B
Cope Street, Shared Zone	AM					5.1*	A
	PM					5.2	A

Table 27 - Summary of Intersection Modelling

The traffic modelling undertaken shows that with the proposed development, including growth to 2036, the external road network will continue to operate at acceptable levels of service and experiences no change in the level of service associated with the traffic generated purely by the development. Therefore, the development is not anticipated to have any detrimental effect on the network operation.



9.1.10 Proposed Network Operation (Including Metro Upgrades)

We understand that as part of the Metro development of the site, upgrades are proposed to both the Raglan Street / Cope Street and Wellington Street / Cope Street intersections.

To complete the traffic modelling assessment, analysis is required of the new intersection configurations as part of the network modelling.

At this stage, the design and modelling undertaken as part of the Metro development is unavailable and this modelling will be undertaken and provided as soon as the base data is available.

10. Development Pedestrian Assessment

Modelling and analysis of the existing and future pedestrian and cyclist movement, connectivity and circulation within the extent of the site and to surrounding areas having regard to any nearby approved developments in the area has been undertaken by WSP (WMQ-SITE-WSP-PD-RPT-001) and this report can be found in Appendix 2 - Pedestrian Modelling Report.

With reference to SEARs Item 9 (point 8) in Section 3, pedestrian safety and amenity has been taken into consideration in the design of the development along Raglan Street and the Church Square shared zone has been designed to prioritise pedestrian movements. Refer to separate architectural package for design details and measures to protect pedestrians entering and exiting the building and retail outlets.

Consultation with Metro, TfNSW and the Sydney Coordination Office (SCO) has been undertaken in relation to the WMQ development. The meetings were held on 17th and 25th June, and 5th August 2020 and details of the consultation process are outlined in the Waterloo Metro Quarter Development Pre-lodgement Community and Stakeholder Consultation Report.

The Pedestrian Modelling Report assesses the pedestrian demand for the Waterloo Metro Quarter precinct consisting of the following four key components.

- Demand related to the proposed metro station
- Demand related to the proposed over station development
- Demand related to existing land uses in the wider area, referred to as background demand
- Demand related to the Botany Road bus stops

The report concludes that:

The pedestrian flows for the Waterloo Metro Quarter precinct has been assessed and summarised in this document to confirm the provisions of pedestrian infrastructure within and around the precinct. A summary of the precinct performance and its compliance to project requirements is shown in Table 28.

Overall, the precinct design is compliant with the project requirements.

Location	Assessment Scenarios	
	2056 AM	2056 AM Resilience
Precinct Connectivity		
Internal Walkways	✓	✓
External Footpaths	✓	✓
Queuing at Intersections	✓	✓
Botany Road Bus Stop (southbound)		
Bus Customers (waiting)	✓	✓



Location	Assessment Scenarios	
	2056 AM	2056 AM Resilience
Non-bus Customers (those travelling along Botany Road)	✓	✓

Table 28 - WMQ Streetscape Performance Summary
Source: WMQ-SITE-WSP-PD-RPT-001



11. Development Cyclist Assessment

11.1 Existing Cyclist Demand

The existing travel mode split for cyclists are approximately 1.5% when travelling to Waterloo for work and 3.5% for travelling from Waterloo for work (refer to Section 7.5).

11.2 Proposed and Future Target Cycling Demand

The development proposes approximately 35,000m² of non-residential space and 655 residential units of various types.

Based on the BCA rate of 10m² per employee within the office component, it is reasonable to calculate that the non-residential uses could accommodate approximately 3,500 people and based on the existing mode split for cyclists of 1.5% this would generate 53 cycle trips.

Based on the existing travel to work (from Waterloo) mode split of 3.5%, it is calculated that the residential portion of the development would generate 23 cycle trips.

Taking into consideration the future mode share target of 5% cycle trips, outlined in Section 12, the target cycle trips would be 175 for staff and 33 trips for residents.

As outlined in Section 7.3.1, there is a substantial existing and proposed cycle network in the vicinity of the development and it is deemed that an increase in 208 (175 + 33) cycle trips would not have a detrimental impact on the operation of the cycle provisions within the vicinity of the site in the context of the existing and proposed cyclist activity.

It should also be noted that the development proposes 338 residential and 309 non-residential bicycle parking spaces and that these facilities can accommodate the future mode share target bicycle trips, as outlined above.

12. Green Travel

12.1 Future Mode Share Targets

With reference to the Traffic Impact Assessment report prepared by Jacobs as part of SSD 9393 consent, an assessment of the potential future mode shares has been undertaken in consultation with TfNSW, RMS and City of Sydney and is based on existing data and the strategic opportunities for the Waterloo concept SSD.

The mode share targets agreed for the AM peak for all trip purposes are shown in Figure 22.

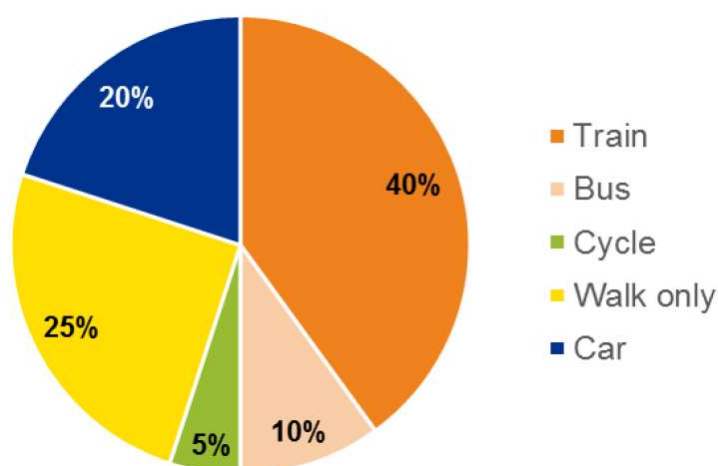


Figure 22 - Future Mode Share Targets

These targets are based on a number of factors, including:

- Proximity to Sydney Metro's Waterloo Station, which will provide access to high quality mass transit services on Sydney Metro City & Southwest
- Densely located land uses, activities and attractors as well as proximity to Sydney CBD and Green Square, enabling shorter trip lengths more conducive to walking and cycling
- Low existing traffic generation rates in recent high-density developments in Waterloo.
- Enhancements to the bus network to strengthen east-west routes, enabled by Sydney Metro City & Southwest, and improved cycling connections with key surrounding destinations.
- Consideration of Category A rates outlined in City of Sydney's DCP requirements to represent best practice in the provision of transport facilities appropriate for the development.



12.2 Green Travel Plan

The Green travel plan sets objectives and targets, including S.M.A.R.T mode share targets:

- outlines potential measures to encourage a modal shift away from car usage
- set key actions to align with key objectives and targets,
- set out a systematic approach to measure the impact of the travel plan, including commitment of resources to allow for implementation, monitoring, review and continual improvement of the travel plan.

A Green Travel Plan has been prepared in accordance with the above criteria and has been submitted separately for each SSD DA as part of the EIS (refer to Appendix 4 - Green Travel Plan of WMQ-BLD1-PTC-TF-RPT-001 for Northern Precinct, Appendix 4 - Green Travel Plan of WMQ-BLD2-PTC-TF-RPT-001 for Central Precinct, Appendix 4 - Green Travel Plan (Building 3) & Appendix 5 - Green Travel Plan (Building 4) of WMQ-BLD3-PTC-TF-RPT-001 for Southern Precinct).

A Travel Access Guide (TAG) has also been prepared, providing a concise presentation outlining how to reach a site via sustainable modes of transport - e.g. public transport, walking or cycling.

The TAG provided as an A4 leaflet, suitable to be provided to residential and non-residential tenants of the development.

13. Access and Car Parking Assessment

An assessment of the car parking, bicycle, motorcycle and service bays associated with the Basement has been conducted. The high-level design assessment has been undertaken to confirm that the proposed parking and servicing arrangements generally meet the requirements of the relevant Australian Standards and are capable of complying with *AS2890.2:2018 Off-street Commercial Vehicle Facilities* and *AS2890.3:2015 Bicycle Parking*. A detailed assessment of the proposed arrangements will be undertaken prior to Construction Certification.

13.1 Vehicle Access and Circulation

Access to the car parking is via the proposed 6.3m wide driveway off Church Square (shared zone). With regard to the driveway width, reference is made to Table 3.1 and Table 3.2 of AS2890.1. According to Table 3.1, the driveway will be classified as a Category 2 as the total car parking provision is between 101 and 300 spaces, with the driveway located on a local road. According to Table 3.2, the width of a Category 2 driveway should be within the range of 6.0m to 9.0m for combined driveways. The proposed driveway width of 6.3m therefore complies with AS2890.1 for driveway vehicular access.

Swept path analysis for this can be found in Appendix 3 - Parking Layout Assessment.

13.2 Internal Circulation

The ramps between the parking levels are proposed to be combined two-way ramps with a width of 6.0 metres. Throughout the car park, access aisles have been provided at a minimum of 5.8 metres, in accordance with the requirements of AS2890.1. Convex mirrors have been provided to aid traffic circulation, in locations where two way movements are not achievable with the minimum 5.8 metre aisle width. In this regard, the proposed ramp, roadway and aisle widths have been assessed and meet the requirements of AS2890.1. The swept path analysis undertaken is shown in Appendix 3 - Parking Layout Assessment.

13.3 Sight Distance

The sight distance requirements are described in Section 3.2 of AS2890.1 and are prescribed on the basis of the sign posted speed limit or 85th percentile vehicle speeds along the frontage road. Church Square shared zone, will have a posted speed limit of 20kph, which requires a desirable visibility distance of 55 metres and a minimum distance of 35 metres (based on the minimum requirement of 40kph within the standard). The proposed driveway access is located on a straight section of the road alignment, at the end of a cul-de-sac, with no permanent obstructions to affect the visibility from the driver when exiting the site.

13.4 Car Park Arrangements

13.4.1 Typical Parking Requirements

The car park access and parking arrangements have been designed in accordance with the requirements of Section 2 of AS2890.1. Table 1.1 of AS2890.1 presents a number of classifications applicable to different land-uses. According to the Table, the most appropriate car park classification applicable to the subject car park will be a Class 1A facility, which is suitable for "Residential, domestic and employee parking".

The parking space dimensions and associated aisle widths for each classification are presented in Table 2.2, and accordingly, a Class 1A facility requires parking space



dimensions of 2.4 x 5.4 metres with an access aisle width of 5.8 metres. The proposed car park has been designed to provide compliant parking space widths of 2.4 metres, length of 5.4 metres and aisle widths of 5.8m, which meet the minimum requirement.

The car park also includes the provision of four 'car share' spaces and these have been assessed as Class 2 spaces (medium term parking) in accordance with AS2890.1. Class 2 spaces require a parking space dimension of 2.5x 5.4 metres with an access aisle width of 5.8 metres. These spaces have been designed to provide compliant space widths of 2.5 metres, length of 5.8 metres and aisle widths of 5.8m, which meet the minimum requirement.

An assessment of all elements of the car park has been undertaken including column locations, aisle extensions, and headroom and ramp grades and in this regard, the car park design complies with the requirements of AS2890.1.

13.4.2 Accessible Parking Requirements

The car park includes the provision of 15 accessible car spaces (13 residential and 2 commercial). The accessible spaces have been assessed against the requirements within AS2890.6:2009, which requires an accessible space dimension of 2.4 x 5.4 metres with a shared space of 2.4 metres width adjacent to any space. An assessment of these spaces has been undertaken and, in this regard, the accessible spaces generally comply with or meets the intent of AS2890.6:2009.

13.4.3 Bicycle Parking

The bicycle parking arrangements have been designed in accordance with the requirements of AS2890.3. The bicycle parking has been provided as a combination of horizontal spaces, vertical spaces and provisions within storage cages and the space requirements for each are listed below;

- Horizontal spaces 1.8m length, 0.5m width, 1.5m wide access aisle
- Vertical spaces 1.2m length, 0.5m width, 1.5m wide access aisle
- Within storage cages 1.8m length, 0.5m width, 2.0m wide access aisle
(between storage cages)

An assessment of the bicycle spaces, including aisle widths and access has been undertaken and in this regard the bicycle parking provisions generally complies with the requirements of or meets the intent of AS2890.3.

13.4.4 Motorcycle Parking

Section 2.4.7 of AS2890.1 requires motorcycle parking spaces with dimensions of 1.2 metres x 2.5 metres and the car park has been designed to provide spaces compliant with this minimum standard.



13.4.5 Service Vehicles Parking

A total of 5 courier service bays are provided within the shared Basement car park to accommodate B99 car-derived vans and utes. These bays shall have minimum dimensions of 2.4m x 5.4m and a minimum headroom clearance of 2.2m.

Truck bays accommodating larger vehicles are provided within the Northern and Southern loading docks.

The driveway leading to the Northern Precinct dock is 6.9 metres wide and the Southern Precinct dock is 3.6 metres wide. Swept path analysis has been undertaken on both driveways and indicates that these widths function on a performance basis, are suitable for use and meet the intent of the standards.

Both docks include the provision of a 9.0m turntable (30 tonne capacity) with a 600mm clearance zone. The provision of the turntable ensures that all vehicles can access and egress the loading docks in a forward movement.

The driveway leading to the Northern Precinct loading dock is 6.9 metres wide and the Southern Precinct loading dock is 3.6 metres wide. Swept path analysis has been undertaken on both driveways and indicates that these widths function on a performance basis, are suitable for use and meet the intent of the standards.

The service area is at a level grade, with a minimum 4.3 metre height clearance, which is in excess of the 4.0m minimum requirement within the Councils 'Policy for Waste Minimisation in New Developments'. The headroom clearance is maintained throughout the areas in the loading dock accessed by trucks.

In addition, separate parking spaces are provided for service vehicles (B99 car-derived vans and utes) within the shared Basement car park. These spaces are dedicated to service vehicles and are not shared with parking provided for any other purpose.

Access to the loading docks will be managed by a Freight & Servicing Management Plan (refer to Northern and Southern Precinct SSD DA TTPIAs & FSMPs (SSD 10437 & SSD 10440) which will set the process and procedures for vehicles using the docks.

The swept path analysis undertaken on the driveways and service areas is shown in Appendix 3 - Parking Layout Assessment.



13.5 Church Square Shared Zone

Church Square provides access and egress to the basement car park and is to be provided as a 'Shared Zone', in accordance with RMS TTD 2016/001 'Design and implementation of shared zones including provision for parking'. The shared zone will be a Category 1 shared zone and is design to specifically provide non-vehicular priority in the area.

General design principles:

- The road space will be devoid of delineation and kerbs to enhance the sense of pedestrian priority.
- The entrance to the zone (at the intersection with Cope Street) will provided I the form of a 'Continuous Footpath Treatment' in accordance with RMS TD 2013/05.
- Regulatory traffic signs, in accordance with TTD 2016/001 will be provided on both sides of the entry to the zone, to enhance the change in environment and priority.
- The pavement surface will clearly distinguishable in texture, colour and material, to highlight the difference in environment, in accordance with City of Sydney requirements.



14. Construction Traffic & Pedestrian Management

The construction traffic management plan associated with the construction activity of the project aims to ensure the safety of all workers and road users within the vicinity of the construction site, with the following primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic (pedestrian and vehicular) for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site; and
- To provide information regarding the changed access arrangements and also a description of the proposed external routes for construction vehicles accessing and exiting the site.

A concept CTMP has been prepared for the Basement Car Park and this can be found in Appendix J of the EIS. This concept CTMP details of the construction traffic activities, vehicular access arrangements and proposed pedestrian and traffic management measures proposed during the construction phase of the development.



15. Conclusion

This planning report has been prepared by **ptc.** to accompany a detailed State significant development (SSD) development application (DA) for the Basement Car Park over station development (OSD) at the Waterloo Metro Quarter site.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the detailed SSD DA (SSD 10438).

The parking provided within the Basement Car Park relate to the following developments:

- SSD-10437 - Southern Precinct,
- SSD-10439 - Central Precinct, and
- SSD-10440 - Northern Precinct.

This report has also been prepared to be used as reference to the amending concept SSD DA for the Waterloo Metro Quarter OSD (SSD 10441) as well as the TTPIAs for the individual precincts outlined above.

The proposed car parking, bicycle, motorcycle and service vehicle parking arrangements have been assessed and is capable of complying with the requirements stipulated within the relevant Australian Standards and guidelines being AS2890.1, AS2890.2, AS2890.3 and AS2890.6. Any minor non-conformities will be finalised in the detailed design stage prior to Construction Certification.

Traffic modelling has been undertaken for the proposed development, including growth to 2036. The modelling indicates that the external road network will continue operate with no change to the levels of service. Therefore, the development is anticipated to have no detrimental impact on the network operation, over and above the approved scheme.

This report concludes that the proposed Basement Car Park SSD 10438 for the Waterloo Metro Quarter OSD is suitable in relation traffic outcome and parking provision.



16. Appendices

16.1 Appendix 1 - Traffic Modelling

MOVEMENT SUMMARY

 **Site: TCS055 [1. AM Existing Henderson Road / Wyndham Street]**

 **Network: N101 [AM Existing]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Wyndham St (S)														
1	L2	13	8.3	13	8.3	0.966	88.6	LOS F	17.7	128.3	0.98	1.22	1.59	22.7
2	T1	468	7.6	468	7.6	0.966	84.2	LOS F	18.7	136.3	0.98	1.22	1.58	23.1
3	R2	3	33.3	3	33.3	0.966	88.0	LOS F	18.7	136.3	0.98	1.22	1.58	15.4
Approach		484	7.8	484	7.8	0.966	84.3	LOS F	18.7	136.3	0.98	1.22	1.58	23.1
East: Henderson Rd (E)														
4	L2	189	3.3	189	3.3	0.324	9.7	LOS A	4.3	31.2	0.22	0.41	0.22	41.8
5	T1	609	4.8	609	4.8	0.324	3.3	LOS A	4.3	31.2	0.16	0.21	0.16	45.6
6	R2	892	5.1	892	5.1	0.847	32.6	LOS C	15.7	114.2	0.96	0.92	1.12	27.5
Approach		1691	4.8	1691	4.8	0.847	19.5	LOS B	15.7	114.2	0.59	0.61	0.67	33.6
West: Henderson Rd (W)														
10	L2	506	6.7	506	6.7	0.986	90.6	LOS F	18.4	135.7	0.89	1.08	1.48	22.2
11	T1	278	3.8	278	3.8	0.470	36.1	LOS C	13.1	94.3	0.86	0.73	0.86	25.3
Approach		784	5.6	784	5.6	0.986	71.3	LOS F	18.4	135.7	0.88	0.96	1.26	22.8
All Vehicles		2959	5.5	2959	5.5	0.986	43.8	LOS D	18.7	136.3	0.73	0.80	0.98	26.9

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: TCS047 [2. AM Existing Base Botany Road / Raglan Street]

 Network: N101 [AM Existing]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	857	5.3	857	5.3	0.960	76.0	LOS F	37.3	271.9	1.00	1.09	1.40	9.1
Approach		857	5.3	857	5.3	0.960	76.0	LOS F	37.3	271.9	1.00	1.09	1.40	9.1
East: Raglan St (E)														
4	L2	4	0.0	4	0.0	0.787	62.9	LOS E	7.7	55.4	0.98	0.91	1.21	4.6
5	T1	258	4.1	258	4.1	0.787	58.2	LOS E	7.9	56.4	0.98	0.91	1.21	4.6
Approach		262	4.0	262	4.0	0.787	58.3	LOS E	7.9	56.4	0.98	0.91	1.21	4.6
North: Botany Rd (N)														
7	L2	59	8.9	59	8.9	0.477	11.5	LOS A	15.2	112.8	0.44	0.43	0.44	41.8
8	T1	1276	7.6	1276	7.6	0.477	5.9	LOS A	15.2	112.8	0.41	0.39	0.41	42.9
9	R2	586	5.0	586	5.0	0.631	47.4	LOS D	15.3	111.7	0.94	0.84	0.94	21.9
Approach		1921	6.8	1921	6.8	0.631	18.7	LOS B	15.3	112.8	0.58	0.53	0.58	33.3
West: Henderson Rd (W)														
11	T1	241	2.2	241	2.2	0.797	51.5	LOS D	8.9	62.5	0.96	0.79	1.00	5.4
12	R2	47	15.6	47	15.6	0.797	66.4	LOS E	7.6	56.2	1.00	0.86	1.12	4.5
Approach		288	4.4	288	4.4	0.797	53.9	LOS D	8.9	62.5	0.96	0.81	1.02	5.2
All Vehicles		3328	6.0	3328	6.0	0.960	39.6	LOS C	37.3	271.9	0.75	0.73	0.88	20.2

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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: 101 [3. AM Existing Cope Street / Raglan Street]

 Network: N101 [AM Existing]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles															
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed		
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h		
South: Cope St (S)															
1	L2	31	0.0	31	0.0	0.127	5.5	LOS A	0.7	3.7	0.45	0.53	0.45	29.6	
2	T1	83	1.3	83	1.3	0.127	4.0	LOS A	0.7	3.7	0.45	0.53	0.45	38.0	
3	R2	12	0.0	12	0.0	0.127	8.3	LOS A	0.7	3.7	0.45	0.53	0.45	43.3	
Approach		125	0.8	125	0.8	0.127	4.8	LOS A	0.7	3.7	0.45	0.53	0.45	37.8	
East: Raglan St (E)															
4	L2	4	75.0	4	75.0	0.187	5.2	LOS A	1.1	7.8	0.28	0.46	0.28	42.6	
5	T1	198	5.9	198	5.9	0.187	4.2	LOS A	1.1	7.8	0.28	0.46	0.28	42.6	
6	R2	27	0.0	27	0.0	0.187	6.0	LOS A	1.1	7.8	0.28	0.46	0.28	42.2	
Approach		229	6.4	229	6.4	0.187	4.4	LOS A	1.1	7.8	0.28	0.46	0.28	42.5	
North: Cope St (N)															
7	L2	14	0.0	14	0.0	0.087	5.2	LOS A	0.5	3.6	0.43	0.56	0.43	43.0	
8	T1	29	0.0	29	0.0	0.087	4.6	LOS A	0.5	3.6	0.43	0.56	0.43	40.6	
9	R2	45	4.7	45	4.7	0.087	8.3	LOS A	0.5	3.6	0.43	0.56	0.43	40.6	
Approach		88	2.4	88	2.4	0.087	6.6	LOS A	0.5	3.6	0.43	0.56	0.43	41.2	
West: Raglan St (W)															
10	L2	52	4.1	52	4.1	0.236	4.1	LOS A	1.2	8.7	0.21	0.46	0.21	44.0	
11	T1	223	3.8	223	3.8	0.236	4.1	LOS A	1.2	8.7	0.21	0.46	0.21	44.9	
12	R2	20	5.3	20	5.3	0.236	7.2	LOS A	1.2	8.7	0.21	0.46	0.21	28.0	
Approach		295	3.9	295	3.9	0.236	4.3	LOS A	1.2	8.7	0.21	0.46	0.21	44.5	
All Vehicles		738	4.0	738	4.0	0.236	4.7	LOS A	1.2	8.7	0.30	0.48	0.30	42.3	

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Z:\PCI - PROJECT WORK FILES\NSW\MIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 Site: 102 [4. AM Existing Cope Street / Wellington Street]

 Network: N101 [AM Existing]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles																
Mov ID	Turn	Demand		Flows		Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %			v/c	sec		Vehicles veh	Distance m				km/h
South: Cope St (S)																
1	L2	15	0.0	15	0.0	0.033		3.9	LOS A		0.2	0.9	0.22	0.45	0.22	40.6
2	T1	19	0.0	19	0.0	0.033		3.5	LOS A		0.2	0.9	0.22	0.45	0.22	40.6
3	R2	5	0.0	5	0.0	0.033		6.6	LOS A		0.2	0.9	0.22	0.45	0.22	43.2
Approach		39	0.0	39	0.0	0.033		4.0	LOS A		0.2	0.9	0.22	0.45	0.22	41.2
East: Wellington St (E)																
4	L2	12	0.0	12	0.0	0.064		4.2	LOS A		0.3	2.2	0.21	0.47	0.21	45.0
5	T1	45	2.3	45	2.3	0.064		3.6	LOS A		0.3	2.2	0.21	0.47	0.21	42.0
6	R2	21	0.0	21	0.0	0.064		7.1	LOS A		0.3	2.2	0.21	0.47	0.21	42.0
Approach		78	1.4	78	1.4	0.064		4.6	LOS A		0.3	2.2	0.21	0.47	0.21	42.7
North: Cope St (N)																
7	L2	13	0.0	13	0.0	0.049		4.8	LOS A		0.3	1.8	0.34	0.50	0.34	42.7
8	T1	21	0.0	21	0.0	0.049		3.6	LOS A		0.3	1.8	0.34	0.50	0.34	38.9
9	R2	20	15.8	20	15.8	0.049		7.5	LOS A		0.3	1.8	0.34	0.50	0.34	25.5
Approach		54	5.9	54	5.9	0.049		5.4	LOS A		0.3	1.8	0.34	0.50	0.34	38.4
West: Wellington St (W)																
10	L2	82	1.3	82	1.3	0.195		3.2	LOS A		0.9	5.5	0.12	0.44	0.12	27.1
11	T1	153	3.4	153	3.4	0.195		3.5	LOS A		0.9	5.5	0.12	0.44	0.12	42.4
12	R2	32	3.3	32	3.3	0.195		6.6	LOS A		0.9	5.5	0.12	0.44	0.12	43.0
Approach		266	2.8	266	2.8	0.195		3.8	LOS A		0.9	5.5	0.12	0.44	0.12	41.2
All Vehicles		437	2.7	437	2.7	0.195		4.1	LOS A		0.9	5.5	0.17	0.45	0.17	41.2

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Z:\PCI - PROJECT WORK FILES\NSW\MIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 Site: TCS137 [5. AM Existing Botany Road / Wellington Street / Buckland Street]

 Network: N101 [AM Existing]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	2	0.0	2	0.0	0.528	11.4	LOS A	19.2	140.4	0.53	0.48	0.53	34.7
2	T1	816	5.7	816	5.7	0.528	10.4	LOS A	19.2	140.4	0.54	0.50	0.54	38.7
3	R2	78	5.4	78	5.4	0.528	20.1	LOS B	7.2	52.8	0.63	0.63	0.63	34.1
Approach		896	5.6	896	5.6	0.528	11.3	LOS A	19.2	140.4	0.55	0.52	0.55	38.2
East: Wellington St (E)														
4	L2	49	6.4	49	6.4	0.150	48.9	LOS D	2.5	17.9	0.88	0.73	0.88	22.6
5	T1	21	0.0	21	0.0	0.120	46.7	LOS D	2.1	10.6	0.89	0.69	0.89	17.8
6	R2	21	5.0	21	5.0	0.120	51.0	LOS D	2.1	10.6	0.89	0.69	0.89	4.8
Approach		92	4.6	92	4.6	0.150	48.9	LOS D	2.5	17.9	0.88	0.71	0.88	18.6
North: Botany Rd (N)														
7	L2	20	0.0	20	0.0	0.514	10.7	LOS A	11.7	87.3	0.34	0.32	0.34	36.1
8	T1	1287	8.1	1287	8.1	0.514	7.0	LOS A	13.7	102.5	0.37	0.34	0.37	44.0
9	R2	2	0.0	2	0.0	0.514	9.6	LOS A	13.7	102.5	0.40	0.36	0.40	31.8
Approach		1309	8.0	1309	8.0	0.514	7.0	LOS A	13.7	102.5	0.37	0.34	0.37	44.0
West: Buckland St (W)														
10	L2	11	0.0	11	0.0	0.333	47.9	LOS D	9.0	48.7	0.90	0.73	0.90	21.2
11	T1	171	1.2	171	1.2	0.333	43.4	LOS D	9.0	48.7	0.90	0.73	0.90	21.2
12	R2	23	18.2	23	18.2	0.089	49.1	LOS D	1.1	9.2	0.86	0.71	0.86	29.6
Approach		204	3.1	204	3.1	0.333	44.3	LOS D	9.0	48.7	0.89	0.73	0.89	22.5
All Vehicles		2501	6.6	2501	6.6	0.528	13.1	LOS A	19.2	140.4	0.49	0.45	0.49	38.2

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate	
		ped/h	sec		ped	Distance m		
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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.

MOVEMENT SUMMARY

 **Site: TCS055 [1. PM Existing Henderson Road / Wyndham Street]**

 **Network: N101 [PM Existing]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Wyndham St (S)														
1	L2	15	0.0	15	0.0	0.995	102.5	LOS F	19.2	134.7	0.99	1.28	1.71	21.3
2	T1	474	1.6	474	1.6	0.995	97.7	LOS F	20.6	143.9	0.99	1.28	1.70	21.4
3	R2	2	0.0	2	0.0	0.995	102.0	LOS F	20.6	143.9	0.99	1.29	1.69	13.9
Approach		491	1.5	491	1.5	0.995	97.8	LOS F	20.6	143.9	0.99	1.28	1.70	21.4
East: Henderson Rd (E)														
4	L2	159	1.3	159	1.3	0.395	16.0	LOS B	14.7	103.0	0.57	0.59	0.57	37.7
5	T1	879	1.0	879	1.0	0.395	8.4	LOS A	14.7	103.0	0.46	0.44	0.46	40.9
6	R2	818	3.5	818	3.5	0.730	19.7	LOS B	11.5	82.7	0.83	0.81	0.83	33.3
Approach		1856	2.1	1856	2.1	0.730	14.0	LOS A	14.7	103.0	0.63	0.62	0.63	36.9
West: Henderson Rd (W)														
10	L2	505	1.7	505	1.7	0.977	86.1	LOS F	17.9	126.6	0.90	1.06	1.45	22.8
11	T1	299	0.0	299	0.0	0.502	37.2	LOS C	14.4	99.3	0.88	0.75	0.88	24.9
Approach		804	1.0	804	1.0	0.977	67.9	LOS E	17.9	126.6	0.89	0.95	1.24	23.3
All Vehicles		3151	1.7	3151	1.7	0.995	40.8	LOS C	20.6	143.9	0.75	0.80	0.95	27.6

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: TCS047 [2. PM Existing Botany Road / Raglan Street]

 Network: N101 [PM Existing]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	805	2.9	805	2.9	0.962	81.4	LOS F	32.8	235.0	1.00	1.07	1.40	8.6
Approach		805	2.9	805	2.9	0.962	81.4	LOS F	32.8	235.0	1.00	1.07	1.40	8.6
East: Raglan St (E)														
4	L2	9	0.0	9	0.0	0.984	105.1	LOS F	11.3	78.6	0.98	1.23	1.81	2.7
5	T1	303	1.4	303	1.4	0.984	97.9	LOS F	14.0	97.4	0.97	1.22	1.76	2.8
Approach		313	1.3	313	1.3	0.984	98.2	LOS F	14.0	97.4	0.97	1.22	1.76	2.8
North: Botany Rd (N)														
7	L2	84	8.8	84	8.8	0.479	15.4	LOS B	17.2	122.8	0.54	0.52	0.54	38.1
8	T1	1180	3.2	1180	3.2	0.479	9.1	LOS A	17.2	122.8	0.50	0.47	0.50	39.8
9	R2	727	1.6	727	1.6	0.766	44.3	LOS D	22.7	159.1	0.95	0.89	1.01	22.6
Approach		1992	2.9	1992	2.9	0.766	22.2	LOS B	22.7	159.1	0.66	0.62	0.69	31.2
West: Henderson Rd (W)														
11	T1	253	0.8	253	0.8	0.617	29.6	LOS C	6.2	42.9	0.66	0.54	0.67	8.6
12	R2	36	0.0	36	0.0	0.617	56.5	LOS E	6.2	42.9	0.96	0.77	0.97	5.3
Approach		288	0.7	288	0.7	0.617	32.9	LOS C	6.2	42.9	0.70	0.57	0.70	8.0
All Vehicles		3398	2.5	3398	2.5	0.984	44.1	LOS D	32.8	235.0	0.78	0.78	0.96	18.9

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: 101 [3. PM Existing Cope Street / Raglan Street]

 Network: N101 [PM Existing]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles																
Mov ID	Turn	Demand		Flows		Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %			v/c	sec		Vehicles veh	Distance m				km/h
South: Cope St (S)																
1	L2	53	0.0	53	0.0	0.146		5.5	LOS A		0.6	3.7	0.45	0.56	0.45	30.6
2	T1	52	0.0	52	0.0	0.146		4.6	LOS A		0.6	3.7	0.45	0.56	0.45	41.2
3	R2	5	20.0	5	20.0	0.146		8.9	LOS A		0.6	3.7	0.45	0.56	0.45	43.4
Approach		109	1.0	109	1.0	0.146		5.2	LOS A		0.6	3.7	0.45	0.56	0.45	39.1
East: Raglan St (E)																
4	L2	1	100.0	1	100.0	0.276		5.9	LOS A		1.0	7.1	0.36	0.49	0.36	43.3
5	T1	189	2.2	189	2.2	0.276		4.5	LOS A		1.0	7.1	0.36	0.49	0.36	43.3
6	R2	9	0.0	9	0.0	0.276		7.3	LOS A		1.0	7.1	0.36	0.49	0.36	45.5
Approach		200	2.6	200	2.6	0.276		4.6	LOS A		1.0	7.1	0.36	0.49	0.36	43.5
North: Cope St (N)																
7	L2	23	0.0	23	0.0	0.238		4.8	LOS A		1.2	6.3	0.46	0.57	0.46	39.1
8	T1	76	1.4	76	1.4	0.238		3.7	LOS A		1.2	6.3	0.46	0.57	0.46	37.0
9	R2	89	0.0	89	0.0	0.238		8.0	LOS A		1.2	6.3	0.46	0.57	0.46	37.0
Approach		188	0.6	188	0.6	0.238		5.9	LOS A		1.2	6.3	0.46	0.57	0.46	37.4
West: Raglan St (W)																
10	L2	80	1.3	80	1.3	0.250		3.9	LOS A		1.3	9.4	0.18	0.44	0.18	43.7
11	T1	246	3.4	246	3.4	0.250		3.9	LOS A		1.3	9.4	0.18	0.44	0.18	45.0
12	R2	11	0.0	11	0.0	0.250		6.6	LOS A		1.3	9.4	0.18	0.44	0.18	28.4
Approach		337	2.8	337	2.8	0.250		4.0	LOS A		1.3	9.4	0.18	0.44	0.18	44.6
All Vehicles		835	2.0	835	2.0	0.276		4.7	LOS A		1.3	9.4	0.32	0.50	0.32	41.8

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Z:\PCI - PROJECT WORK FILES\NSWMIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 Site: 102 [4. PM Existing Cope Street / Wellington Street]

 Network: N101 [PM Existing]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles															
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed		
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h		
South: Cope St (S)															
1	L2	28	0.0	28	0.0	0.044	4.8	LOS A	0.2	1.4	0.38	0.51	0.38	41.6	
2	T1	14	0.0	14	0.0	0.044	4.3	LOS A	0.2	1.4	0.38	0.51	0.38	41.6	
3	R2	4	0.0	4	0.0	0.044	7.8	LOS A	0.2	1.4	0.38	0.51	0.38	45.2	
Approach		46	0.0	46	0.0	0.044	4.9	LOS A	0.2	1.4	0.38	0.51	0.38	42.1	
East: Wellington St (E)															
4	L2	8	0.0	8	0.0	0.152	4.2	LOS A	0.8	5.4	0.27	0.47	0.27	43.8	
5	T1	136	1.6	136	1.6	0.152	3.8	LOS A	0.8	5.4	0.27	0.47	0.27	41.6	
6	R2	41	0.0	41	0.0	0.152	7.2	LOS A	0.8	5.4	0.27	0.47	0.27	41.6	
Approach		185	1.1	185	1.1	0.152	4.6	LOS A	0.8	5.4	0.27	0.47	0.27	41.8	
North: Cope St (N)															
7	L2	15	0.0	15	0.0	0.096	4.0	LOS A	0.5	2.8	0.30	0.52	0.30	38.8	
8	T1	23	0.0	23	0.0	0.096	2.6	LOS A	0.5	2.8	0.30	0.52	0.30	34.5	
9	R2	73	2.9	73	2.9	0.096	6.3	LOS A	0.5	2.8	0.30	0.52	0.30	24.1	
Approach		111	1.9	111	1.9	0.096	5.2	LOS A	0.5	2.8	0.30	0.52	0.30	32.4	
West: Wellington St (W)															
10	L2	52	2.0	52	2.0	0.143	3.9	LOS A	0.6	4.2	0.15	0.46	0.15	27.2	
11	T1	113	1.9	113	1.9	0.143	3.6	LOS A	0.6	4.2	0.15	0.46	0.15	43.5	
12	R2	21	0.0	21	0.0	0.143	6.8	LOS A	0.6	4.2	0.15	0.46	0.15	44.7	
Approach		185	1.7	185	1.7	0.143	4.1	LOS A	0.6	4.2	0.15	0.46	0.15	42.4	
All Vehicles		527	1.4	527	1.4	0.152	4.6	LOS A	0.8	5.4	0.24	0.48	0.24	40.6	

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Z:\PCI - PROJECT WORK FILES\NSW\MIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 **Site: TCS137 [5. PM Existing Botany Road / Wellington Street / Buckland Street]**

 **Network: N101 [PM Existing]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	2	0.0	2	0.0	0.469	12.6	LOS A	16.8	120.1	0.53	0.48	0.53	34.3
2	T1	753	2.8	753	2.8	0.469	11.6	LOS A	16.8	120.1	0.55	0.51	0.55	37.7
3	R2	73	0.0	73	0.0	0.469	19.6	LOS B	7.8	55.6	0.61	0.60	0.61	34.6
Approach		827	2.5	827	2.5	0.469	12.3	LOS A	16.8	120.1	0.55	0.52	0.55	37.4
East: Wellington St (E)														
4	L2	142	3.0	142	3.0	0.477	47.6	LOS D	7.1	51.2	0.90	0.78	0.90	23.1
5	T1	57	0.0	57	0.0	0.235	41.7	LOS C	5.4	26.2	0.87	0.73	0.87	18.6
6	R2	56	0.0	56	0.0	0.235	46.0	LOS D	5.4	26.2	0.87	0.73	0.87	5.3
Approach		255	1.7	255	1.7	0.477	46.0	LOS D	7.1	51.2	0.88	0.76	0.88	19.5
North: Botany Rd (N)														
7	L2	20	0.0	20	0.0	0.481	10.3	LOS A	9.4	67.1	0.29	0.28	0.29	36.6
8	T1	1191	3.2	1191	3.2	0.481	6.6	LOS A	11.3	80.9	0.32	0.30	0.32	44.2
9	R2	1	0.0	1	0.0	0.481	9.3	LOS A	11.3	80.9	0.35	0.32	0.35	31.9
Approach		1212	3.1	1212	3.1	0.481	6.7	LOS A	11.3	80.9	0.32	0.30	0.32	44.1
West: Buckland St (W)														
10	L2	12	0.0	12	0.0	0.193	43.3	LOS D	4.6	29.4	0.84	0.67	0.84	23.4
11	T1	88	2.4	88	2.4	0.193	38.8	LOS C	4.6	29.4	0.84	0.67	0.84	23.4
12	R2	32	0.0	32	0.0	0.123	49.3	LOS D	1.6	11.0	0.87	0.72	0.87	29.6
Approach		132	1.6	132	1.6	0.193	41.7	LOS C	4.6	29.4	0.84	0.69	0.84	25.4
All Vehicles		2425	2.7	2425	2.7	0.481	14.6	LOS B	16.8	120.1	0.49	0.44	0.49	37.0

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		ped				
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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.

MOVEMENT SUMMARY

 **Site: TCS055 [1. AM Base Henderson Road / Wyndham Street]**

 **Network: N101 [AM Base (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Wyndham St (S)														
1	L2	13	8.3	13	8.3	1.013	115.2	LOS F	21.9	158.9	1.00	1.36	1.79	19.4
2	T1	487	7.6	487	7.6	1.013	110.8	LOS F	23.2	169.0	1.00	1.36	1.79	19.7
3	R2	3	33.3	3	33.3	1.013	114.7	LOS F	23.2	169.0	1.00	1.36	1.78	12.6
Approach		503	7.7	503	7.7	1.013	111.0	LOS F	23.2	169.0	1.00	1.36	1.79	19.7
East: Henderson Rd (E)														
4	L2	197	3.2	197	3.2	0.337	9.7	LOS A	4.5	32.4	0.22	0.41	0.22	41.8
5	T1	634	4.8	634	4.8	0.337	3.3	LOS A	4.5	32.4	0.16	0.21	0.16	45.6
6	R2	927	5.1	927	5.1	0.882	36.9	LOS C	15.7	114.2	0.98	0.95	1.20	26.1
Approach		1758	4.8	1758	4.8	0.882	21.7	LOS B	15.7	114.2	0.60	0.62	0.72	32.5
West: Henderson Rd (W)														
10	L2	526	6.6	526	6.6	1.028	118.8	LOS F	23.4	172.7	1.00	1.20	1.76	18.8
11	T1	288	3.6	288	3.6	0.487	36.3	LOS C	13.7	98.4	0.87	0.74	0.87	25.2
Approach		815	5.6	815	5.6	1.028	89.6	LOS F	23.4	172.7	0.95	1.04	1.45	19.9
All Vehicles		3076	5.5	3076	5.5	1.028	54.3	LOS D	23.4	172.7	0.76	0.85	1.08	24.2

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: TCS047 [2. AM Base Botany Road / Raglan Street]

 Network: N101 [AM Base (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				
South: Botany Rd (S)														
1	L2	892	5.3	892	5.3	1.000	96.4	LOS F	44.3	323.3	1.00	1.16	1.55	7.5
Approach		892	5.3	892	5.3	1.000	96.4	LOS F	44.3	323.3	1.00	1.16	1.55	7.5
East: Raglan St (E)														
4	L2	4	0.0	4	0.0	0.825	65.2	LOS E	8.2	58.9	0.98	0.95	1.28	4.4
5	T1	267	3.9	267	3.9	0.825	60.6	LOS E	8.3	59.9	0.98	0.95	1.28	4.4
Approach		272	3.9	272	3.9	0.825	60.6	LOS E	8.3	59.9	0.98	0.95	1.28	4.4
North: Botany Rd (N)														
7	L2	61	8.6	61	8.6	0.496	11.7	LOS A	16.1	120.0	0.45	0.44	0.45	41.6
8	T1	1327	7.6	1327	7.6	0.496	6.1	LOS A	16.1	120.0	0.42	0.40	0.42	42.8
9	R2	609	5.0	609	5.0	0.656	47.7	LOS D	16.1	117.0	0.95	0.84	0.95	21.8
Approach		1998	6.8	1998	6.8	0.656	18.9	LOS B	16.1	120.0	0.58	0.54	0.58	33.2
West: Henderson Rd (W)														
11	T1	251	2.1	250	2.1	0.850	52.3	LOS D	9.6	67.8	0.96	0.82	1.03	5.3
12	R2	49	14.9	49	14.9	0.850	68.8	LOS E	7.8	57.7	1.00	0.89	1.18	4.4
Approach		300	4.2	300	4.2	0.850	55.1	LOS D	9.6	67.8	0.97	0.83	1.06	5.1
All Vehicles		3461	6.0	3461	6.0	1.000	45.3	LOS D	44.3	323.3	0.76	0.76	0.93	18.6

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: 101 [3. AM Base Cope Street / Raglan Street]

 Network: N101 [AM Base (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles															
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed		
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h		
South: Cope St (S)															
1	L2	32	0.0	32	0.0	0.135	5.6	LOS A	0.7	4.0	0.46	0.53	0.46	29.5	
2	T1	87	1.2	87	1.2	0.135	4.1	LOS A	0.7	4.0	0.46	0.53	0.46	37.9	
3	R2	12	0.0	12	0.0	0.135	8.4	LOS A	0.7	4.0	0.46	0.53	0.46	43.3	
Approach		131	0.8	131	0.8	0.135	4.8	LOS A	0.7	4.0	0.46	0.53	0.46	37.7	
East: Raglan St (E)															
4	L2	4	75.0	4	75.0	0.195	5.3	LOS A	1.2	8.2	0.29	0.46	0.29	42.6	
5	T1	205	5.6	205	5.6	0.195	4.2	LOS A	1.2	8.2	0.29	0.46	0.29	42.6	
6	R2	28	0.0	28	0.0	0.195	6.1	LOS A	1.2	8.2	0.29	0.46	0.29	42.4	
Approach		238	6.2	238	6.2	0.195	4.4	LOS A	1.2	8.2	0.29	0.46	0.29	42.6	
North: Cope St (N)															
7	L2	14	0.0	14	0.0	0.091	5.2	LOS A	0.6	3.8	0.44	0.56	0.44	43.0	
8	T1	31	0.0	31	0.0	0.091	4.7	LOS A	0.6	3.8	0.44	0.56	0.44	40.6	
9	R2	47	4.4	47	4.4	0.091	8.3	LOS A	0.6	3.8	0.44	0.56	0.44	40.6	
Approach		92	2.3	92	2.3	0.091	6.6	LOS A	0.6	3.8	0.44	0.56	0.44	41.2	
West: Raglan St (W)															
10	L2	54	3.9	54	3.9	0.247	4.2	LOS A	1.3	9.2	0.22	0.47	0.22	44.0	
11	T1	232	3.6	232	3.6	0.247	4.1	LOS A	1.3	9.2	0.22	0.47	0.22	44.9	
12	R2	21	5.0	21	5.0	0.247	7.3	LOS A	1.3	9.2	0.22	0.47	0.22	28.0	
Approach		306	3.8	306	3.8	0.247	4.3	LOS A	1.3	9.2	0.22	0.47	0.22	44.5	
All Vehicles		766	3.8	766	3.8	0.247	4.7	LOS A	1.3	9.2	0.31	0.49	0.31	42.2	

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 102 [4. AM Base Cope Street / Wellington Street]

 Network: N101 [AM Base (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles															
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed		
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h		
South: Cope St (S)															
1	L2	15	0.0	15	0.0	0.034	3.9	LOS A	0.2	0.9	0.23	0.45	0.23	40.7	
2	T1	20	0.0	20	0.0	0.034	3.5	LOS A	0.2	0.9	0.23	0.45	0.23	40.7	
3	R2	5	0.0	5	0.0	0.034	6.6	LOS A	0.2	0.9	0.23	0.45	0.23	43.3	
Approach		40	0.0	40	0.0	0.034	4.1	LOS A	0.2	0.9	0.23	0.45	0.23	41.3	
East: Wellington St (E)															
4	L2	12	0.0	12	0.0	0.066	4.3	LOS A	0.3	2.3	0.21	0.47	0.21	45.0	
5	T1	46	2.3	46	2.3	0.066	3.6	LOS A	0.3	2.3	0.21	0.47	0.21	42.0	
6	R2	22	0.0	22	0.0	0.066	7.1	LOS A	0.3	2.3	0.21	0.47	0.21	42.0	
Approach		80	1.3	80	1.3	0.066	4.7	LOS A	0.3	2.3	0.21	0.47	0.21	42.7	
North: Cope St (N)															
7	L2	13	0.0	13	0.0	0.050	4.8	LOS A	0.3	1.9	0.34	0.50	0.34	42.6	
8	T1	21	0.0	21	0.0	0.050	3.7	LOS A	0.3	1.9	0.34	0.50	0.34	38.9	
9	R2	21	15.0	21	15.0	0.050	7.6	LOS A	0.3	1.9	0.34	0.50	0.34	25.4	
Approach		55	5.8	55	5.8	0.050	5.4	LOS A	0.3	1.9	0.34	0.50	0.34	38.2	
West: Wellington St (W)															
10	L2	85	1.2	85	1.2	0.203	3.2	LOS A	1.0	5.7	0.13	0.44	0.13	27.0	
11	T1	158	3.3	158	3.3	0.203	3.5	LOS A	1.0	5.7	0.13	0.44	0.13	42.4	
12	R2	33	3.2	33	3.2	0.203	6.6	LOS A	1.0	5.7	0.13	0.44	0.13	43.0	
Approach		276	2.7	276	2.7	0.203	3.8	LOS A	1.0	5.7	0.13	0.44	0.13	41.1	
All Vehicles		451	2.6	451	2.6	0.203	4.2	LOS A	1.0	5.7	0.18	0.45	0.18	41.2	

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: TCS137 [5. AM Base Botany Road / Wellington Street / Buckland Street]  Network: N101 [AM Base (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	2	0.0	2	0.0	0.566	11.8	LOS A	21.5	157.0	0.55	0.50	0.55	34.6
2	T1	849	5.7	849	5.7	0.566	10.9	LOS A	21.5	157.0	0.56	0.53	0.56	38.3
3	R2	81	5.2	81	5.2	0.566	21.8	LOS B	7.2	53.0	0.67	0.66	0.67	33.0
Approach		933	5.6	933	5.6	0.566	11.8	LOS A	21.5	157.0	0.57	0.54	0.57	37.8
East: Wellington St (E)														
4	L2	52	6.1	52	6.1	0.156	49.0	LOS D	2.6	18.6	0.88	0.73	0.88	22.6
5	T1	22	0.0	22	0.0	0.127	46.8	LOS D	2.2	11.1	0.89	0.70	0.89	17.8
6	R2	22	4.8	22	4.8	0.127	51.1	LOS D	2.2	11.1	0.89	0.70	0.89	4.8
Approach		96	4.4	96	4.4	0.156	49.0	LOS D	2.6	18.6	0.89	0.72	0.89	18.6
North: Botany Rd (N)														
7	L2	21	0.0	21	0.0	0.536	10.9	LOS A	12.6	93.7	0.35	0.33	0.35	35.9
8	T1	1340	8.1	1340	8.1	0.536	7.0	LOS A	14.4	107.6	0.37	0.35	0.37	44.0
9	R2	2	0.0	2	0.0	0.536	9.6	LOS A	14.4	107.6	0.40	0.37	0.40	31.8
Approach		1363	8.0	1363	8.0	0.536	7.1	LOS A	14.4	107.6	0.37	0.35	0.37	43.9
West: Buckland St (W)														
10	L2	11	0.0	11	0.0	0.346	48.0	LOS D	9.4	50.7	0.90	0.74	0.90	21.2
11	T1	178	1.2	178	1.2	0.346	43.5	LOS D	9.4	50.7	0.90	0.74	0.90	21.2
12	R2	24	17.4	24	17.4	0.093	49.1	LOS D	1.2	9.6	0.86	0.71	0.86	29.6
Approach		213	3.0	213	3.0	0.346	44.4	LOS D	9.4	50.7	0.90	0.73	0.90	22.5
All Vehicles		2604	6.6	2604	6.6	0.566	13.4	LOS A	21.5	157.0	0.51	0.46	0.51	38.0

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		ped	Distance m			
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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.

MOVEMENT SUMMARY

 Site: TCS055 [1. PM Base Henderson Road / Wyndham Street]

 Network: N101 [PM Base (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Wyndham St (S)														
1	L2	16	0.0	16	0.0	1.037	129.3	LOS F	23.5	164.6	1.00	1.41	1.90	18.3
2	T1	493	1.5	493	1.5	1.037	124.6	LOS F	25.2	176.1	1.00	1.41	1.89	18.3
3	R2	2	0.0	2	0.0	1.037	128.9	LOS F	25.2	176.1	1.00	1.42	1.88	11.5
Approach		511	1.4	511	1.4	1.037	124.7	LOS F	25.2	176.1	1.00	1.41	1.89	18.3
East: Henderson Rd (E)														
4	L2	165	1.3	161	1.3	0.399	15.7	LOS B	14.6	102.1	0.56	0.58	0.56	37.9
5	T1	915	0.9	891	0.9	0.399	8.8	LOS A	14.6	102.1	0.45	0.43	0.45	40.5
6	R2	851	3.5	828	3.4	0.738	22.2	LOS B	12.1	87.0	0.86	0.82	0.87	32.0
Approach		1931	2.1	1879 ^{N1}	2.1	0.738	15.3	LOS B	14.6	102.1	0.64	0.62	0.64	36.1
West: Henderson Rd (W)														
10	L2	525	1.6	525	1.6	1.021	114.1	LOS F	22.8	161.6	1.00	1.18	1.73	19.3
11	T1	311	0.0	311	0.0	0.522	37.5	LOS C	15.1	103.9	0.88	0.76	0.88	24.8
Approach		836	1.0	836	1.0	1.021	85.7	LOS F	22.8	161.6	0.96	1.02	1.41	20.4
All Vehicles		3277	1.7	3225 ^{N1}	1.7	1.037	50.9	LOS D	25.2	176.1	0.78	0.85	1.04	24.9

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: TCS047 [2. PM Base Botany Road / Raglan Street]

 Network: N101 [PM Base (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	838	2.9	838	2.9	1.046	128.0	LOS F	42.7	306.2	1.00	1.24	1.75	5.8
Approach		838	2.9	838	2.9	1.046	128.0	LOS F	42.7	306.2	1.00	1.24	1.75	5.8
East: Raglan St (E)														
4	L2	9	0.0	9	0.0	1.016	125.1	LOS F	13.3	92.5	1.00	1.30	1.95	2.3
5	T1	315	1.3	315	1.3	1.016	118.4	LOS F	15.3	106.1	1.00	1.31	1.91	2.3
Approach		324	1.3	324	1.3	1.016	118.6	LOS F	15.3	106.1	1.00	1.31	1.91	2.3
North: Botany Rd (N)														
7	L2	87	8.4	87	8.4	0.498	15.6	LOS B	18.2	130.0	0.55	0.53	0.55	38.0
8	T1	1227	3.2	1227	3.2	0.498	9.2	LOS A	18.2	130.0	0.51	0.48	0.51	39.7
9	R2	757	1.5	757	1.5	0.789	46.0	LOS D	24.2	169.7	0.96	0.90	1.04	22.2
Approach		2072	2.8	2072	2.8	0.789	22.9	LOS B	24.2	169.7	0.68	0.64	0.70	30.8
West: Henderson Rd (W)														
11	T1	262	0.8	262	0.8	0.835	24.2	LOS B	8.6	60.0	0.66	0.56	0.69	10.2
12	R2	37	0.0	37	0.0	0.835	74.8	LOS F	3.8	26.2	1.00	0.85	1.28	4.1
Approach		299	0.7	299	0.7	0.835	30.4	LOS C	8.6	60.0	0.71	0.59	0.76	8.5
All Vehicles		3533	2.5	3533	2.5	1.046	57.3	LOS E	42.7	306.2	0.78	0.84	1.07	15.9

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: 101 [3. PM Base Cope Street / Raglan Street]

 Network: N101 [PM Base (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles															
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed		
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h		
South: Cope St (S)															
1	L2	55	0.0	55	0.0	0.175	5.6	LOS A	0.6	3.9	0.46	0.57	0.46	30.5	
2	T1	54	0.0	54	0.0	0.175	4.7	LOS A	0.6	3.9	0.46	0.57	0.46	41.1	
3	R2	5	20.0	5	20.0	0.175	8.9	LOS A	0.6	3.9	0.46	0.57	0.46	43.3	
Approach		114	0.9	114	0.9	0.175	5.3	LOS A	0.6	3.9	0.46	0.57	0.46	39.0	
East: Raglan St (E)															
4	L2	1	100.0	1	100.0	0.355	6.0	LOS A	1.1	7.5	0.37	0.50	0.37	43.3	
5	T1	197	2.1	197	2.1	0.355	4.5	LOS A	1.1	7.5	0.37	0.50	0.37	43.3	
6	R2	9	0.0	9	0.0	0.355	7.4	LOS A	1.1	7.5	0.37	0.50	0.37	45.5	
Approach		207	2.5	207	2.5	0.355	4.6	LOS A	1.1	7.5	0.37	0.50	0.37	43.4	
North: Cope St (N)															
7	L2	24	0.0	24	0.0	0.287	4.9	LOS A	1.2	6.7	0.48	0.58	0.48	39.2	
8	T1	79	1.3	79	1.3	0.287	3.8	LOS A	1.2	6.7	0.48	0.58	0.48	37.0	
9	R2	94	0.0	94	0.0	0.287	8.1	LOS A	1.2	6.7	0.48	0.58	0.48	37.0	
Approach		197	0.5	197	0.5	0.287	6.0	LOS A	1.2	6.7	0.48	0.58	0.48	37.4	
West: Raglan St (W)															
10	L2	83	1.3	83	1.3	0.259	3.9	LOS A	1.4	9.9	0.19	0.44	0.19	43.7	
11	T1	256	3.3	256	3.3	0.259	3.9	LOS A	1.4	9.9	0.19	0.44	0.19	45.0	
12	R2	11	0.0	11	0.0	0.259	6.6	LOS A	1.4	9.9	0.19	0.44	0.19	28.4	
Approach		349	2.7	349	2.7	0.259	4.0	LOS A	1.4	9.9	0.19	0.44	0.19	44.6	
All Vehicles		867	1.9	867	1.9	0.355	4.8	LOS A	1.4	9.9	0.33	0.50	0.33	41.8	

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 102 [4. PM Base Cope Street / Wellington Street]

 Network: N101 [PM Base (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
South: Cope St (S)														
1	L2	29	0.0	29	0.0	0.045	4.9	LOS A	0.2	1.4	0.39	0.52	0.39	41.6
2	T1	14	0.0	14	0.0	0.045	4.3	LOS A	0.2	1.4	0.39	0.52	0.39	41.6
3	R2	4	0.0	4	0.0	0.045	7.9	LOS A	0.2	1.4	0.39	0.52	0.39	45.2
Approach		47	0.0	47	0.0	0.045	5.0	LOS A	0.2	1.4	0.39	0.52	0.39	42.1
East: Wellington St (E)														
4	L2	8	0.0	8	0.0	0.158	4.2	LOS A	0.9	5.7	0.27	0.47	0.27	43.8
5	T1	141	1.5	141	1.5	0.158	3.8	LOS A	0.9	5.7	0.27	0.47	0.27	41.6
6	R2	43	0.0	43	0.0	0.158	7.2	LOS A	0.9	5.7	0.27	0.47	0.27	41.6
Approach		193	1.1	193	1.1	0.158	4.6	LOS A	0.9	5.7	0.27	0.47	0.27	41.7
North: Cope St (N)														
7	L2	15	0.0	15	0.0	0.099	4.1	LOS A	0.6	2.9	0.31	0.52	0.31	38.7
8	T1	24	0.0	24	0.0	0.099	2.6	LOS A	0.6	2.9	0.31	0.52	0.31	34.3
9	R2	75	2.8	75	2.8	0.099	6.3	LOS A	0.6	2.9	0.31	0.52	0.31	24.1
Approach		114	1.9	114	1.9	0.099	5.2	LOS A	0.6	2.9	0.31	0.52	0.31	32.2
West: Wellington St (W)														
10	L2	54	2.0	54	2.0	0.150	3.9	LOS A	0.7	4.5	0.15	0.46	0.15	27.2
11	T1	118	1.8	118	1.8	0.150	3.6	LOS A	0.7	4.5	0.15	0.46	0.15	43.5
12	R2	22	0.0	22	0.0	0.150	6.8	LOS A	0.7	4.5	0.15	0.46	0.15	44.7
Approach		194	1.6	194	1.6	0.150	4.1	LOS A	0.7	4.5	0.15	0.46	0.15	42.4
All Vehicles		547	1.3	547	1.3	0.158	4.6	LOS A	0.9	5.7	0.25	0.48	0.25	40.5

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: TCS137 [5. PM Base Botany Road / Wellington Street / Buckland Street]**  **Network: N101 [PM Base (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	2	0.0	2	0.0	0.674	15.4	LOS B	22.1	157.9	0.67	0.61	0.67	33.5
2	T1	783	2.8	783	2.8	0.674	14.5	LOS B	22.1	157.9	0.68	0.63	0.68	35.6
3	R2	76	0.0	76	0.0	0.674	23.2	LOS B	9.9	70.4	0.72	0.70	0.74	32.4
Approach		861	2.6	861	2.6	0.674	15.3	LOS B	22.1	157.9	0.68	0.64	0.69	35.3
East: Wellington St (E)														
4	L2	147	2.9	147	2.9	0.534	47.8	LOS D	7.4	53.2	0.90	0.78	0.90	23.0
5	T1	59	0.0	59	0.0	0.330	42.9	LOS D	5.8	28.0	0.88	0.74	0.88	18.4
6	R2	58	0.0	58	0.0	0.330	47.2	LOS D	5.8	28.0	0.88	0.74	0.88	5.2
Approach		264	1.6	264	1.6	0.534	46.6	LOS D	7.4	53.2	0.89	0.76	0.89	19.3
North: Botany Rd (N)														
7	L2	21	0.0	21	0.0	0.501	10.4	LOS A	10.1	71.7	0.30	0.29	0.30	36.5
8	T1	1239	3.1	1239	3.1	0.501	6.3	LOS A	10.8	77.2	0.31	0.29	0.31	44.4
9	R2	1	0.0	1	0.0	0.501	8.5	LOS A	10.8	77.2	0.32	0.29	0.32	32.2
Approach		1261	3.1	1261	3.1	0.501	6.3	LOS A	10.8	77.2	0.31	0.29	0.31	44.4
West: Buckland St (W)														
10	L2	12	0.0	12	0.0	0.208	43.5	LOS D	4.9	30.8	0.84	0.68	0.84	23.3
11	T1	93	2.3	93	2.3	0.208	39.0	LOS C	4.9	30.8	0.84	0.68	0.84	23.3
12	R2	33	0.0	33	0.0	0.129	50.3	LOS D	1.6	11.5	0.88	0.72	0.88	29.3
Approach		137	1.5	137	1.5	0.208	42.1	LOS C	4.9	30.8	0.85	0.69	0.85	25.3
All Vehicles		2523	2.7	2523	2.7	0.674	15.5	LOS B	22.1	157.9	0.53	0.48	0.53	36.5

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian ped	Distance m			
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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.

MOVEMENT SUMMARY

 **Site: TCS055 [1. AM Base + Dev 1 Henderson Road / Wyndham Street]**

 **Network: N101 [AM Base + Existing PP (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Wyndham St (S)														
1	L2	13	8.3	13	8.3	1.013	115.2	LOS F	21.9	158.9	1.00	1.36	1.79	19.4
2	T1	487	7.6	487	7.6	1.013	110.8	LOS F	23.2	169.0	1.00	1.36	1.79	19.7
3	R2	3	33.3	3	33.3	1.013	114.7	LOS F	23.2	169.0	1.00	1.36	1.78	12.6
Approach		503	7.7	503	7.7	1.013	111.0	LOS F	23.2	169.0	1.00	1.36	1.79	19.7
East: Henderson Rd (E)														
4	L2	197	3.2	197	3.2	0.341	9.5	LOS A	4.4	32.2	0.21	0.40	0.21	41.9
5	T1	645	4.7	645	4.7	0.341	3.3	LOS A	4.4	32.2	0.16	0.21	0.16	45.6
6	R2	945	5.0	945	5.0	0.898	39.6	LOS C	15.7	114.2	0.99	0.97	1.24	25.2
Approach		1787	4.7	1787	4.7	0.898	23.2	LOS B	15.7	114.2	0.60	0.63	0.74	31.8
West: Henderson Rd (W)														
10	L2	526	6.6	526	6.6	1.028	118.8	LOS F	23.4	172.7	1.00	1.20	1.76	18.8
11	T1	292	3.6	292	3.6	0.493	36.4	LOS C	13.9	99.7	0.87	0.74	0.87	25.2
Approach		818	5.5	818	5.5	1.028	89.4	LOS F	23.4	172.7	0.95	1.04	1.44	19.9
All Vehicles		3108	5.4	3108	5.4	1.028	54.8	LOS D	23.4	172.7	0.76	0.86	1.09	24.0

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: TCS047 [2. AM Base + Dev 1 Botany Road / Raglan Street]

 Network: N101 [AM Base + Existing PP (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	892	5.3	892	5.3	1.000	96.4	LOS F	44.3	323.3	1.00	1.16	1.55	7.5
Approach		892	5.3	892	5.3	1.000	96.4	LOS F	44.3	323.3	1.00	1.16	1.55	7.5
East: Raglan St (E)														
4	L2	4	0.0	4	0.0	0.943	83.8	LOS F	10.6	75.9	0.99	1.13	1.61	3.4
5	T1	297	3.5	297	3.5	0.943	79.1	LOS F	10.8	77.1	0.99	1.13	1.61	3.4
Approach		301	3.5	301	3.5	0.943	79.1	LOS F	10.8	77.1	0.99	1.13	1.61	3.4
North: Botany Rd (N)														
7	L2	65	8.1	65	8.1	0.498	11.7	LOS A	16.2	120.4	0.46	0.44	0.46	41.6
8	T1	1327	7.6	1327	7.6	0.498	6.1	LOS A	16.2	120.4	0.42	0.40	0.42	42.8
9	R2	609	5.0	609	5.0	0.656	47.7	LOS D	16.1	117.0	0.95	0.84	0.95	21.8
Approach		2002	6.8	2002	6.8	0.656	18.9	LOS B	16.2	120.4	0.59	0.54	0.59	33.2
West: Henderson Rd (W)														
11	T1	254	2.1	254	2.1	0.894	53.1	LOS D	10.3	72.5	0.97	0.84	1.07	5.2
12	R2	49	14.9	49	14.9	0.894	72.1	LOS F	7.6	56.5	1.00	0.93	1.26	4.2
Approach		303	4.2	303	4.2	0.894	56.2	LOS D	10.3	72.5	0.98	0.85	1.10	5.0
All Vehicles		3498	5.9	3498	5.9	1.000	47.1	LOS D	44.3	323.3	0.76	0.78	0.96	18.1

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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: 101 [3. AM Base + Dev 1 Cope Street / Raglan Street]



Network: N101 [AM Base + Existing PP (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Cope St (S)														
1	L2	60	0.0	60	0.0	0.214	5.7	LOS A	1.1	6.5	0.48	0.59	0.48	29.3
2	T1	87	1.2	87	1.2	0.214	4.2	LOS A	1.1	6.5	0.48	0.59	0.48	37.8
3	R2	43	0.0	43	0.0	0.214	8.5	LOS A	1.1	6.5	0.48	0.59	0.48	43.1
Approach		191	0.6	191	0.6	0.214	5.6	LOS A	1.1	6.5	0.48	0.59	0.48	38.2
East: Raglan St (E)														
4	L2	11	30.0	11	30.0	0.250	4.7	LOS A	1.2	8.6	0.30	0.47	0.30	42.6
5	T1	205	5.6	205	5.6	0.250	4.2	LOS A	1.2	8.6	0.30	0.47	0.30	42.6
6	R2	28	0.0	28	0.0	0.250	6.1	LOS A	1.2	8.6	0.30	0.47	0.30	42.4
Approach		244	6.0	244	6.0	0.250	4.5	LOS A	1.2	8.6	0.30	0.47	0.30	42.5
North: Cope St (N)														
7	L2	14	0.0	14	0.0	0.108	5.5	LOS A	0.6	3.8	0.48	0.58	0.48	42.9
8	T1	31	0.0	31	0.0	0.108	4.9	LOS A	0.6	3.8	0.48	0.58	0.48	40.4
9	R2	47	4.4	47	4.4	0.108	8.6	LOS A	0.6	3.8	0.48	0.58	0.48	40.4
Approach		92	2.3	92	2.3	0.108	6.9	LOS A	0.6	3.8	0.48	0.58	0.48	41.0
West: Raglan St (W)														
10	L2	54	3.9	54	3.9	0.263	4.4	LOS A	1.4	10.0	0.25	0.49	0.25	43.7
11	T1	232	3.6	232	3.6	0.263	4.3	LOS A	1.4	10.0	0.25	0.49	0.25	44.7
12	R2	27	3.8	27	3.8	0.263	7.5	LOS A	1.4	10.0	0.25	0.49	0.25	27.4
Approach		313	3.7	313	3.7	0.263	4.6	LOS A	1.4	10.0	0.25	0.49	0.25	44.1
All Vehicles		839	3.5	839	3.5	0.263	5.1	LOS A	1.4	10.0	0.34	0.52	0.34	42.0

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: 102 [4. AM Base + Dev 1 Cope Street / Wellington Street]**

 **Network: N101 [AM Base + Existing PP (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Cope St (S)														
1	L2	15	0.0	15	0.0	0.034	4.0	LOS A	0.2	1.0	0.25	0.45	0.25	40.6
2	T1	20	0.0	20	0.0	0.034	3.6	LOS A	0.2	1.0	0.25	0.45	0.25	40.6
3	R2	5	0.0	5	0.0	0.034	6.7	LOS A	0.2	1.0	0.25	0.45	0.25	43.2
Approach		40	0.0	40	0.0	0.034	4.1	LOS A	0.2	1.0	0.25	0.45	0.25	41.2
East: Wellington St (E)														
4	L2	12	0.0	12	0.0	0.069	4.3	LOS A	0.4	2.4	0.23	0.48	0.23	44.9
5	T1	46	2.3	46	2.3	0.069	3.7	LOS A	0.4	2.4	0.23	0.48	0.23	41.9
6	R2	24	0.0	24	0.0	0.069	7.1	LOS A	0.4	2.4	0.23	0.48	0.23	41.9
Approach		82	1.3	82	1.3	0.069	4.8	LOS A	0.4	2.4	0.23	0.48	0.23	42.6
North: Cope St (N)														
7	L2	22	0.0	22	0.0	0.071	4.9	LOS A	0.4	2.8	0.35	0.53	0.35	42.5
8	T1	21	0.0	21	0.0	0.071	3.7	LOS A	0.4	2.8	0.35	0.53	0.35	38.7
9	R2	35	9.1	35	9.1	0.071	7.6	LOS A	0.4	2.8	0.35	0.53	0.35	25.0
Approach		78	4.1	78	4.1	0.071	5.8	LOS A	0.4	2.8	0.35	0.53	0.35	38.0
West: Wellington St (W)														
10	L2	88	1.2	88	1.2	0.206	3.3	LOS A	1.0	5.9	0.13	0.44	0.13	27.0
11	T1	158	3.3	158	3.3	0.206	3.5	LOS A	1.0	5.9	0.13	0.44	0.13	42.4
12	R2	33	3.2	33	3.2	0.206	6.7	LOS A	1.0	5.9	0.13	0.44	0.13	43.0
Approach		279	2.6	279	2.6	0.206	3.8	LOS A	1.0	5.9	0.13	0.44	0.13	41.1
All Vehicles		479	2.4	479	2.4	0.206	4.3	LOS A	1.0	5.9	0.19	0.46	0.19	41.0

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Z:\PCI - PROJECT WORK FILES\NSW\MIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 Site: TCS137 [5. AM Base + Dev 1 Botany Road / Wellington Street / Buckland Street]  Network: N101 [AM Base + Existing PP (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Queue	Back of Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	m				km/h
South: Botany Rd (S)														
1	L2	2	0.0	2	0.0	0.576	12.0	LOS A	22.2	161.9	0.56	0.51	0.56	34.5
2	T1	849	5.7	849	5.7	0.576	10.9	LOS A	22.2	161.9	0.57	0.53	0.57	38.3
3	R2	84	5.0	84	5.0	0.576	22.0	LOS B	6.9	50.7	0.67	0.68	0.67	32.7
Approach		936	5.6	936	5.6	0.576	11.9	LOS A	22.2	161.9	0.58	0.54	0.58	37.7
East: Wellington St (E)														
4	L2	65	4.8	65	4.8	0.196	49.4	LOS D	3.3	23.6	0.89	0.74	0.89	22.6
5	T1	22	0.0	22	0.0	0.127	46.8	LOS D	2.2	11.1	0.89	0.70	0.89	17.8
6	R2	22	4.8	22	4.8	0.127	51.1	LOS D	2.2	11.1	0.89	0.70	0.89	4.8
Approach		109	3.8	109	3.8	0.196	49.2	LOS D	3.3	23.6	0.89	0.73	0.89	19.1
North: Botany Rd (N)														
7	L2	21	0.0	21	0.0	0.536	10.8	LOS A	12.5	93.3	0.35	0.33	0.35	36.0
8	T1	1340	8.1	1340	8.1	0.536	7.0	LOS A	14.3	106.8	0.37	0.35	0.37	44.0
9	R2	2	0.0	2	0.0	0.536	9.5	LOS A	14.3	106.8	0.40	0.36	0.40	31.8
Approach		1363	8.0	1363	8.0	0.536	7.0	LOS A	14.3	106.8	0.37	0.35	0.37	44.0
West: Buckland St (W)														
10	L2	11	0.0	11	0.0	0.346	48.0	LOS D	9.4	50.7	0.90	0.74	0.90	21.2
11	T1	178	1.2	178	1.2	0.346	43.5	LOS D	9.4	50.7	0.90	0.74	0.90	21.2
12	R2	24	17.4	24	17.4	0.095	49.2	LOS D	1.2	9.6	0.86	0.71	0.86	29.5
Approach		213	3.0	213	3.0	0.346	44.4	LOS D	9.4	50.7	0.90	0.73	0.90	22.5
All Vehicles		2621	6.5	2621	6.5	0.576	13.6	LOS A	22.2	161.9	0.51	0.46	0.51	37.9

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate	
		ped/h	sec		ped	Distance m		
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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.

MOVEMENT SUMMARY

Site: 101 [6. AM Base + Dev 1 Cope Street / Shared Zone]

Network: N101 [AM Base + Existing PP (2036)]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cope St (S)														
1	L2	6	0.0	6	0.0	0.054	3.8	LOS A	0.0	0.0	0.00	0.03	0.00	43.3
2	T1	127	0.8	127	0.8	0.054	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	42.1
Approach		134	0.8	134	0.8	0.054	0.2	NA	0.0	0.0	0.00	0.03	0.00	42.4
North: Cope St (N)														
8	T1	55	7.7	55	7.7	0.036	0.2	LOS A	0.1	0.6	0.10	0.14	0.10	41.5
9	R2	15	0.0	15	0.0	0.036	4.9	LOS A	0.1	0.6	0.10	0.14	0.10	46.5
Approach		69	6.1	69	6.1	0.036	1.2	NA	0.1	0.6	0.10	0.14	0.10	44.2
West: Shared Zone (W)														
10	L2	59	0.0	59	0.0	0.060	4.9	LOS A	0.2	1.6	0.20	0.52	0.20	43.7
12	R2	23	0.0	23	0.0	0.060	5.2	LOS A	0.2	1.6	0.20	0.52	0.20	43.7
Approach		82	0.0	82	0.0	0.060	5.0	LOS A	0.2	1.6	0.20	0.52	0.20	43.7
All Vehicles		285	1.8	285	1.8	0.060	1.8	NA	0.2	1.6	0.08	0.20	0.08	43.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: TCS055 [1. PM Base + Dev 1 Henderson Road / Wyndham Street]

 Network: N101 [PM Base + Existing PP (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Wyndham St (S)														
1	L2	16	0.0	16	0.0	1.037	129.3	LOS F	23.5	164.6	1.00	1.41	1.90	18.3
2	T1	493	1.5	493	1.5	1.037	124.6	LOS F	25.2	176.1	1.00	1.41	1.89	18.3
3	R2	2	0.0	2	0.0	1.037	128.9	LOS F	25.2	176.1	1.00	1.42	1.88	11.5
Approach		511	1.4	511	1.4	1.037	124.7	LOS F	25.2	176.1	1.00	1.41	1.89	18.3
East: Henderson Rd (E)														
4	L2	165	1.3	160	1.3	0.399	15.7	LOS B	14.6	101.8	0.56	0.58	0.56	38.0
5	T1	918	0.9	889	0.9	0.399	8.8	LOS A	14.6	101.8	0.45	0.43	0.45	40.6
6	R2	855	3.4	828	3.4	0.739	22.3	LOS B	12.1	87.1	0.86	0.82	0.87	31.9
Approach		1938	2.1	1877 ^{N1}	2.1	0.739	15.3	LOS B	14.6	101.8	0.64	0.62	0.64	36.1
West: Henderson Rd (W)														
10	L2	525	1.6	525	1.6	1.021	114.1	LOS F	22.8	161.6	1.00	1.18	1.73	19.3
11	T1	322	0.0	322	0.0	0.542	37.7	LOS C	15.7	108.7	0.89	0.76	0.89	24.7
Approach		847	1.0	847	1.0	1.021	85.1	LOS F	22.8	161.6	0.96	1.02	1.41	20.4
All Vehicles		3296	1.7	3235 ^{N1}	1.7	1.037	50.9	LOS D	25.2	176.1	0.78	0.85	1.04	24.9

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: TCS047 [2. PM Base + Dev 1 Botany Road / Raglan Street]**

 **Network: N101 [PM Base + Existing PP (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	838	2.9	838	2.9	1.046	128.4	LOS F	42.7	306.0	1.00	1.24	1.75	5.7
Approach		838	2.9	838	2.9	1.046	128.4	LOS F	42.7	306.0	1.00	1.24	1.75	5.7
East: Raglan St (E)														
4	L2	9	0.0	9	0.0	1.036	136.3	LOS F	14.3	99.4	1.00	1.35	2.03	2.1
5	T1	322	1.3	322	1.3	1.036	129.7	LOS F	15.3	106.1	1.00	1.36	1.99	2.1
Approach		332	1.3	332	1.3	1.036	129.9	LOS F	15.3	106.1	1.00	1.36	1.99	2.1
North: Botany Rd (N)														
7	L2	104	7.1	104	7.1	0.508	16.2	LOS B	18.8	134.3	0.56	0.55	0.56	37.4
8	T1	1227	3.2	1227	3.2	0.508	9.5	LOS A	18.8	134.3	0.52	0.49	0.52	39.4
9	R2	757	1.5	757	1.5	0.786	45.7	LOS D	24.1	168.8	0.96	0.90	1.03	22.2
Approach		2088	2.8	2088	2.8	0.786	23.0	LOS B	24.1	168.8	0.68	0.64	0.71	30.8
West: Henderson Rd (W)														
11	T1	275	0.8	275	0.8	0.866	24.4	LOS B	9.1	63.0	0.67	0.57	0.71	10.1
12	R2	37	0.0	37	0.0	0.866	75.4	LOS F	4.0	28.2	1.00	0.87	1.32	4.0
Approach		312	0.7	312	0.7	0.866	30.4	LOS C	9.1	63.0	0.71	0.61	0.78	8.5
All Vehicles		3569	2.5	3569	2.5	1.046	58.3	LOS E	42.7	306.0	0.79	0.84	1.08	15.6

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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: 101 [3. PM Base + Dev 1 Cope Street / Raglan Street]



Network: N101 [PM Base + Existing PP (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles																
Mov ID	Turn	Demand		Flows		Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %			v/c	sec		Vehicles veh	Distance m				km/h
South: Cope St (S)																
1	L2	62	0.0	62	0.0	0.199		5.6	LOS A		0.7	4.6	0.47	0.59	0.47	30.2
2	T1	54	0.0	54	0.0	0.199		4.7	LOS A		0.7	4.6	0.47	0.59	0.47	41.0
3	R2	13	8.3	13	8.3	0.199		8.7	LOS A		0.7	4.6	0.47	0.59	0.47	43.5
Approach		128	0.8	128	0.8	0.199		5.5	LOS A		0.7	4.6	0.47	0.59	0.47	39.0
East: Raglan St (E)																
4	L2	32	3.3	32	3.3	0.392		4.8	LOS A		1.3	9.1	0.41	0.53	0.41	43.2
5	T1	197	2.1	197	2.1	0.392		4.7	LOS A		1.3	9.1	0.41	0.53	0.41	43.2
6	R2	9	0.0	9	0.0	0.392		7.6	LOS A		1.3	9.1	0.41	0.53	0.41	45.4
Approach		238	2.2	238	2.2	0.392		4.8	LOS A		1.3	9.1	0.41	0.53	0.41	43.3
North: Cope St (N)																
7	L2	24	0.0	24	0.0	0.296		5.2	LOS A		1.3	7.0	0.51	0.60	0.51	39.1
8	T1	79	1.3	79	1.3	0.296		4.1	LOS A		1.3	7.0	0.51	0.60	0.51	36.8
9	R2	94	0.0	94	0.0	0.296		8.4	LOS A		1.3	7.0	0.51	0.60	0.51	36.8
Approach		197	0.5	197	0.5	0.296		6.3	LOS A		1.3	7.0	0.51	0.60	0.51	37.3
West: Raglan St (W)																
10	L2	83	1.3	83	1.3	0.284		4.0	LOS A		1.6	11.2	0.20	0.46	0.20	43.5
11	T1	256	3.3	256	3.3	0.284		3.9	LOS A		1.6	11.2	0.20	0.46	0.20	44.7
12	R2	40	0.0	40	0.0	0.284		7.0	LOS A		1.6	11.2	0.20	0.46	0.20	27.7
Approach		379	2.5	379	2.5	0.284		4.3	LOS A		1.6	11.2	0.20	0.46	0.20	44.0
All Vehicles		942	1.8	942	1.8	0.392		5.0	LOS A		1.6	11.2	0.36	0.52	0.36	41.5

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Z:\PCI - PROJECT WORK FILES\NSW\MIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 **Site: 102 [4. PM Base + Dev 1 Cope Street / Wellington Street]**

 **Network: N101 [PM Base + Existing PP (2036)]**

Traffic Surveys 12/03/2020
AM Peak: 7:45 - 8:45
PM Peak: 17:15 - 18:15
Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cope St (S)														
1	L2	29	0.0	29	0.0	0.046	4.9	LOS A	0.2	1.4	0.40	0.52	0.40	41.6
2	T1	14	0.0	14	0.0	0.046	4.4	LOS A	0.2	1.4	0.40	0.52	0.40	41.6
3	R2	4	0.0	4	0.0	0.046	8.0	LOS A	0.2	1.4	0.40	0.52	0.40	45.2
Approach		47	0.0	47	0.0	0.046	5.0	LOS A	0.2	1.4	0.40	0.52	0.40	42.1
East: Wellington St (E)														
4	L2	8	0.0	8	0.0	0.166	4.2	LOS A	0.9	6.0	0.28	0.48	0.28	43.8
5	T1	141	1.5	141	1.5	0.166	3.9	LOS A	0.9	6.0	0.28	0.48	0.28	41.5
6	R2	52	0.0	52	0.0	0.166	7.2	LOS A	0.9	6.0	0.28	0.48	0.28	41.5
Approach		201	1.0	201	1.0	0.166	4.7	LOS A	0.9	6.0	0.28	0.48	0.28	41.7
North: Cope St (N)														
7	L2	18	0.0	18	0.0	0.106	4.2	LOS A	0.6	3.2	0.31	0.52	0.31	39.3
8	T1	24	0.0	24	0.0	0.106	2.6	LOS A	0.6	3.2	0.31	0.52	0.31	34.3
9	R2	79	2.7	79	2.7	0.106	6.4	LOS A	0.6	3.2	0.31	0.52	0.31	24.1
Approach		121	1.7	121	1.7	0.106	5.3	LOS A	0.6	3.2	0.31	0.52	0.31	32.6
West: Wellington St (W)														
10	L2	67	1.6	67	1.6	0.162	4.0	LOS A	0.7	4.9	0.17	0.46	0.17	27.0
11	T1	118	1.8	118	1.8	0.162	3.7	LOS A	0.7	4.9	0.17	0.46	0.17	43.5
12	R2	22	0.0	22	0.0	0.162	6.8	LOS A	0.7	4.9	0.17	0.46	0.17	44.7
Approach		207	1.5	207	1.5	0.162	4.1	LOS A	0.7	4.9	0.17	0.46	0.17	42.1
All Vehicles		577	1.3	577	1.3	0.166	4.7	LOS A	0.9	6.0	0.26	0.49	0.26	40.4

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Z:\PCI - PROJECT WORK FILES\NSWMIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 **Site: TCS137 [5. PM Base + Dev 1 Botany Road / Wellington Street / Buckland Street]**  **Network: N101 [PM Base + Existing PP (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	2	0.0	2	0.0	0.714	16.1	LOS B	24.3	173.7	0.70	0.64	0.70	33.3
2	T1	783	2.8	783	2.8	0.714	15.7	LOS B	24.3	173.7	0.71	0.67	0.72	34.8
3	R2	89	0.0	89	0.0	0.714	27.8	LOS B	10.4	73.9	0.76	0.78	0.83	29.8
Approach		875	2.5	875	2.5	0.714	16.9	LOS B	24.3	173.7	0.71	0.68	0.73	34.2
East: Wellington St (E)														
4	L2	152	2.8	152	2.8	0.551	47.9	LOS D	7.7	54.8	0.90	0.78	0.90	23.0
5	T1	59	0.0	59	0.0	0.333	42.9	LOS D	5.8	28.0	0.88	0.74	0.88	18.4
6	R2	58	0.0	58	0.0	0.333	47.2	LOS D	5.8	28.0	0.88	0.74	0.88	5.2
Approach		268	1.6	268	1.6	0.551	46.7	LOS D	7.7	54.8	0.89	0.76	0.89	19.4
North: Botany Rd (N)														
7	L2	21	0.0	21	0.0	0.502	10.4	LOS A	10.1	71.8	0.30	0.29	0.30	36.5
8	T1	1239	3.1	1238	3.1	0.502	6.2	LOS A	10.8	77.0	0.31	0.29	0.31	44.4
9	R2	1	0.0	1	0.0	0.502	8.5	LOS A	10.8	77.0	0.32	0.29	0.32	32.2
Approach		1261	3.1	1261	3.1	0.502	6.3	LOS A	10.8	77.0	0.31	0.29	0.31	44.4
West: Buckland St (W)														
10	L2	12	0.0	12	0.0	0.209	43.5	LOS D	4.9	30.8	0.84	0.68	0.84	23.3
11	T1	93	2.3	93	2.3	0.209	39.0	LOS C	4.9	30.8	0.84	0.68	0.84	23.3
12	R2	33	0.0	33	0.0	0.130	50.3	LOS D	1.6	11.5	0.88	0.72	0.88	29.3
Approach		137	1.5	137	1.5	0.209	42.1	LOS C	4.9	30.8	0.85	0.69	0.85	25.3
All Vehicles		2541	2.7	2541	2.7	0.714	16.2	LOS B	24.3	173.7	0.54	0.50	0.55	36.1

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		ped	Distance m			
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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.

MOVEMENT SUMMARY

Site: 101 [6. PM Base + Dev 1 Cope Street / Shared Zone]

Network: N101 [PM Base + Existing PP (2036)]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cope St (S)														
1	L2	23	0.0	23	0.0	0.065	4.4	LOS A	0.0	0.0	0.00	0.10	0.00	46.8
2	T1	111	1.0	111	1.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	42.6
Approach		134	0.8	134	0.8	0.065	0.8	NA	0.0	0.0	0.00	0.10	0.00	45.1
North: Cope St (N)														
8	T1	91	2.3	91	2.3	0.073	0.4	LOS A	0.4	2.0	0.20	0.23	0.20	34.4
9	R2	59	0.0	59	0.0	0.073	5.0	LOS A	0.4	2.0	0.20	0.23	0.20	44.4
Approach		149	1.4	149	1.4	0.073	2.2	NA	0.4	2.0	0.20	0.23	0.20	41.5
West: Shared Zone (W)														
10	L2	15	0.0	15	0.0	0.016	4.8	LOS A	0.1	0.4	0.20	0.51	0.20	43.7
12	R2	6	0.0	6	0.0	0.016	5.4	LOS A	0.1	0.4	0.20	0.51	0.20	43.7
Approach		21	0.0	21	0.0	0.016	5.0	LOS A	0.1	0.4	0.20	0.51	0.20	43.7
All Vehicles		304	1.0	304	1.0	0.073	1.8	NA	0.4	2.0	0.11	0.19	0.11	42.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: TCS055 [1. AM Base + Dev 2 Henderson Road / Wyndham Street]**

 **Network: N101 [AM Base + Max Permissible (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Wyndham St (S)														
1	L2	13	8.3	13	8.3	1.013	115.2	LOS F	21.9	158.9	1.00	1.36	1.79	19.4
2	T1	487	7.6	487	7.6	1.013	110.8	LOS F	23.2	169.0	1.00	1.36	1.79	19.7
3	R2	3	33.3	3	33.3	1.013	114.7	LOS F	23.2	169.0	1.00	1.36	1.78	12.6
Approach		503	7.7	503	7.7	1.013	111.0	LOS F	23.2	169.0	1.00	1.36	1.79	19.7
East: Henderson Rd (E)														
4	L2	197	3.2	193	3.2	0.342	9.4	LOS A	4.3	31.3	0.21	0.39	0.21	42.1
5	T1	665	4.6	652	4.6	0.342	3.2	LOS A	4.3	31.3	0.16	0.20	0.16	45.8
6	R2	974	4.9	955	4.9	0.907	41.1	LOS C	15.7	114.2	0.99	0.98	1.26	24.8
Approach		1836	4.6	1800 ^{N1}	4.6	0.907	23.9	LOS B	15.7	114.2	0.60	0.64	0.75	31.4
West: Henderson Rd (W)														
10	L2	526	6.6	526	6.6	1.028	118.8	LOS F	23.4	172.7	1.00	1.20	1.76	18.8
11	T1	297	3.5	297	3.5	0.501	36.5	LOS C	14.2	101.8	0.87	0.74	0.87	25.2
Approach		823	5.5	823	5.5	1.028	89.1	LOS F	23.4	172.7	0.95	1.03	1.44	19.9
All Vehicles		3162	5.3	3126 ^{N1}	5.4	1.028	55.1	LOS D	23.4	172.7	0.76	0.86	1.10	24.0

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: TCS047 [2. AM Base + Dev 2 Botany Road / Raglan Street]**

 **Network: N101 [AM Base + Max Permissible (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	892	5.3	892	5.3	1.000	105.6	LOS F	46.6	340.2	1.00	1.20	1.63	6.9
Approach		892	5.3	892	5.3	1.000	105.6	LOS F	46.6	340.2	1.00	1.20	1.63	6.9
East: Raglan St (E)														
4	L2	4	0.0	4	0.0	1.106	177.8	LOS F	14.9	106.1	1.00	1.50	2.27	1.6
5	T1	345	3.0	345	3.0	1.106	173.2	LOS F	14.9	106.1	1.00	1.50	2.27	1.6
Approach		349	3.0	349	3.0	1.106	173.2	LOS F	14.9	106.1	1.00	1.50	2.27	1.6
North: Botany Rd (N)														
7	L2	73	7.2	73	7.2	0.502	12.1	LOS A	16.7	124.1	0.47	0.46	0.47	41.1
8	T1	1327	7.6	1327	7.6	0.502	6.3	LOS A	16.7	124.1	0.43	0.41	0.43	42.6
9	R2	609	5.0	609	5.0	0.656	47.7	LOS D	16.1	117.0	0.95	0.84	0.95	21.8
Approach		2009	6.8	2009	6.8	0.656	19.1	LOS B	16.7	124.1	0.59	0.54	0.59	33.1
West: Henderson Rd (W)														
11	T1	258	2.0	258	2.0	1.125	61.8	LOS E	14.1	99.1	1.00	0.93	1.21	4.5
12	R2	49	14.9	49	14.9	1.125	182.5	LOS F	8.3	63.0	1.00	1.19	2.15	1.7
Approach		307	4.1	307	4.1	1.125	81.3	LOS F	14.1	99.1	1.00	0.97	1.36	3.5
All Vehicles		3558	5.8	3558	5.8	1.125	61.3	LOS E	46.6	340.2	0.77	0.84	1.08	15.0

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian ped	Distance m			
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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: 101 [3. AM Base + Dev 2 Cope Street / Raglan Street]



Network: N101 [AM Base + Max Permissible (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Cope St (S)														
1	L2	109	0.0	109	0.0	0.413	5.9	LOS A	1.8	11.5	0.52	0.65	0.52	28.9
2	T1	87	1.2	87	1.2	0.413	4.4	LOS A	1.8	11.5	0.52	0.65	0.52	37.7
3	R2	95	0.0	95	0.0	0.413	8.7	LOS A	1.8	11.5	0.52	0.65	0.52	42.9
Approach		292	0.4	292	0.4	0.413	6.4	LOS A	1.8	11.5	0.52	0.65	0.52	38.5
East: Raglan St (E)														
4	L2	24	13.0	24	13.0	0.387	4.5	LOS A	1.3	9.3	0.32	0.48	0.32	42.6
5	T1	205	5.6	205	5.6	0.387	4.3	LOS A	1.3	9.3	0.32	0.48	0.32	42.6
6	R2	28	0.0	28	0.0	0.387	6.2	LOS A	1.3	9.3	0.32	0.48	0.32	42.4
Approach		258	5.7	258	5.7	0.387	4.6	LOS A	1.3	9.3	0.32	0.48	0.32	42.5
North: Cope St (N)														
7	L2	14	0.0	14	0.0	0.150	5.9	LOS A	0.6	4.0	0.52	0.62	0.52	42.8
8	T1	31	0.0	31	0.0	0.150	5.3	LOS A	0.6	4.0	0.52	0.62	0.52	40.1
9	R2	47	4.4	47	4.4	0.150	9.0	LOS A	0.6	4.0	0.52	0.62	0.52	40.1
Approach		92	2.3	92	2.3	0.150	7.3	LOS A	0.6	4.0	0.52	0.62	0.52	40.8
West: Raglan St (W)														
10	L2	54	3.9	53	3.9	0.291	4.8	LOS A	1.6	11.3	0.31	0.52	0.31	43.4
11	T1	232	3.6	230	3.6	0.291	4.7	LOS A	1.6	11.3	0.31	0.52	0.31	44.3
12	R2	40	2.6	40	2.6	0.291	7.9	LOS A	1.6	11.3	0.31	0.52	0.31	26.5
Approach		325	3.6	323 ^{N1}	3.6	0.291	5.1	LOS A	1.6	11.3	0.31	0.52	0.31	43.6
All Vehicles		966	3.1	964 ^{N1}	3.1	0.413	5.6	LOS A	1.8	11.5	0.40	0.56	0.40	41.5

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Organisation: PARKING AND TRAFFIC CONSULTANTS | Processed: Friday, 3 July 2020 11:43:54 AM

Project: Z:\PCI - PROJECT WORK FILES\NSW\MIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 **Site: 102 [4. AM Base + Dev 2 Cope Street / Wellington Street]**

 **Network: N101 [AM Base + Max Permissible (2036)]**

Traffic Surveys 12/03/2020
AM Peak: 7:45 - 8:45
PM Peak: 17:15 - 18:15
Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cope St (S)														
1	L2	15	0.0	15	0.0	0.035	4.1	LOS A	0.2	1.0	0.28	0.46	0.28	40.5
2	T1	20	0.0	20	0.0	0.035	3.7	LOS A	0.2	1.0	0.28	0.46	0.28	40.5
3	R2	5	0.0	5	0.0	0.035	6.9	LOS A	0.2	1.0	0.28	0.46	0.28	43.2
Approach		40	0.0	40	0.0	0.035	4.3	LOS A	0.2	1.0	0.28	0.46	0.28	41.1
East: Wellington St (E)														
4	L2	12	0.0	12	0.0	0.074	4.4	LOS A	0.4	2.6	0.27	0.50	0.27	44.8
5	T1	46	2.3	46	2.3	0.074	3.8	LOS A	0.4	2.6	0.27	0.50	0.27	41.8
6	R2	28	0.0	28	0.0	0.074	7.3	LOS A	0.4	2.6	0.27	0.50	0.27	41.8
Approach		86	1.2	86	1.2	0.074	5.0	LOS A	0.4	2.6	0.27	0.50	0.27	42.5
North: Cope St (N)														
7	L2	38	0.0	38	0.0	0.105	4.9	LOS A	0.6	4.3	0.36	0.55	0.36	42.3
8	T1	21	0.0	21	0.0	0.105	3.7	LOS A	0.6	4.3	0.36	0.55	0.36	38.6
9	R2	58	5.5	58	5.5	0.105	7.7	LOS A	0.6	4.3	0.36	0.55	0.36	24.8
Approach		117	2.7	117	2.7	0.105	6.1	LOS A	0.6	4.3	0.36	0.55	0.36	37.7
West: Wellington St (W)														
10	L2	95	1.1	95	1.1	0.212	3.4	LOS A	1.0	6.1	0.14	0.44	0.14	26.9
11	T1	158	3.3	158	3.3	0.212	3.5	LOS A	1.0	6.1	0.14	0.44	0.14	42.3
12	R2	33	3.2	33	3.2	0.212	6.7	LOS A	1.0	6.1	0.14	0.44	0.14	43.0
Approach		285	2.6	285	2.6	0.212	3.8	LOS A	1.0	6.1	0.14	0.44	0.14	41.0
All Vehicles		528	2.2	528	2.2	0.212	4.6	LOS A	1.0	6.1	0.22	0.47	0.22	40.7

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Z:\PCI - PROJECT WORK FILES\NSWMIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 Site: TCS137 [5. AM Base + Dev 2 Botany Road / Wellington Street / Buckland Street]  Network: N101 [AM Base + Max Permissible (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	2	0.0	2	0.0	0.585	12.1	LOS A	22.7	165.8	0.56	0.52	0.56	34.5
2	T1	849	5.7	849	5.7	0.585	10.8	LOS A	22.7	165.8	0.57	0.53	0.57	38.4
3	R2	91	4.7	91	4.7	0.585	21.6	LOS B	6.7	49.2	0.67	0.68	0.67	32.8
Approach		942	5.6	942	5.6	0.585	11.9	LOS A	22.7	165.8	0.58	0.55	0.58	37.7
East: Wellington St (E)														
4	L2	89	3.5	89	3.5	0.288	50.1	LOS D	4.5	32.6	0.90	0.76	0.90	22.4
5	T1	22	0.0	22	0.0	0.127	46.8	LOS D	2.2	11.1	0.89	0.70	0.89	17.8
6	R2	22	4.8	22	4.8	0.127	51.1	LOS D	2.2	11.1	0.89	0.70	0.89	4.8
Approach		134	3.1	134	3.1	0.288	49.7	LOS D	4.5	32.6	0.90	0.74	0.90	19.6
North: Botany Rd (N)														
7	L2	21	0.0	21	0.0	0.533	10.8	LOS A	12.4	92.5	0.34	0.33	0.34	36.0
8	T1	1340	8.1	1334	8.1	0.533	6.4	LOS A	12.6	93.9	0.35	0.32	0.35	44.4
9	R2	2	0.0	2	0.0	0.533	8.5	LOS A	12.6	93.9	0.35	0.32	0.35	32.2
Approach		1363	8.0	1357 ^{N1}	7.9	0.533	6.5	LOS A	12.6	93.9	0.35	0.32	0.35	44.4
West: Buckland St (W)														
10	L2	11	0.0	11	0.0	0.346	48.0	LOS D	9.4	50.7	0.90	0.74	0.90	21.2
11	T1	178	1.2	178	1.2	0.346	43.5	LOS D	9.4	50.7	0.90	0.74	0.90	21.2
12	R2	24	17.4	24	17.4	0.102	51.1	LOS D	1.2	9.8	0.88	0.71	0.88	29.1
Approach		213	3.0	213	3.0	0.346	44.6	LOS D	9.4	50.7	0.90	0.73	0.90	22.4
All Vehicles		2652	6.5	2646 ^{N1}	6.5	0.585	13.7	LOS A	22.7	165.8	0.50	0.46	0.50	37.8

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

MOVEMENT SUMMARY

Site: 101 [6. AM Base + Dev 2 Cope Street / Shared Zone]

Network: N101 [AM Base + Max Permissible (2036)]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cope St (S)														
1	L2	16	0.0	16	0.0	0.059	3.9	LOS A	0.0	0.0	0.00	0.07	0.00	43.4
2	T1	127	0.8	127	0.8	0.059	0.1	LOS A	0.0	0.0	0.00	0.07	0.00	40.8
Approach		143	0.7	143	0.7	0.059	0.5	NA	0.0	0.0	0.00	0.07	0.00	42.0
North: Cope St (N)														
8	T1	55	7.7	55	7.7	0.052	0.4	LOS A	0.2	1.5	0.18	0.24	0.18	37.6
9	R2	40	0.0	40	0.0	0.052	4.9	LOS A	0.2	1.5	0.18	0.24	0.18	45.5
Approach		95	4.4	94 ^{N1}	4.5	0.052	2.3	NA	0.2	1.5	0.18	0.24	0.18	43.5
West: Shared Zone (W)														
10	L2	160	0.0	160	0.0	0.165	4.9	LOS A	0.7	4.8	0.22	0.53	0.22	43.6
12	R2	63	0.0	63	0.0	0.165	5.4	LOS A	0.7	4.8	0.22	0.53	0.22	43.6
Approach		223	0.0	223	0.0	0.165	5.1	LOS A	0.7	4.8	0.22	0.53	0.22	43.6
All Vehicles		461	1.1	461	1.1	0.165	3.1	NA	0.7	4.8	0.15	0.33	0.15	43.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: Z:\PCI - PROJECT WORK FILES\NSWMIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 **Site: TCS055 [1. PM Base + Dev 2 Henderson Road / Wyndham Street]**

 **Network: N101 [PM Base + Max Permissible (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Wyndham St (S)														
1	L2	16	0.0	16	0.0	1.037	129.3	LOS F	23.5	164.6	1.00	1.41	1.90	18.3
2	T1	493	1.5	493	1.5	1.037	124.6	LOS F	25.2	176.1	1.00	1.41	1.89	18.3
3	R2	2	0.0	2	0.0	1.037	128.9	LOS F	25.2	176.1	1.00	1.42	1.88	11.5
Approach		511	1.4	511	1.4	1.037	124.7	LOS F	25.2	176.1	1.00	1.41	1.89	18.3
East: Henderson Rd (E)														
4	L2	165	1.3	159	1.3	0.397	15.8	LOS B	14.7	102.6	0.56	0.58	0.56	37.9
5	T1	922	0.9	887	0.9	0.397	8.9	LOS A	14.7	102.6	0.46	0.44	0.46	40.5
6	R2	862	3.4	829	3.4	0.740	22.3	LOS B	12.2	87.4	0.86	0.82	0.87	31.9
Approach		1949	2.1	1875 ^{N1}	2.0	0.740	15.4	LOS B	14.7	102.6	0.64	0.62	0.65	36.0
West: Henderson Rd (W)														
10	L2	525	1.6	525	1.6	1.021	114.1	LOS F	22.8	161.6	1.00	1.18	1.73	19.3
11	T1	342	0.0	342	0.0	0.576	38.2	LOS C	16.9	117.0	0.90	0.78	0.90	24.6
Approach		867	1.0	867	1.0	1.021	84.2	LOS F	22.8	161.6	0.96	1.02	1.40	20.4
All Vehicles		3327	1.7	3253 ^{N1}	1.7	1.037	50.9	LOS D	25.2	176.1	0.78	0.85	1.04	24.8

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: TCS047 [2. PM Base + Dev 2 Botany Road / Raglan Street]**

 **Network: N101 [PM Base + Max Permissible (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	838	2.9	838	2.9	1.051	132.2	LOS F	43.4	310.9	1.00	1.25	1.78	5.6
Approach		838	2.9	838	2.9	1.051	132.2	LOS F	43.4	310.9	1.00	1.25	1.78	5.6
East: Raglan St (E)														
4	L2	9	0.0	9	0.0	1.084	168.4	LOS F	15.2	106.1	1.00	1.45	2.23	1.7
5	T1	335	1.3	335	1.3	1.084	162.0	LOS F	15.3	106.1	1.00	1.47	2.20	1.7
Approach		344	1.2	344	1.2	1.084	162.2	LOS F	15.3	106.1	1.00	1.47	2.20	1.7
North: Botany Rd (N)														
7	L2	133	5.6	133	5.6	0.523	16.8	LOS B	19.6	140.3	0.58	0.58	0.58	36.8
8	T1	1227	3.2	1227	3.2	0.523	9.8	LOS A	19.6	140.3	0.53	0.50	0.53	39.1
9	R2	757	1.5	757	1.5	0.794	46.5	LOS D	24.4	171.2	0.96	0.91	1.05	22.0
Approach		2117	2.7	2117	2.7	0.794	23.4	LOS B	24.4	171.2	0.69	0.65	0.72	30.6
West: Henderson Rd (W)														
11	T1	294	0.7	294	0.7	0.907	25.2	LOS B	9.8	68.1	0.70	0.60	0.75	9.8
12	R2	37	0.0	37	0.0	0.907	76.7	LOS F	4.5	31.7	1.00	0.90	1.38	4.0
Approach		331	0.6	330	0.6	0.907	30.9	LOS C	9.8	68.1	0.73	0.63	0.82	8.4
All Vehicles		3629	2.4	3629	2.4	1.084	62.3	LOS E	43.4	310.9	0.79	0.87	1.11	14.8

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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: 101 [3. PM Base + Dev 2 Cope Street / Raglan Street]



Network: N101 [PM Base + Max Permissible (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
South: Cope St (S)														
1	L2	74	0.0	74	0.0	0.238	5.7	LOS A	0.9	5.7	0.49	0.61	0.49	29.9
2	T1	54	0.0	54	0.0	0.238	4.8	LOS A	0.9	5.7	0.49	0.61	0.49	40.8
3	R2	26	4.0	26	4.0	0.238	8.6	LOS A	0.9	5.7	0.49	0.61	0.49	43.4
Approach		154	0.7	154	0.7	0.238	5.9	LOS A	0.9	5.7	0.49	0.61	0.49	39.1
East: Raglan St (E)														
4	L2	83	1.3	83	1.3	0.455	5.1	LOS A	1.7	12.1	0.47	0.57	0.47	43.0
5	T1	197	2.1	197	2.1	0.455	5.1	LOS A	1.7	12.1	0.47	0.57	0.47	43.0
6	R2	9	0.0	9	0.0	0.455	7.9	LOS A	1.7	12.1	0.47	0.57	0.47	45.3
Approach		289	1.8	289	1.8	0.455	5.2	LOS A	1.7	12.1	0.47	0.57	0.47	43.1
North: Cope St (N)														
7	L2	24	0.0	24	0.0	0.310	5.7	LOS A	1.4	7.6	0.56	0.63	0.56	38.9
8	T1	79	1.3	79	1.3	0.310	4.6	LOS A	1.4	7.6	0.56	0.63	0.56	36.5
9	R2	94	0.0	94	0.0	0.310	8.9	LOS A	1.4	7.6	0.56	0.63	0.56	36.5
Approach		197	0.5	197	0.5	0.310	6.8	LOS A	1.4	7.6	0.56	0.63	0.56	37.0
West: Raglan St (W)														
10	L2	83	1.3	83	1.3	0.325	4.1	LOS A	1.9	13.6	0.23	0.49	0.23	43.1
11	T1	256	3.3	256	3.3	0.325	4.0	LOS A	1.9	13.6	0.23	0.49	0.23	44.3
12	R2	88	0.0	88	0.0	0.325	7.2	LOS A	1.9	13.6	0.23	0.49	0.23	26.9
Approach		427	2.2	427	2.2	0.325	4.7	LOS A	1.9	13.6	0.23	0.49	0.23	43.0
All Vehicles		1067	1.6	1067	1.6	0.455	5.4	LOS A	1.9	13.6	0.40	0.55	0.40	41.1

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: PARKING AND TRAFFIC CONSULTANTS | Processed: Friday, 3 July 2020 11:43:40 AM

Project: Z:\PCI - PROJECT WORK FILES\NSW\MIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 **Site: 102 [4. PM Base + Dev 2 Cope Street / Wellington Street]**

 **Network: N101 [PM Base + Max Permissible (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cope St (S)														
1	L2	29	0.0	29	0.0	0.046	5.0	LOS A	0.2	1.5	0.41	0.53	0.41	41.5
2	T1	14	0.0	14	0.0	0.046	4.5	LOS A	0.2	1.5	0.41	0.53	0.41	41.5
3	R2	4	0.0	4	0.0	0.046	8.1	LOS A	0.2	1.5	0.41	0.53	0.41	45.2
Approach		47	0.0	47	0.0	0.046	5.2	LOS A	0.2	1.5	0.41	0.53	0.41	42.0
East: Wellington St (E)														
4	L2	8	0.0	8	0.0	0.180	4.2	LOS A	1.0	6.6	0.29	0.50	0.29	43.8
5	T1	141	1.5	141	1.5	0.180	3.9	LOS A	1.0	6.6	0.29	0.50	0.29	41.5
6	R2	67	0.0	67	0.0	0.180	7.3	LOS A	1.0	6.6	0.29	0.50	0.29	41.5
Approach		217	1.0	217	1.0	0.180	5.0	LOS A	1.0	6.6	0.29	0.50	0.29	41.7
North: Cope St (N)														
7	L2	21	0.0	21	0.0	0.113	4.3	LOS A	0.7	3.5	0.32	0.52	0.32	39.7
8	T1	24	0.0	24	0.0	0.113	2.6	LOS A	0.7	3.5	0.32	0.52	0.32	34.3
9	R2	84	2.5	84	2.5	0.113	6.5	LOS A	0.7	3.5	0.32	0.52	0.32	24.1
Approach		129	1.6	129	1.6	0.113	5.4	LOS A	0.7	3.5	0.32	0.52	0.32	32.8
West: Wellington St (W)														
10	L2	91	1.2	91	1.2	0.184	4.1	LOS A	0.9	5.8	0.19	0.47	0.19	26.8
11	T1	118	1.8	118	1.8	0.184	3.8	LOS A	0.9	5.8	0.19	0.47	0.19	43.4
12	R2	22	0.0	22	0.0	0.184	6.9	LOS A	0.9	5.8	0.19	0.47	0.19	44.6
Approach		231	1.4	231	1.4	0.184	4.2	LOS A	0.9	5.8	0.19	0.47	0.19	41.5
All Vehicles		624	1.2	624	1.2	0.184	4.8	LOS A	1.0	6.6	0.27	0.50	0.27	40.2

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: PARKING AND TRAFFIC CONSULTANTS | Processed: Friday, 3 July 2020 11:43:40 AM

Project: Z:\PCI - PROJECT WORK FILES\NSWMIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 **Site: TCS137 [5. PM Base + Dev 2 Botany Road / Wellington Street / Buckland Street]**  **Network: N101 [PM Base + Max Permissible (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	2	0.0	2	0.0	0.771	17.2	LOS B	28.0	199.9	0.75	0.70	0.75	32.9
2	T1	783	2.8	783	2.8	0.771	17.2	LOS B	28.0	199.9	0.76	0.72	0.78	33.9
3	R2	114	0.0	114	0.0	0.771	36.7	LOS C	11.3	79.9	0.81	0.89	0.99	25.8
Approach		899	2.5	899	2.5	0.771	19.7	LOS B	28.0	199.9	0.77	0.74	0.81	32.6
East: Wellington St (E)														
4	L2	157	2.7	157	2.7	0.570	48.1	LOS D	7.9	56.9	0.90	0.78	0.90	23.0
5	T1	59	0.0	59	0.0	0.336	42.9	LOS D	5.8	28.0	0.88	0.74	0.88	18.4
6	R2	58	0.0	58	0.0	0.336	47.2	LOS D	5.8	28.0	0.88	0.74	0.88	5.2
Approach		274	1.5	274	1.5	0.570	46.8	LOS D	7.9	56.9	0.90	0.77	0.90	19.4
North: Botany Rd (N)														
7	L2	21	0.0	21	0.0	0.502	10.4	LOS A	10.1	71.9	0.30	0.29	0.30	36.5
8	T1	1239	3.1	1238	3.1	0.502	6.2	LOS A	10.8	76.7	0.31	0.29	0.31	44.5
9	R2	1	0.0	1	0.0	0.502	8.4	LOS A	10.8	76.7	0.32	0.29	0.32	32.2
Approach		1261	3.1	1260 ^{N1}	3.1	0.502	6.3	LOS A	10.8	76.7	0.31	0.29	0.31	44.4
West: Buckland St (W)														
10	L2	12	0.0	12	0.0	0.209	43.5	LOS D	4.9	30.8	0.84	0.68	0.84	23.3
11	T1	93	2.3	93	2.3	0.209	39.0	LOS C	4.9	30.8	0.84	0.68	0.84	23.3
12	R2	33	0.0	33	0.0	0.132	50.4	LOS D	1.6	11.5	0.88	0.72	0.88	29.3
Approach		137	1.5	137	1.5	0.209	42.1	LOS C	4.9	30.8	0.85	0.69	0.85	25.3
All Vehicles		2571	2.6	2570 ^{N1}	2.6	0.771	17.2	LOS B	28.0	199.9	0.56	0.52	0.58	35.5

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue pedestrian	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

MOVEMENT SUMMARY

Site: 101 [6. PM Base + Dev 2 Cope Street / Shared Zone]

Network: N101 [PM Base + Max Permissible (2036)]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cope St (S)														
1	L2	48	0.0	48	0.0	0.079	4.4	LOS A	0.0	0.0	0.00	0.17	0.00	46.4
2	T1	111	1.0	111	1.0	0.079	0.1	LOS A	0.0	0.0	0.00	0.17	0.00	39.4
Approach		159	0.7	159	0.7	0.079	1.4	NA	0.0	0.0	0.00	0.17	0.00	44.5
North: Cope St (N)														
8	T1	91	2.3	91	2.3	0.119	0.6	LOS A	0.6	3.7	0.26	0.33	0.26	33.1
9	R2	123	0.0	123	0.0	0.119	5.1	LOS A	0.6	3.7	0.26	0.33	0.26	44.0
Approach		214	1.0	214	1.0	0.119	3.2	NA	0.6	3.7	0.26	0.33	0.26	42.1
West: Shared Zone (W)														
10	L2	31	0.0	31	0.0	0.032	4.9	LOS A	0.1	0.8	0.20	0.52	0.20	43.7
12	R2	12	0.0	12	0.0	0.032	5.7	LOS A	0.1	0.8	0.20	0.52	0.20	43.7
Approach		42	0.0	42	0.0	0.032	5.1	LOS A	0.1	0.8	0.20	0.52	0.20	43.7
All Vehicles		415	0.8	415	0.8	0.119	2.7	NA	0.6	3.7	0.16	0.29	0.16	42.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: TCS055 [1. AM Base + Dev 3 Henderson Road / Wyndham Street]**

 **Network: N101 [AM Base + Prop Dev (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Wyndham St (S)														
1	L2	13	8.3	13	8.3	1.013	115.2	LOS F	21.9	158.9	1.00	1.36	1.79	19.4
2	T1	487	7.6	487	7.6	1.013	110.8	LOS F	23.2	169.0	1.00	1.36	1.79	19.7
3	R2	3	33.3	3	33.3	1.013	114.7	LOS F	23.2	169.0	1.00	1.36	1.78	12.6
Approach		503	7.7	503	7.7	1.013	111.0	LOS F	23.2	169.0	1.00	1.36	1.79	19.7
East: Henderson Rd (E)														
4	L2	197	3.2	197	3.2	0.339	9.6	LOS A	4.5	32.3	0.22	0.40	0.22	41.9
5	T1	640	4.8	640	4.8	0.339	3.3	LOS A	4.5	32.3	0.16	0.21	0.16	45.6
6	R2	937	5.1	937	5.1	0.891	38.2	LOS C	15.7	114.2	0.98	0.96	1.22	25.7
Approach		1774	4.7	1774	4.7	0.891	22.4	LOS B	15.7	114.2	0.60	0.63	0.73	32.1
West: Henderson Rd (W)														
10	L2	526	6.6	526	6.6	1.028	118.8	LOS F	23.4	172.7	1.00	1.20	1.76	18.8
11	T1	291	3.6	291	3.6	0.491	36.3	LOS C	13.8	99.3	0.87	0.74	0.87	25.2
Approach		817	5.5	817	5.5	1.028	89.5	LOS F	23.4	172.7	0.95	1.04	1.44	19.9
All Vehicles		3094	5.4	3094	5.4	1.028	54.6	LOS D	23.4	172.7	0.76	0.86	1.09	24.1

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: TCS047 [2. AM Base + Dev 3 Botany Road / Raglan Street]**

 **Network: N101 [AM Base + Prop Dev (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	892	5.3	892	5.3	1.000	96.4	LOS F	44.3	323.3	1.00	1.16	1.55	7.5
Approach		892	5.3	892	5.3	1.000	96.4	LOS F	44.3	323.3	1.00	1.16	1.55	7.5
East: Raglan St (E)														
4	L2	4	0.0	4	0.0	0.888	72.0	LOS F	9.3	66.3	0.99	1.03	1.44	4.0
5	T1	283	3.7	283	3.7	0.888	67.3	LOS E	9.4	67.3	0.99	1.03	1.43	4.0
Approach		287	3.7	287	3.7	0.888	67.4	LOS E	9.4	67.3	0.99	1.03	1.43	4.0
North: Botany Rd (N)														
7	L2	63	8.3	63	8.3	0.497	11.7	LOS A	16.2	120.2	0.45	0.44	0.45	41.6
8	T1	1327	7.6	1327	7.6	0.497	6.1	LOS A	16.2	120.2	0.42	0.40	0.42	42.8
9	R2	609	5.0	609	5.0	0.656	47.7	LOS D	16.1	117.0	0.95	0.84	0.95	21.8
Approach		2000	6.8	2000	6.8	0.656	18.9	LOS B	16.2	120.2	0.59	0.54	0.59	33.2
West: Henderson Rd (W)														
11	T1	252	2.1	252	2.1	0.862	52.5	LOS D	9.8	69.1	0.97	0.82	1.04	5.3
12	R2	49	14.9	49	14.9	0.862	69.6	LOS E	7.8	57.4	1.00	0.90	1.20	4.4
Approach		301	4.2	301	4.2	0.862	55.3	LOS D	9.8	69.1	0.97	0.84	1.07	5.1
All Vehicles		3480	6.0	3480	6.0	1.000	45.9	LOS D	44.3	323.3	0.76	0.76	0.94	18.4

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian ped	Distance m			
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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: 101 [3. AM Base + Dev 3 Cope Street / Raglan Street]



Network: N101 [AM Base + Prop Dev (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Cope St (S)														
1	L2	47	0.0	47	0.0	0.173	5.7	LOS A	0.9	5.3	0.47	0.57	0.47	29.4
2	T1	87	1.2	87	1.2	0.173	4.1	LOS A	0.9	5.3	0.47	0.57	0.47	37.9
3	R2	28	0.0	28	0.0	0.173	8.4	LOS A	0.9	5.3	0.47	0.57	0.47	43.2
Approach		163	0.6	163	0.6	0.173	5.3	LOS A	0.9	5.3	0.47	0.57	0.47	38.0
East: Raglan St (E)														
4	L2	7	42.9	7	42.9	0.215	4.8	LOS A	1.2	8.4	0.29	0.47	0.29	42.6
5	T1	205	5.6	205	5.6	0.215	4.2	LOS A	1.2	8.4	0.29	0.47	0.29	42.6
6	R2	28	0.0	28	0.0	0.215	6.1	LOS A	1.2	8.4	0.29	0.47	0.29	42.4
Approach		241	6.1	241	6.1	0.215	4.5	LOS A	1.2	8.4	0.29	0.47	0.29	42.5
North: Cope St (N)														
7	L2	14	0.0	14	0.0	0.097	5.4	LOS A	0.6	3.8	0.46	0.57	0.46	43.0
8	T1	31	0.0	31	0.0	0.097	4.8	LOS A	0.6	3.8	0.46	0.57	0.46	40.5
9	R2	47	4.4	47	4.4	0.097	8.5	LOS A	0.6	3.8	0.46	0.57	0.46	40.5
Approach		92	2.3	92	2.3	0.097	6.8	LOS A	0.6	3.8	0.46	0.57	0.46	41.1
West: Raglan St (W)														
10	L2	54	3.9	54	3.9	0.255	4.3	LOS A	1.3	9.6	0.24	0.48	0.24	43.8
11	T1	232	3.6	232	3.6	0.255	4.2	LOS A	1.3	9.6	0.24	0.48	0.24	44.8
12	R2	24	4.3	24	4.3	0.255	7.4	LOS A	1.3	9.6	0.24	0.48	0.24	27.6
Approach		309	3.7	309	3.7	0.255	4.5	LOS A	1.3	9.6	0.24	0.48	0.24	44.3
All Vehicles		805	3.7	805	3.7	0.255	4.9	LOS A	1.3	9.6	0.33	0.50	0.33	42.1

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: PARKING AND TRAFFIC CONSULTANTS | Processed: Friday, 5 June 2020 3:38:36 PM

Project: Z:\PCI - PROJECT WORK FILES\NSW\MIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 **Site: 102 [4. AM Base + Dev 3 Cope Street / Wellington Street]**

 **Network: N101 [AM Base + Prop Dev (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Cope St (S)														
1	L2	15	0.0	15	0.0	0.034	3.9	LOS A	0.2	1.0	0.24	0.45	0.24	40.7
2	T1	20	0.0	20	0.0	0.034	3.6	LOS A	0.2	1.0	0.24	0.45	0.24	40.7
3	R2	5	0.0	5	0.0	0.034	6.7	LOS A	0.2	1.0	0.24	0.45	0.24	43.2
Approach		40	0.0	40	0.0	0.034	4.1	LOS A	0.2	1.0	0.24	0.45	0.24	41.2
East: Wellington St (E)														
4	L2	12	0.0	12	0.0	0.068	4.3	LOS A	0.4	2.3	0.22	0.48	0.22	45.0
5	T1	46	2.3	46	2.3	0.068	3.7	LOS A	0.4	2.3	0.22	0.48	0.22	42.0
6	R2	23	0.0	23	0.0	0.068	7.1	LOS A	0.4	2.3	0.22	0.48	0.22	42.0
Approach		81	1.3	81	1.3	0.068	4.7	LOS A	0.4	2.3	0.22	0.48	0.22	42.7
North: Cope St (N)														
7	L2	18	0.0	18	0.0	0.061	4.9	LOS A	0.4	2.4	0.35	0.52	0.35	42.5
8	T1	21	0.0	21	0.0	0.061	3.7	LOS A	0.4	2.4	0.35	0.52	0.35	38.8
9	R2	28	11.1	28	11.1	0.061	7.6	LOS A	0.4	2.4	0.35	0.52	0.35	25.2
Approach		67	4.7	67	4.7	0.061	5.7	LOS A	0.4	2.4	0.35	0.52	0.35	38.1
West: Wellington St (W)														
10	L2	87	1.2	87	1.2	0.205	3.3	LOS A	1.0	5.8	0.13	0.44	0.13	27.0
11	T1	158	3.3	158	3.3	0.205	3.5	LOS A	1.0	5.8	0.13	0.44	0.13	42.4
12	R2	33	3.2	33	3.2	0.205	6.6	LOS A	1.0	5.8	0.13	0.44	0.13	43.0
Approach		278	2.7	278	2.7	0.205	3.8	LOS A	1.0	5.8	0.13	0.44	0.13	41.1
All Vehicles		466	2.5	466	2.5	0.205	4.2	LOS A	1.0	5.8	0.19	0.46	0.19	41.1

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: PARKING AND TRAFFIC CONSULTANTS | Processed: Friday, 5 June 2020 3:38:36 PM

Project: Z:\PCI - PROJECT WORK FILES\NSWMIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 **Site: TCS137 [5. AM Base + Dev 3 Botany Road / Wellington Street / Buckland Street]**  **Network: N101 [AM Base + Prop Dev (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	2	0.0	2	0.0	0.574	11.9	LOS A	22.0	160.6	0.55	0.51	0.55	34.5
2	T1	849	5.7	849	5.7	0.574	10.9	LOS A	22.0	160.6	0.57	0.53	0.57	38.3
3	R2	83	5.1	83	5.1	0.574	22.0	LOS B	7.0	51.3	0.67	0.67	0.67	32.8
Approach		935	5.6	935	5.6	0.574	11.9	LOS A	22.0	160.6	0.58	0.54	0.58	37.7
East: Wellington St (E)														
4	L2	59	5.4	59	5.4	0.178	49.2	LOS D	2.9	21.3	0.88	0.74	0.88	22.6
5	T1	22	0.0	22	0.0	0.127	46.8	LOS D	2.2	11.1	0.89	0.70	0.89	17.8
6	R2	22	4.8	22	4.8	0.127	51.1	LOS D	2.2	11.1	0.89	0.70	0.89	4.8
Approach		103	4.1	103	4.1	0.178	49.1	LOS D	2.9	21.3	0.89	0.72	0.89	18.9
North: Botany Rd (N)														
7	L2	21	0.0	21	0.0	0.536	10.9	LOS A	12.6	93.5	0.35	0.33	0.35	35.9
8	T1	1340	8.1	1340	8.1	0.536	7.0	LOS A	14.4	107.6	0.37	0.35	0.37	44.0
9	R2	2	0.0	2	0.0	0.536	9.6	LOS A	14.4	107.6	0.40	0.37	0.40	31.8
Approach		1363	8.0	1363	8.0	0.536	7.1	LOS A	14.4	107.6	0.37	0.35	0.37	43.9
West: Buckland St (W)														
10	L2	11	0.0	11	0.0	0.346	48.0	LOS D	9.4	50.7	0.90	0.74	0.90	21.2
11	T1	178	1.2	178	1.2	0.346	43.5	LOS D	9.4	50.7	0.90	0.74	0.90	21.2
12	R2	24	17.4	24	17.4	0.094	49.1	LOS D	1.2	9.6	0.86	0.71	0.86	29.6
Approach		213	3.0	213	3.0	0.346	44.4	LOS D	9.4	50.7	0.90	0.73	0.90	22.5
All Vehicles		2614	6.6	2614	6.6	0.574	13.5	LOS A	22.0	160.6	0.51	0.46	0.51	37.9

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate	
		ped/h	sec		ped	Distance m		
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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.

MOVEMENT SUMMARY

Site: 101 [6. AM Base + Dev 3 Cope Street / Shared Zone]

Network: N101 [AM Base + Prop Dev (2036)]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cope St (S)														
1	L2	3	0.0	3	0.0	0.052	3.8	LOS A	0.0	0.0	0.00	0.02	0.00	43.3
2	T1	127	0.8	127	0.8	0.052	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	42.6
Approach		131	0.8	131	0.8	0.052	0.1	NA	0.0	0.0	0.00	0.02	0.00	42.7
North: Cope St (N)														
8	T1	55	7.7	55	7.7	0.032	0.2	LOS A	0.1	0.4	0.06	0.10	0.06	43.2
9	R2	8	0.0	8	0.0	0.032	4.9	LOS A	0.1	0.4	0.06	0.10	0.06	47.0
Approach		63	6.7	63	6.7	0.032	0.8	NA	0.1	0.4	0.06	0.10	0.06	44.8
West: Shared Zone (W)														
10	L2	32	0.0	32	0.0	0.032	4.9	LOS A	0.1	0.8	0.20	0.51	0.20	43.7
12	R2	13	0.0	13	0.0	0.032	5.1	LOS A	0.1	0.8	0.20	0.51	0.20	43.7
Approach		44	0.0	44	0.0	0.032	4.9	LOS A	0.1	0.8	0.20	0.51	0.20	43.7
All Vehicles		238	2.2	238	2.2	0.052	1.2	NA	0.1	0.8	0.05	0.13	0.05	43.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: TCS055 [1. PM Base + Dev 3 Henderson Road / Wyndham Street]**

 **Network: N101 [PM Base + Prop Dev (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Wyndham St (S)														
1	L2	16	0.0	16	0.0	1.037	129.3	LOS F	23.5	164.6	1.00	1.41	1.90	18.3
2	T1	493	1.5	493	1.5	1.037	124.6	LOS F	25.2	176.1	1.00	1.41	1.89	18.3
3	R2	2	0.0	2	0.0	1.037	128.9	LOS F	25.2	176.1	1.00	1.42	1.88	11.5
Approach		511	1.4	511	1.4	1.037	124.7	LOS F	25.2	176.1	1.00	1.41	1.89	18.3
East: Henderson Rd (E)														
4	L2	165	1.3	160	1.3	0.399	15.7	LOS B	14.6	101.8	0.56	0.58	0.56	38.0
5	T1	916	0.9	889	0.9	0.399	8.8	LOS A	14.6	101.8	0.45	0.43	0.45	40.6
6	R2	854	3.5	828	3.4	0.739	22.3	LOS B	12.1	87.2	0.86	0.82	0.87	31.9
Approach		1935	2.1	1877 ^{N1}	2.1	0.739	15.3	LOS B	14.6	101.8	0.64	0.62	0.64	36.1
West: Henderson Rd (W)														
10	L2	525	1.6	525	1.6	1.021	114.1	LOS F	22.8	161.6	1.00	1.18	1.73	19.3
11	T1	317	0.0	317	0.0	0.533	37.6	LOS C	15.4	106.5	0.89	0.76	0.89	24.7
Approach		842	1.0	842	1.0	1.021	85.3	LOS F	22.8	161.6	0.96	1.02	1.41	20.4
All Vehicles		3287	1.7	3230 ^{N1}	1.7	1.037	50.9	LOS D	25.2	176.1	0.78	0.85	1.04	24.9

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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: TCS047 [2. PM Base + Dev 3 Botany Road / Raglan Street]**

 **Network: N101 [PM Base + Prop Dev (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	838	2.9	838	2.9	1.046	128.8	LOS F	42.8	306.6	1.00	1.24	1.76	5.7
Approach		838	2.9	838	2.9	1.046	128.8	LOS F	42.8	306.6	1.00	1.24	1.76	5.7
East: Raglan St (E)														
4	L2	9	0.0	9	0.0	1.026	130.4	LOS F	13.8	96.0	1.00	1.32	1.99	2.2
5	T1	319	1.3	319	1.3	1.026	123.8	LOS F	15.3	106.1	1.00	1.34	1.95	2.2
Approach		328	1.3	328	1.3	1.026	124.0	LOS F	15.3	106.1	1.00	1.34	1.95	2.2
North: Botany Rd (N)														
7	L2	97	7.6	97	7.6	0.504	16.1	LOS B	18.7	133.5	0.56	0.55	0.56	37.5
8	T1	1227	3.2	1227	3.2	0.504	9.5	LOS A	18.7	133.5	0.52	0.49	0.52	39.4
9	R2	757	1.5	757	1.5	0.786	45.7	LOS D	24.1	168.8	0.96	0.90	1.03	22.2
Approach		2081	2.8	2081	2.8	0.786	23.0	LOS B	24.1	168.8	0.68	0.64	0.71	30.8
West: Henderson Rd (W)														
11	T1	268	0.8	268	0.8	0.851	24.6	LOS B	8.9	62.1	0.67	0.57	0.70	10.0
12	R2	37	0.0	37	0.0	0.851	75.0	LOS F	3.9	27.1	1.00	0.86	1.30	4.0
Approach		305	0.7	305	0.7	0.851	30.7	LOS C	8.9	62.1	0.71	0.60	0.78	8.5
All Vehicles		3553	2.5	3553	2.5	1.046	57.9	LOS E	42.8	306.6	0.79	0.84	1.08	15.7

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		211	54.3	LOS E			0.95	0.95	

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: 101 [3. PM Base + Dev 3 Cope Street / Raglan Street]

 Network: N101 [PM Base + Prop Dev (2036)]

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles															
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed		
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h		
South: Cope St (S)															
1	L2	59	0.0	59	0.0	0.188	5.6	LOS A	0.7	4.3	0.47	0.58	0.47	30.3	
2	T1	54	0.0	54	0.0	0.188	4.7	LOS A	0.7	4.3	0.47	0.58	0.47	41.0	
3	R2	9	11.1	9	11.1	0.188	8.7	LOS A	0.7	4.3	0.47	0.58	0.47	43.5	
Approach		122	0.9	122	0.9	0.188	5.4	LOS A	0.7	4.3	0.47	0.58	0.47	39.0	
East: Raglan St (E)															
4	L2	18	5.9	18	5.9	0.374	4.7	LOS A	1.2	8.3	0.39	0.51	0.39	43.2	
5	T1	197	2.1	197	2.1	0.374	4.6	LOS A	1.2	8.3	0.39	0.51	0.39	43.2	
6	R2	9	0.0	9	0.0	0.374	7.5	LOS A	1.2	8.3	0.39	0.51	0.39	45.4	
Approach		224	2.3	224	2.3	0.374	4.8	LOS A	1.2	8.3	0.39	0.51	0.39	43.4	
North: Cope St (N)															
7	L2	24	0.0	24	0.0	0.291	5.1	LOS A	1.3	6.9	0.49	0.59	0.49	39.1	
8	T1	79	1.3	79	1.3	0.291	4.0	LOS A	1.3	6.9	0.49	0.59	0.49	36.9	
9	R2	94	0.0	94	0.0	0.291	8.3	LOS A	1.3	6.9	0.49	0.59	0.49	36.9	
Approach		197	0.5	197	0.5	0.291	6.1	LOS A	1.3	6.9	0.49	0.59	0.49	37.3	
West: Raglan St (W)															
10	L2	83	1.3	83	1.3	0.272	4.0	LOS A	1.5	10.6	0.19	0.45	0.19	43.6	
11	T1	256	3.3	256	3.3	0.272	3.9	LOS A	1.5	10.6	0.19	0.45	0.19	44.8	
12	R2	26	0.0	26	0.0	0.272	6.9	LOS A	1.5	10.6	0.19	0.45	0.19	28.0	
Approach		365	2.6	365	2.6	0.272	4.1	LOS A	1.5	10.6	0.19	0.45	0.19	44.2	
All Vehicles		908	1.9	908	1.9	0.374	4.9	LOS A	1.5	10.6	0.34	0.51	0.34	41.6	

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: PARKING AND TRAFFIC CONSULTANTS | Processed: Friday, 5 June 2020 3:38:44 PM

Project: Z:\PCI - PROJECT WORK FILES\NSW\MIRVAC - WATERLOO METRO STATION\4. DA Stage\3. Modelling & Surveys\200604 - ptc - Waterloo Metro SIDRA Network Model.sip8

MOVEMENT SUMMARY

 **Site: 102 [4. PM Base + Dev 3 Cope Street / Wellington Street]**

 **Network: N101 [PM Base + Prop Dev (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cope St (S)														
1	L2	29	0.0	29	0.0	0.045	4.9	LOS A	0.2	1.4	0.39	0.52	0.39	41.6
2	T1	14	0.0	14	0.0	0.045	4.4	LOS A	0.2	1.4	0.39	0.52	0.39	41.6
3	R2	4	0.0	4	0.0	0.045	7.9	LOS A	0.2	1.4	0.39	0.52	0.39	45.2
Approach		47	0.0	47	0.0	0.045	5.0	LOS A	0.2	1.4	0.39	0.52	0.39	42.1
East: Wellington St (E)														
4	L2	8	0.0	8	0.0	0.162	4.2	LOS A	0.9	5.8	0.28	0.48	0.28	43.8
5	T1	141	1.5	141	1.5	0.162	3.8	LOS A	0.9	5.8	0.28	0.48	0.28	41.5
6	R2	47	0.0	47	0.0	0.162	7.2	LOS A	0.9	5.8	0.28	0.48	0.28	41.5
Approach		197	1.1	197	1.1	0.162	4.7	LOS A	0.9	5.8	0.28	0.48	0.28	41.7
North: Cope St (N)														
7	L2	17	0.0	17	0.0	0.103	4.1	LOS A	0.6	3.0	0.31	0.52	0.31	39.2
8	T1	24	0.0	24	0.0	0.103	2.6	LOS A	0.6	3.0	0.31	0.52	0.31	34.3
9	R2	77	2.7	77	2.7	0.103	6.4	LOS A	0.6	3.0	0.31	0.52	0.31	24.1
Approach		118	1.8	118	1.8	0.103	5.3	LOS A	0.6	3.0	0.31	0.52	0.31	32.5
West: Wellington St (W)														
10	L2	61	1.7	61	1.7	0.156	3.9	LOS A	0.7	4.7	0.16	0.46	0.16	27.1
11	T1	118	1.8	118	1.8	0.156	3.7	LOS A	0.7	4.7	0.16	0.46	0.16	43.5
12	R2	22	0.0	22	0.0	0.156	6.8	LOS A	0.7	4.7	0.16	0.46	0.16	44.7
Approach		201	1.6	201	1.6	0.156	4.1	LOS A	0.7	4.7	0.16	0.46	0.16	42.2
All Vehicles		563	1.3	563	1.3	0.162	4.6	LOS A	0.9	5.8	0.25	0.48	0.25	40.5

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: TCS137 [5. PM Base + Dev 3 Botany Road / Wellington Street / Buckland Street]**  **Network: N101 [PM Base + Prop Dev (2036)]**

Traffic Surveys 12/03/2020

AM Peak: 7:45 - 8:45

PM Peak: 17:15 - 18:15

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Botany Rd (S)														
1	L2	2	0.0	2	0.0	0.697	15.8	LOS B	23.3	166.6	0.68	0.63	0.68	33.3
2	T1	783	2.8	783	2.8	0.697	15.1	LOS B	23.3	166.6	0.70	0.65	0.70	35.2
3	R2	83	0.0	83	0.0	0.697	25.4	LOS B	10.2	72.2	0.74	0.74	0.78	31.1
Approach		868	2.5	868	2.5	0.697	16.1	LOS B	23.3	166.6	0.70	0.66	0.71	34.7
East: Wellington St (E)														
4	L2	149	2.8	149	2.8	0.543	47.8	LOS D	7.5	54.0	0.90	0.78	0.90	23.0
5	T1	59	0.0	59	0.0	0.332	42.9	LOS D	5.8	28.0	0.88	0.74	0.88	18.4
6	R2	58	0.0	58	0.0	0.332	47.2	LOS D	5.8	28.0	0.88	0.74	0.88	5.2
Approach		266	1.6	266	1.6	0.543	46.6	LOS D	7.5	54.0	0.89	0.76	0.89	19.4
North: Botany Rd (N)														
7	L2	21	0.0	21	0.0	0.501	10.4	LOS A	10.1	71.7	0.30	0.29	0.30	36.5
8	T1	1239	3.1	1239	3.1	0.501	6.3	LOS A	10.8	77.1	0.31	0.29	0.31	44.4
9	R2	1	0.0	1	0.0	0.501	8.5	LOS A	10.8	77.1	0.32	0.29	0.32	32.2
Approach		1261	3.1	1261	3.1	0.501	6.3	LOS A	10.8	77.1	0.31	0.29	0.31	44.4
West: Buckland St (W)														
10	L2	12	0.0	12	0.0	0.209	43.5	LOS D	4.9	30.8	0.84	0.68	0.84	23.3
11	T1	93	2.3	93	2.3	0.209	39.0	LOS C	4.9	30.8	0.84	0.68	0.84	23.3
12	R2	33	0.0	33	0.0	0.130	50.3	LOS D	1.6	11.5	0.88	0.72	0.88	29.3
Approach		137	1.5	137	1.5	0.209	42.1	LOS C	4.9	30.8	0.85	0.69	0.85	25.3
All Vehicles		2533	2.7	2532 ^{N1}	2.7	0.697	15.9	LOS B	23.3	166.6	0.53	0.49	0.54	36.3

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue pedestrian	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

MOVEMENT SUMMARY

Site: 101 [6. PM Base + Dev 3 Cope Street / Shared Zone]

Network: N101 [PM Base + Prop Dev (2036)]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m				km/h
South: Cope St (S)														
1	L2	13	0.0	13	0.0	0.060	4.4	LOS A	0.0	0.0	0.00	0.06	0.00	47.0
2	T1	111	1.0	111	1.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	44.6
Approach		123	0.9	123	0.9	0.060	0.5	NA	0.0	0.0	0.00	0.06	0.00	45.7
North: Cope St (N)														
8	T1	91	2.3	91	2.3	0.053	0.3	LOS A	0.2	1.1	0.14	0.17	0.14	35.6
9	R2	32	0.0	32	0.0	0.053	4.9	LOS A	0.2	1.1	0.14	0.17	0.14	44.8
Approach		122	1.7	122	1.7	0.053	1.5	NA	0.2	1.1	0.14	0.17	0.14	40.9
West: Shared Zone (W)														
10	L2	8	0.0	8	0.0	0.009	4.8	LOS A	0.0	0.2	0.19	0.51	0.19	43.7
12	R2	3	0.0	3	0.0	0.009	5.2	LOS A	0.0	0.2	0.19	0.51	0.19	43.7
Approach		12	0.0	12	0.0	0.009	5.0	LOS A	0.0	0.2	0.19	0.51	0.19	43.7
All Vehicles		257	1.2	257	1.2	0.060	1.2	NA	0.2	1.1	0.08	0.13	0.08	42.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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16.2 Appendix 2 - Pedestrian Modelling Report



Project Name:

Sydney Metro City & Southwest Waterloo Integrated Station Development

Document Name:

Pedestrian Modelling Report – Streetscape Extract

Document Number:

WMQ-SITE-WSP ANZ-PD-RPT-0001

Current Revision: **B**

Date: **28.07.2020**

Current Version

Revision	Date	Suitability Code
B	28.07.2020	Final

Approved Record

Function	Position	Name	Date
<i>Prepared By</i>	Senior Transport Modeller	Nita Hutapea	28.07.2020
<i>Technical Checker</i>	Senior Transport Engineer	Ravi Kaberwal	28.07.2020
<i>Reviewed By</i>	Technical Executive	John Webster	28.07.2020
<i>Approved By</i>	Technical Executive	John Webster	28.07.2020

Amendment Record

By Name	Revision	Amendment Description	Date
Nita Hutapea & Ravi Kaberwal	A	Draft (extract from SMCSWSWL-WSP-SWL-TF-REP-000001)	26.06.2020
Ravi Kaberwal	B	Final (with updated design and yield)	28.07.2020

Table of contents

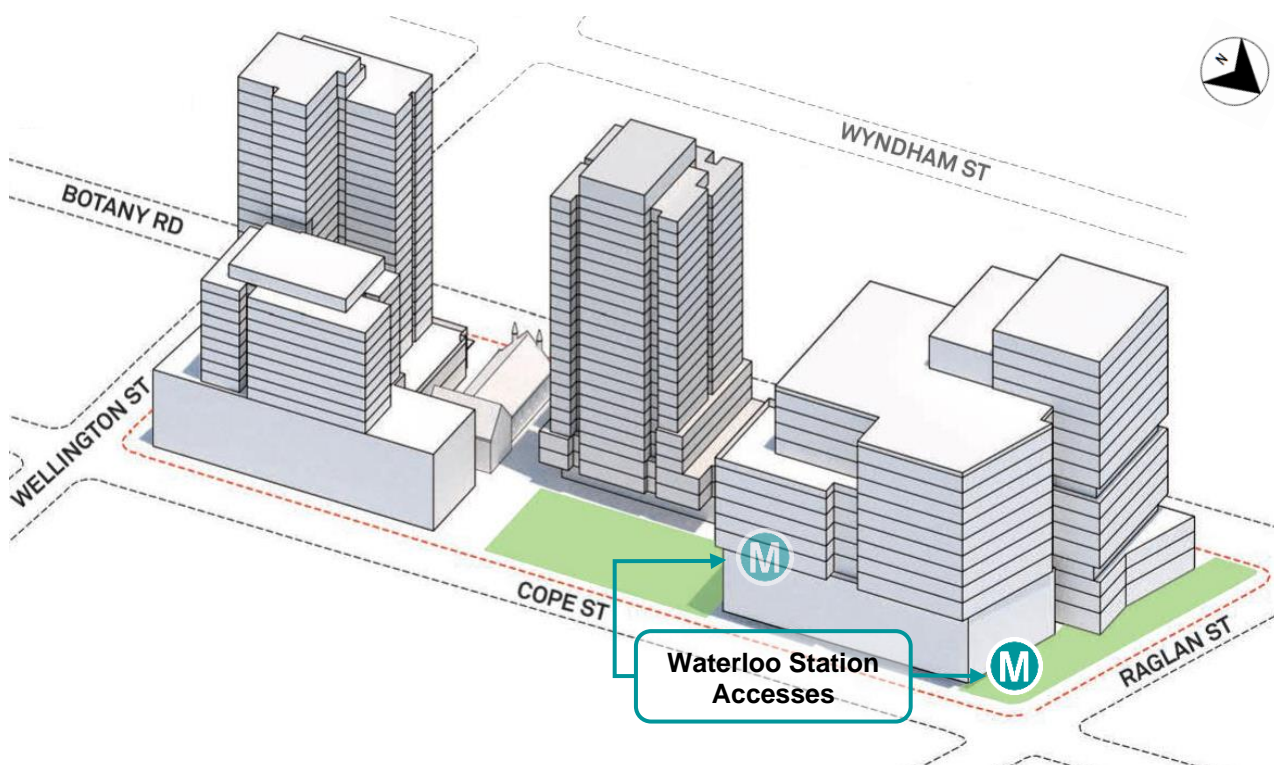
1	Introduction.....	4
1.1	Precinct overview	4
1.2	Purpose of document	5
2	Pedestrian Demand	6
2.1	Waterloo Station.....	6
2.2	Over Station Development	8
2.3	Background	13
2.4	Botany Road bus stop.....	13
2.5	Demand summary	16
3	Design Criteria	18
3.1	Streetscape assessment.....	18
4	Dynamic Modelling.....	19
4.1	Modelling software	19
4.2	Model development.....	19
4.3	Assessment results	21
5	Conclusions	28

1 Introduction

1.1 Precinct overview

Waterloo Metro Quarter (henceforth referred to as the 'precinct') is the proposed redevelopment site bounded by Botany Road, Raglan Street, Cope Street and Wellington Street. The precinct includes the proposed metro station, with station access from the corner of Cope Street and Raglan Street or within the precinct on the southern side of the building (as illustrated in Figure 1.1).

Figure 1.1 Waterloo Metro Quarter overview – proposed development



In addition to the proposed metro station, precinct customers can also access the bus network at the adjacent stops on Botany Road, and Sydney Trains (Redfern Station) is approximately 750m to the north via Wyndham Street (as illustrated in Figure 1.2).

1.1.1 Station overview

The metro station itself is located beneath the precinct, with the access at the corner of Cope Street and Raglan Street. The station configuration is illustrated in Figure 1.3, with the following key infrastructure:

- Single station entry at the corner of Raglan Street at Cope Street – integrated with the over station development
- Customer movements between levels are accommodated by:
 - Street Level and Concourse Level: 3 escalators and 2 lifts
 - Concourse Level and Platform Level: 4 escalators and 2 lifts
- Customer access and egress through 11 standard gates and 2 wide access gates (WAG) at Concourse Level.

Figure 1.2 Waterloo Station access and interchange diagram (Source: Waterloo Station Reference Design Report)

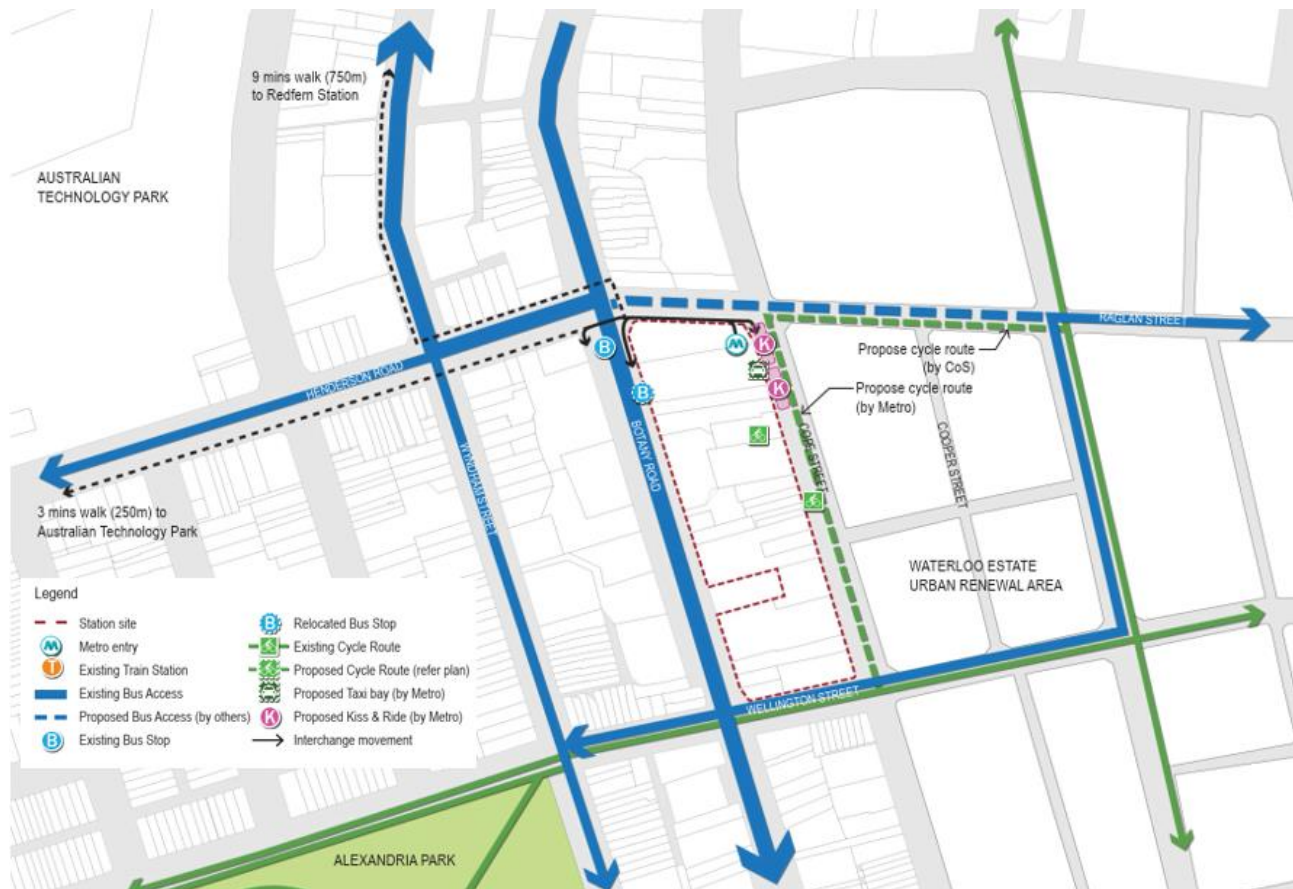
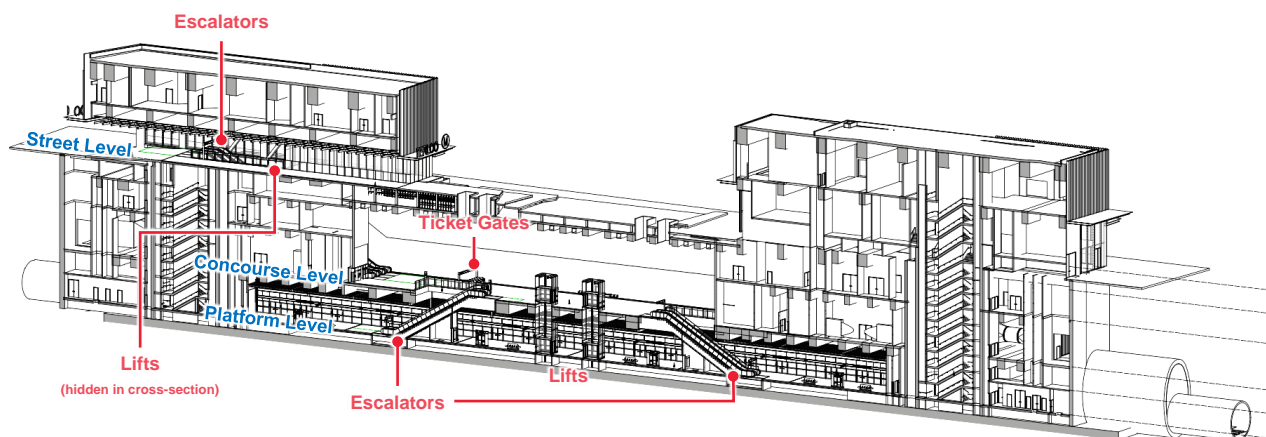


Figure 1.3 Waterloo Station overview



1.2 Purpose of document

This document (WMQ-SITE-WSP-PD-RPT-001), is an extract of the overall pedestrian modelling report (SMCSWSWL-WSP-SWL-TF-REP-000001) which documents both the outcomes of the pedestrian static analysis and dynamic modelling completed for the precinct and within the station.

This extract focuses on the results of the assessment for the streetscape, including walkways within the precinct and surrounding footpaths.

The station assessment considered the adequacy of the platform, vertical transport provisions, and ticket gate provisions. Whilst the precinct, or streetscape, modelling has been undertaken to consider the adequacy of footpaths and thoroughfares within and on the boundary of the precinct.

2 Pedestrian Demand

The pedestrian demands for the Waterloo Metro Quarter precinct consist of four key components:

- Demand related to the proposed metro station
- Demand related to the proposed over station development
- Demand related to existing land uses in the wider area, referred to as background demand
- Demand related to the Botany Road bus stops

There is an overlap between the four components, such as metro customers who are accessing the OSD or nearby land-uses and vice-versa.

The following sections summarise the source of the data and the process undertaken to define the forecast pedestrian demand for each of the above components.

The forecast demand has been defined for two design years:

- Initial design year (2026) – the requirement for the capacity to be provided from the start of operations
- Ultimate design year (2056) – the requirement for the capacity to be safeguarded to allow for long term patronage growth.

2.1 Waterloo Station

2.1.1 Demand

The peak 1-hour customer demands at Waterloo Station summarised in Table 2.1 and Table 2.2 were provided in the document *Sydney Metro City & Southwest, Station Delivery Deed, Schedule C1 - Scope of works and technical criteria, Appendix A2.3 – service and system performance requirements*. The demands are based on 6 and 8 car sets.

It is noted the demand forecasts include an assumed level of development within the precinct, and consequently include pedestrian volumes associated with these developments. However, it is unknown how much proposed development was assumed in the forecast. Consequently, as a conservative assumption for assessing the precinct, the over station development (OSD) has been calculated separately (refer to Section 2.2) and added to the station peak hour passenger demands to forecast the total precinct demand (refer to Section 2.5)

Table 2.1 2026 AM Peak Pedestrian Demand (rounded to nearest 5)

2026 AM Peak hour 6 car set (no OSD)		Destination			
		Northbound	Southbound	Exit	Total
Origin	Northbound	-	-	565	565
	Southbound	-	-	1,445	1,445
	Entry	3,125	175	0	3,300
	Total	3,125	175	2,010	5,310

Table 2.2 2056 AM Peak Pedestrian Demand (rounded to nearest 5)

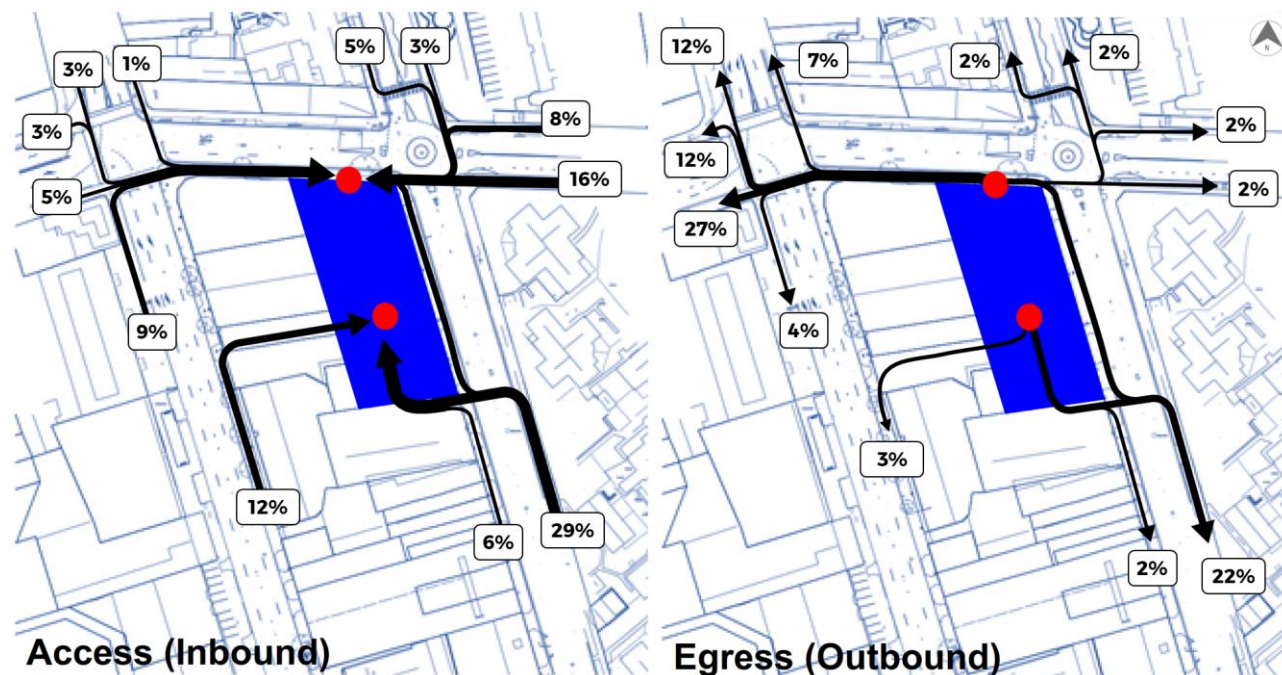
2056 AM Peak hour 8 car set (no OSD)		Destination		
		Northbound	Southbound	Exit
Origin	Northbound	-	-	700
	Southbound	-	-	1,800
	Entry	3,600	200	
	Total	3,600	200	2,500
				Total
				6,300

Demand forecasts provided are limited to the AM peak, therefore to determine the approximate demand for the PM peak, the above matrices have been transposed and multiplied by a factor of 0.91. This factor has been retained from previous Sydney Metro City & Southwest reports and is based on historical observation of the flatter customer profile during the PM peak period.

2.1.2 Distribution

The peak 1-hour customer demands for Waterloo Station have been assigned to the street network based on the distributions in Figure 2.1. The distributions are based on the those provided by Sydney Metro Authority, with demand splits converted to a percentage of access or egress demand.

Figure 2.1 Waterloo Station pedestrian demand distribution – AM peak hour



Source: METRON 2036 distribution data provided by Sydney Metro Authority

The distribution of customer demand to and from the OSD has been excluded from the above figures, as it is assumed the OSD demand is in addition to the station demand matrix provided. The quantum and distribution of OSD demand is discussed in Section 2.2.

Similarly, the interchange between metro and the Botany Road bus stops is not shown in the above distribution. The proportion of demand and split for the bus stops is discussed in Section 2.4.2.

2.2 Over Station Development

2.2.1 Overview

As illustrated in Figure 2.2, four Over Station Developments (OSDs) are proposed within the precinct. Building 1 is predominantly commercial, Buildings 2, 3 and 4 are predominately residential and includes affordable housing, social housing and student accommodation.

Figure 2.2 Waterloo Metro Quarter overview – proposed over station development

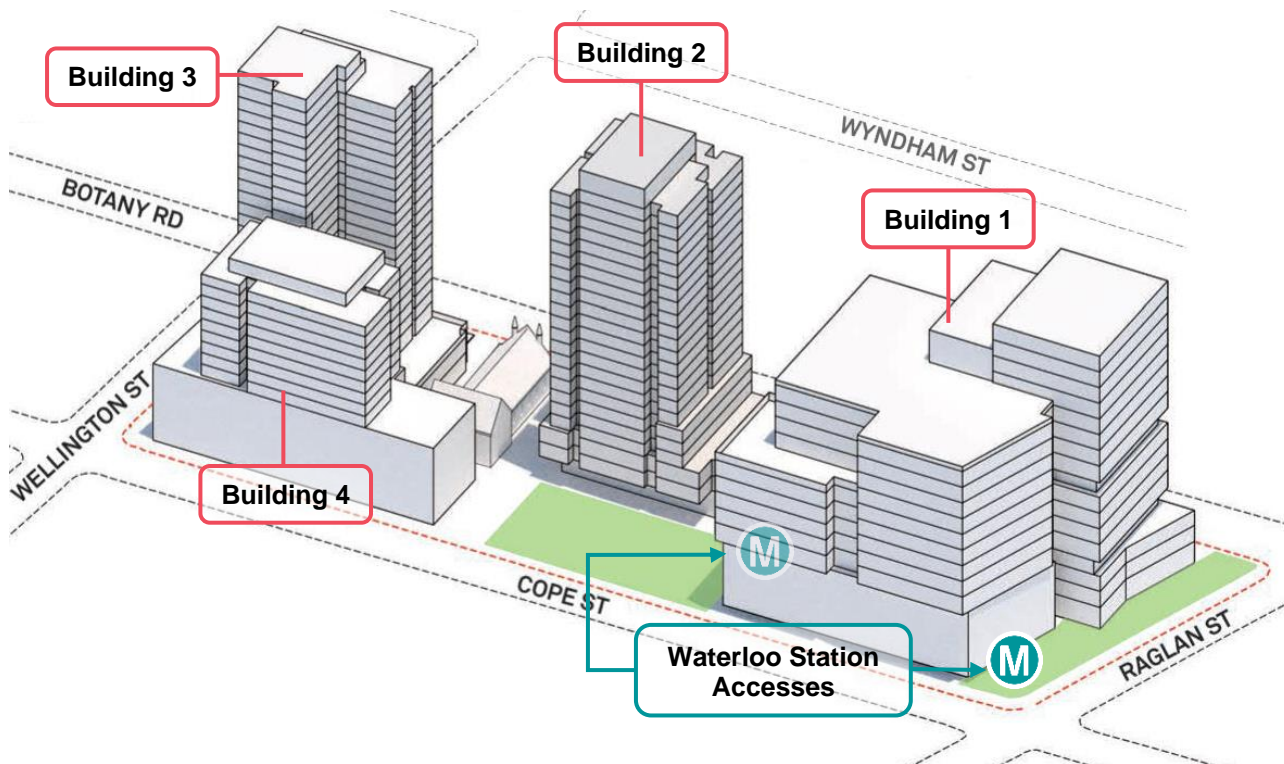


Table 2.3 summarises the proposed development by location and their respective size which have been adopted for the modelling.

Table 2.3 Proposed precinct development adopted for modelling

Building	Land Use	GFA (m ²)	NLA (m ²)	Yield			
				1 Bed ⁽¹⁾	2 Bed	3 Bed	4 Bed
1	Commercial	33,220	31,400				
2	Residential	-		82	69	10	
	Community	2,040					
3	Student housing	-		383	41		
4	Social housing	-		28	34	7	1
Precinct wide	Retail	2,415	1,932				
	Community	810 ⁽²⁾					
Total				493	144	17	1

1. Includes studio apartments

2. Inclusive of 630m² of PDA and 180 m² potential additional

It is noted that the precinct and building designs are evolving, and hence it is expected there may be some changes in gross areas or the ratio between residential apartment sizes. As summarised in Table 2.4, the changes in area or provisions are comparatively minor, and hence do not materially change the outcomes of this assessment.

Table 2.4 Changes in proposed development between modelled and currently proposed

Land Use	Yield or provision		
	Modelled	Current	Change
Commercial	33,220 m ²	34,116 m ²	3%
	Studio/1 Bed	493	492
Residential, social and student housing	2 Bed	144	149
	3 Bed	17	11
	4 Bed/Penthouse	1	3
	Total Beds	836	835
Community	810 m ²	812 m ²	~0%
Retail	2,415 m ²	2,185 m ²	-10%

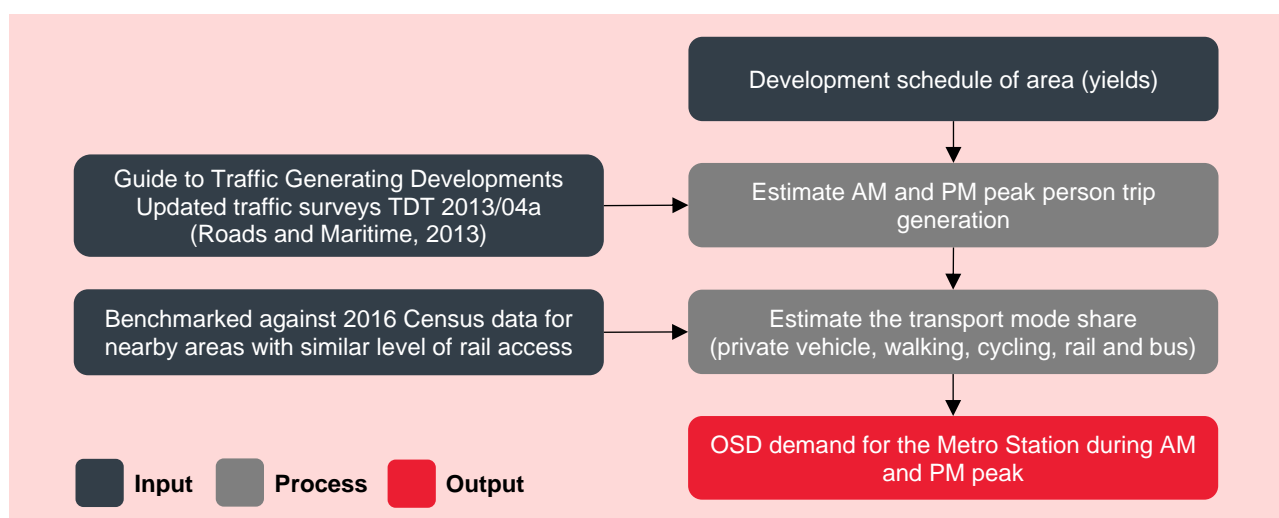
Source: WMQ Yield Schedule (28 July 2020)

2.2.2 Demand generation overview

The Over Station Development (OSD) demand for the station during the AM and PM peak hours was estimated using the methodology and inputs summarised in Figure 2.3, including:

1. Review the proposed development yields for the various land uses
2. Estimate the AM and PM peak person trip generation for each of the proposed land uses
3. Estimate the future mode share split for the person trips based on benchmarking against nearby areas with a similar level of rail access
4. Estimate the OSD's future peak period demand for the station.

Figure 2.3 Methodology to estimate the OSD's demand for the station



2.2.3 Person trip generation rates

The Guide to Traffic Generating Developments Updated traffic surveys TDT 2013/04a (Roads and Maritime, 2013) presents person trip generation rates which were surveyed at several sites across Sydney and NSW. An average of the person trip rates for the relevant Sydney sites were adopted (Table 2.5).

Table 2.5 Peak hourly person trip generation rates

Land use	Peak hourly person trip generation rates			
	AM	PM	Unit	Source and rationale
Residential	0.325	0.288	Per bedroom	TDT 2013/04a Appendix B3 (RMS, 2013) - average of the RMS surveyed sites at locations with good public transport access (St Leonards, Chatswood, Parramatta and Strathfield).
Commercial	2.49	1.85	Per 100m ² GFA	TDT 2013/04a Appendix D3 (RMS, 2013) - Average of the RMS surveyed sites in Sydney
Retail	0.89	1.86	Per 100m ² GLFA	TDT 2013/04a Appendix F2 (RMS, 2013) - Average of the RMS surveyed sites in Sydney Applied a 75% reduction factor to account for a large proportion of linked trips during the peak hour
Community	2.49	1.85	Per 100m ² GFA	TDT 2013/04a Appendix D3 (RMS, 2013) - Average of the RMS surveyed sites in Sydney Assumes that the community uses would only generate staff during the peak hours

In addition to the person trip generation rates in Table 2.5, an additional sensitivity or resilience scenario was considered for the commercial development proposed within the precinct.

The surveyed sites, and hence trip generation rates, reflect typical commercial buildings within the Sydney Greater Metropolitan Area. Though it is noted there is an aspiration for the commercial development to be occupied at a higher density than those surveyed, which consequently may increase the peak hour trip generation (Table 2.6).

Table 2.6 Commercial peak hourly person trip generation rates – resilience scenario

Land use	Density	Peak hourly person trip generation rates			
		AM	PM	Unit	Source and rationale
Commercial	~1:20 to 1:30	2.49	1.85	Per 100m ² GFA	TDT 2013/04a Appendix D3 (RMS, 2013) - Average of the RMS surveyed sites in Sydney
Commercial - resilience scenario	1:10	7.04	4.95	Per 100m ² NLA	TDT Average factored to the higher proposed density

It is noted that a higher 1:8 density has been adopted in other studies to assess the resilience of the commercial building infrastructure. However, as discussed in Section 2.1.1 the metro demand forecasts already include some OSD demand. Hence the adoption of the 1:8 density would result in an overly onerous scenario for the precinct and footpaths. Therefore the 1:10 scenario (intended commercial occupancy) has been used with metro demand matrix, noting there is still a level of conservatism in this scenario.

2.2.4 Mode share split

The future mode share split for the OSD was benchmarked against the mode share split for other nearby areas, which have a similar level of rail access. The analysed data was adopted from the 2016 Census data (Australian Bureau of Statistics) for place of residence and place of employment. These mode share splits are considered to be suitable for the OSD's residents and employees or visitors, respectively.

It is noted that the available level of information for places of employment is less detailed than that available for the place of residence. Therefore, the data interrogated for locations of employment was limited to Redfern, Chippendale, which generally includes employment located near Redfern Station such as the nearby Australian Technology Park.

The analysed mode share split data for the locations used in the benchmarking exercise and the mode share splits that were adopted for the OSD are summarised in Table 2.7 for residents and Table 2.8 for employees and visitors.

Table 2.7 Mode share split for residents

Location	Mode share for place of residence (per cent)					
	Rail	Bus	Private vehicle	Bicycle	Walk	Other
Alexandria	39	6	38	5	11	1
Beaconsfield	36	7	46	3	7	1
Redfern	33	11	26	6	21	3
Mascot	34	8	48	1	8	1
Eveleigh	40	5	34	4	14	3
Average	36	7	38	4	12	3
Adopted for OSD	40	5	35	5	15	0

Table 2.8 Mode share split for visitors and employees

Location	Mode share for place of employment (per cent)					
	Rail	Bus	Private vehicle	Bicycle	Walk	Other
Redfern-Chippendale	42	4	36	3	10	5
Adopted for OSD	45	5	35	5	10	0

2.2.5 Resultant OSD demand

The OSD related demand for the metro station is summarised in Table 2.9 including:

- 1,188 customers, with 515 utilising the station during the AM peak
- 943 customers, with 400 utilising the station during the AM peak

It is noted, for the assessment of the PM peak period, a conservative assumption was adopted. In place of adopting the 400 customers as per the generation rates, a value of 468 customers was assumed based on the transposition of the AM peak movements multiplied by a factor of 0.91 for consistency with the methodology proposed in Section 2.1.1.

Table 2.9 OSD related station demand

Land use	Yield	Unit	Total person trip generation (person)		Station demand (person)	
			AM	PM	AM	PM
Residential	493	1 bedroom units	160	142	64	57
	144	2 bedroom units	94	83	37	33
	17	3 bedroom units	17	15	7	6
	1	4 bedroom units	1	1	1	0
Commercial	33,220	GFA m ²	828	613	372	276
Retail	1,932	GLA m ²	17	36	2	4
Community	2,850	GFA m ²	71	53	32	24
Total	-	-	1,188	943	515	400

The OSD related station demand has been factored by the respective inbound and outbound directional splits as per Table 2.10 to determine the respective boarding and alighting demand for the metro station.

Table 2.10 OSD related station demand – directional split

Location	AM				PM			
	In	Out	In	Out	In	Out	In	Out
Residential	20%	80%	22	87	80%	20%	77	19
Commercial	80%	20%	298	74	20%	80%	55	221
Retail	50%	50%	1	1	50%	50%	3	1
Community	80%	20%	26	6	20%	80%	5	19
Total	-	-	347	168	-	-	140⁽¹⁾	260⁽¹⁾

1. As noted previously, a conservative estimate based on the factored transpose of the AM peak period has been used to be consistent with overall methodology.

For the resilience scenario, the OSD related pedestrian demand for the metro station is summarised in Table 2.11 including:

- 2,572 customers, with 1,138 utilising the station during the AM peak
- 1,884 customers, with 823 utilising the station during the AM peak

Table 2.11 OSD's station demand – resilience scenario

Land use	Yield	Unit	Total person trip generation (person)		Station demand (person)	
			AM	PM	AM	PM
Commercial	31,400	NLA m2	2,212	1,555	995	700
Other	-	-	360	329	142	123
Total	-	-	2,572	1,884	1,138	823

The resultant metro boarding and alighting demand for the resilience scenario are summarised in Table 2.12.

Table 2.12 OSD related station demand – directional split

Location	AM				PM			
	In	Out	Alight	Board	In	Out	Alight	Board
Commercial	80%	20%	910	228	20%	80%	165	658
Other	-	-	49	94	-	-	83	41
Total	-	-	959	322	-	-	248	699

2.3 Background

The background pedestrian demand consists of pedestrians who are travelling between existing land uses in the wider area, but not accessing the metro station, over station development or bus stops.

This demand has been estimated based on a combination of historical counts undertaken in the region. Table 2.13 summarises the years for which pedestrian counts were available and used by location.

Table 2.13 Pedestrian count locations

Location	2016	2018	2020
Henderson Road and Wyndham Street		✓	✓
Botany Road and Henderson Road	✓	✓	✓
Raglan Street and Cope Street	✓		✓
Cope Street and Wellington Street			✓
Botany Road and Wellington Street		✓	✓

From the above pedestrian count data, an annual growth rate of 2.1% was adopted. This conservative growth rate compared to the 1.3% per annum rate adopted for the City and Southwest Station forecasts reflects the increasing densification of Waterloo and its surrounding regions.

Table 2.14 summarises the forecast growth for the future design years based on the 2.1% per annum growth rate.

Table 2.14 Forecast growth – background pedestrian demand

Forecast year	2020	2026	2036	2056
Percentage growth	-	+15%	+40%	+110%

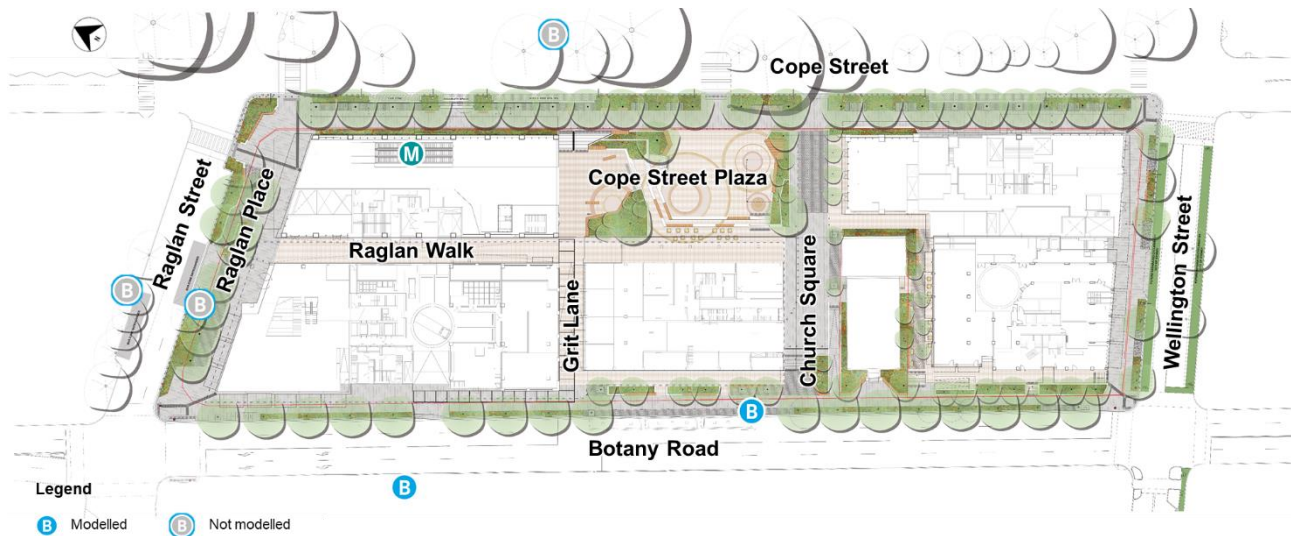
It is noted the growth rate results in a higher increase from existing demand to 2036 when compared to the 30% increase adopted by the previous study (Waterloo Interchange Planning Technical Note, Sydney Metro 2018). Hence this assessment represents a conservative scenario for the future scenarios, including 2056, by which time it is noted travel patterns may have significantly changed due to surrounding land uses.

2.4 Botany Road bus stop

2.4.1 Stop locations

In addition to the metro station, customers from the precinct and the surrounding region can access bus services from Botany Road. As shown in Figure 2.4, the northbound Botany Road bus stop has been retained, whilst the southbound stops have been consolidated and relocated to a stop between Grit Lane and Church Square.

Figure 2.4 Waterloo precinct – bus stop locations



In addition to the two Botany Road stops, the precinct design safeguards two stops on Raglan Street and does not preclude the use of the existing Cope Street stop. These three locations have not been included in the pedestrian modelling. All bus demand was consolidated to the two Botany Road stops, which represents the worst-case scenario for the Botany Road stops.

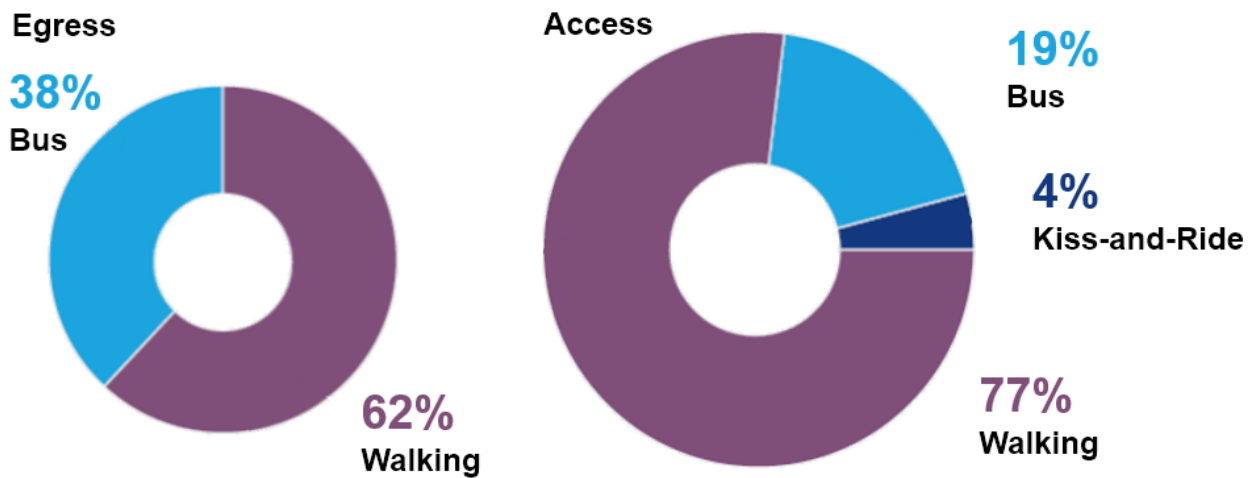
If in future, the bus stops are installed at Raglan Street, it is envisaged some bus routes would be reconfigured to serve these stops hence reducing the loading on Botany Road. The southern footpath of Raglan Street (referred to as Raglan Walk) is a sizeable thoroughfare, and already accommodates a proportion of the Botany Road bus stop customer demand and so should be able to accommodate the additional bus stop activity.

2.4.2 Demand

No forecast demand was provided for the bus stop; hence the stop demand has been developed based on:

- Metro station mode split as per Figure 2.5 which defines the interchange between metro and buses as a proportion of the total metro demand. Based on the demand from Section 2.1.1, Table 2.15 summarises the bus and metro interchange demand.
- OSD mode split of 5% as per Table 2.7 for residents and Table 2.8 for employees
- Nominal loading of 200/per hour customers (on and off) customers from the surrounding land use. It is noted existing bus customers are already accounted for background counts (Section 2.3), however to simulate bus stop interaction a nominal demand has been included in addition to the background demand. This demand has been:
 - Factored up to the design year consistent with the background customers
 - Assigned to street network based on the distributions in Figure 2.1

Figure 2.5 Waterloo station access and egress mode-split



Source: Sydney Metro (PTPM4.1 City and Southwest Final Business Case 2036 Project LUT Scenario - Run 144)

Table 2.15 Metro and bus interchange

Scenario	Total station demand		Interchange	
	Entry	Exit	Bus to Metro	Metro to Bus
2026 AM	3,300	2,010	625	765
2056 AM	3,800	2,500	720	950

To accommodate the above demand a bus frequency of 15 per hour in each direction has been adopted for both 2026 and 2056 based on advice from Sydney Metro. In addition to the equal frequency, an equal distribution of customer demand between the northbound and southbound stop has also been adopted.

Table 2.16 Botany Road bus stop loading - estimates

Scenario	Estimated hourly demand		Estimated per service demand	
	On	Off	On	Off
2026 AM	1,015	895	34	30
2056 AM	1,390	1,180	46	39
2056 Resilience	1,405	1,235	47	41

Should the distribution be biased toward a certain direction depending on the peak period (potentially northbound during AM peak and southbound in PM peak) it envisaged that the bus stop frequency would also be biased which would tend to keep the estimated per service demand in Table 2.14 close to the values adopted.

2.5 Demand summary

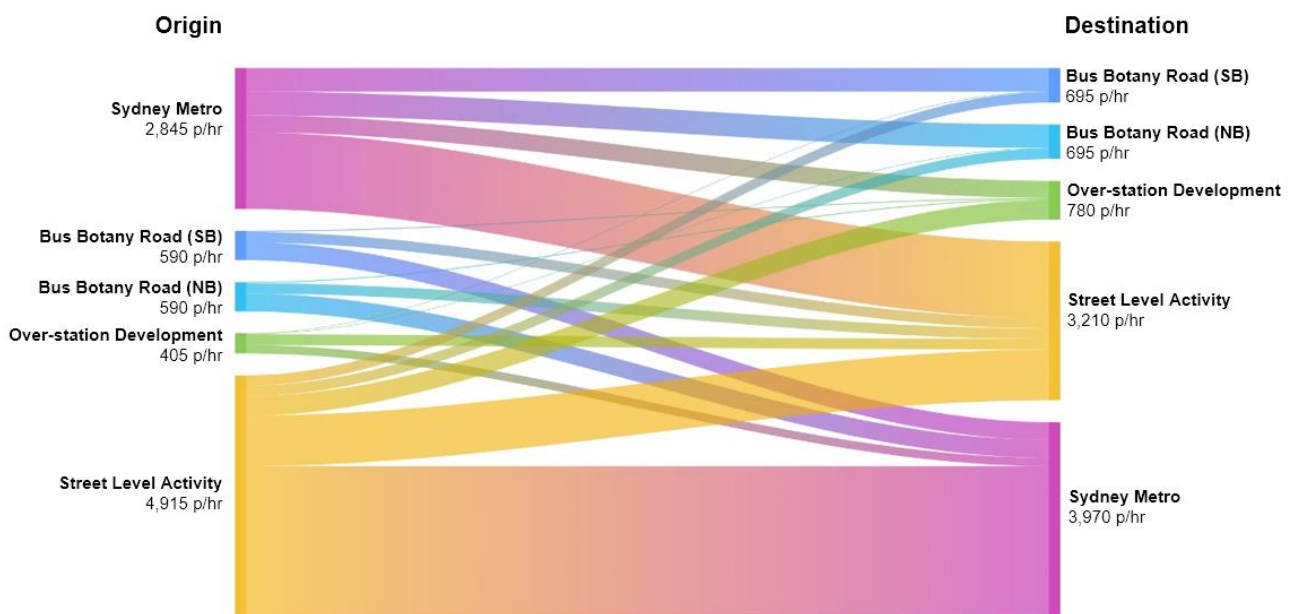
2.5.1 Design Scenario

The total customer demand during the AM peak hour through the precinct and along the surrounding footpaths are summarised in Figure 2.6 and Figure 2.7 based on the four key sources of demand discussed.

Figure 2.6 2026 AM Waterloo Metro Quarter precinct demand – total



Figure 2.7 2056 AM Waterloo Metro Quarter precinct demand – total



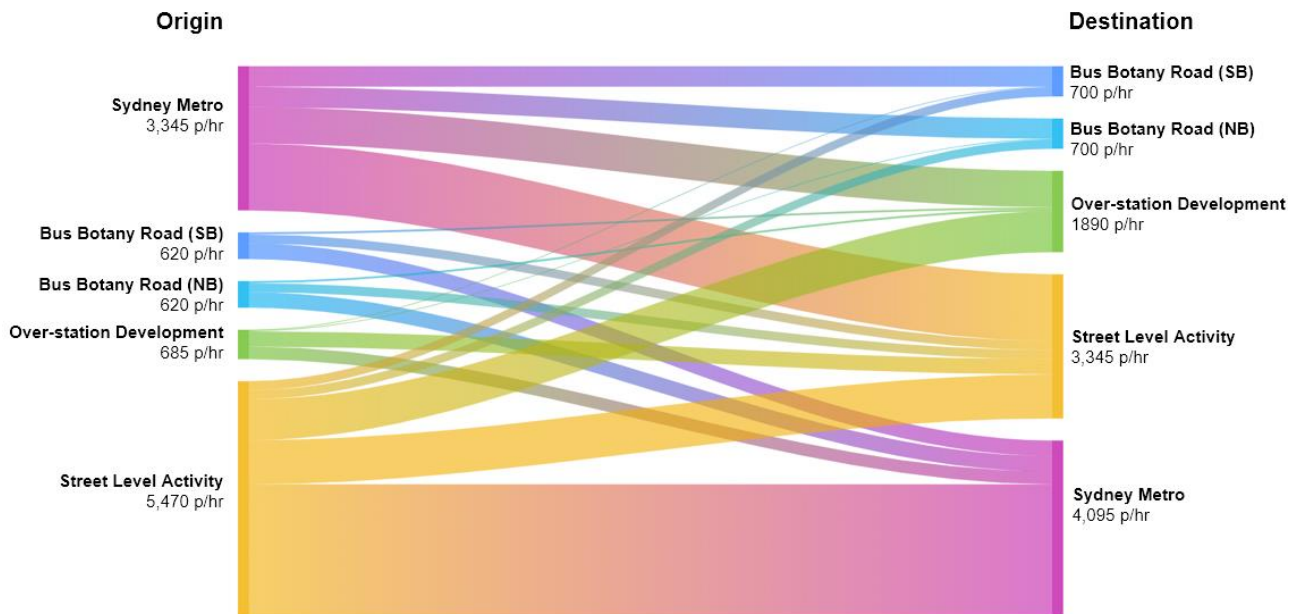
The transpose of the above customer movements are assumed during the PM peak hour, albeit reduced by a 91% factor to reflect the flatter customer profile during the PM peak period as discussed in Section 2.1.1.

2.5.2 Precinct reliance scenario

Customer demand for precinct during the OSD resilience scenario is summarised in In this scenario, the trip generation for the commercial development (Building 1) is significantly increased during the peak periods.

Figure 2.8. In this scenario, the trip generation for the commercial development (Building 1) is significantly increased during the peak periods.

Figure 2.8 2056 AM Waterloo Metro Quarter precinct demand – resilience scenario



3 Design Criteria

The planning and design criteria used to assess the station design are summarised from the documents:

- Sydney Metro City & Southwest, Station Delivery Deed, Schedule C1 - Scope of works and technical criteria
- Appendix B1.1 – Station and Buildings Spatial and Functional Requirements
- Appendix B1.4 - Station Precincts and Public Domain Spatial and Functional Requirements.

3.1 Streetscape assessment

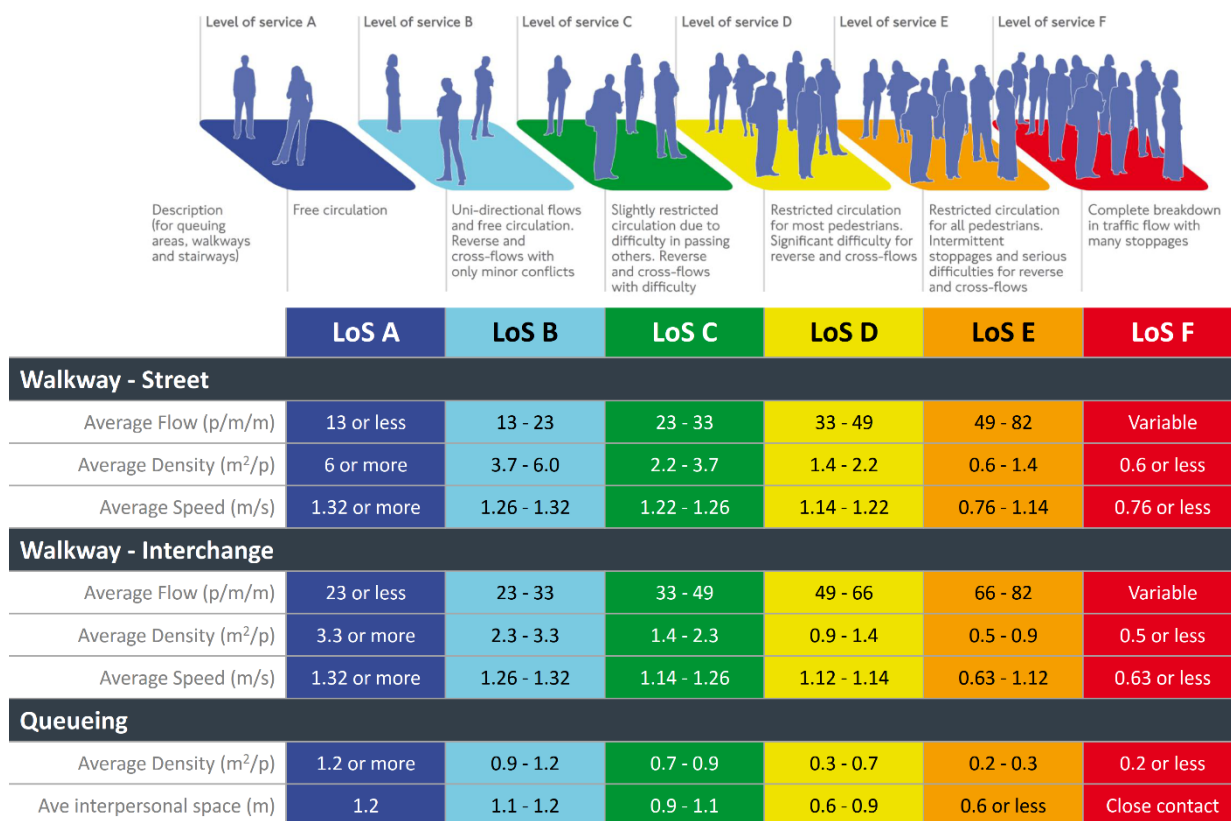
The following criteria have been prescribed for the design of the precinct streetscape:

- In the station precinct, design pedestrian spaces and thoroughfares are to deliver a minimum Level of Service (LoS) C
- Streets must be designed as urban places with a high level of pedestrian amenity, allowance for street trees and inherent traffic calming measures.

Based on these requirements, the assessment uses the Fruin LoS criterion is summarised in Figure 3.1. Typically, in a transport environment, such as an over station development site, the walkway interchange criterion is adopted.

However, to facilitate a 'high level of pedestrian amenity', the more onerous walkway criteria has been adopted. The walkway street criteria typically reflects the level of comfort customers expect when traversing footpaths in a retail or community environment.

Figure 3.1 Fruin pedestrian Level of Service (LoS) definitions



Adapted from: Fruin (1971); Bowman, Fruin and Zegeer (1989); London Underground: Station Planning Standards and Guidelines 2012 edition.

4 Dynamic Modelling

4.1 Modelling software

The microsimulation model was undertaken using PTV Viswalk, version 11.00-11. Viswalk is a module built into PTV Vissim used for pedestrian modelling. It is a microscopic, behaviour-based simulation model developed to reproduce the human walking behaviour realistically and reliably.

The outputs of the 3D microsimulation have been used to:

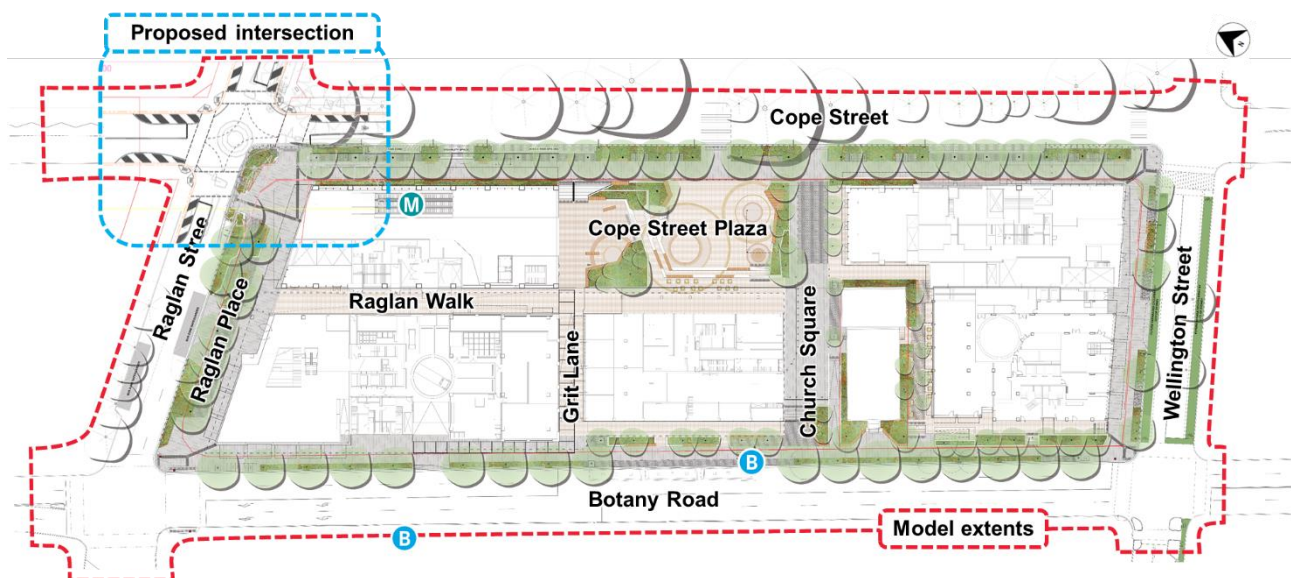
- Observe the customer movements and interactions
- Highlight key opportunities or constraints in the design
- Confirm if provisions for queueing and walkable space are satisfactory
- Produce a visual animation of the design and precinct operations for engagement.

4.2 Model development

The precinct model (Figure 4.1) has been developed based on precinct and station designs developed during the precinct concept design, including:

- Urban design plans dated 11 May 2020 for the precinct
- Architectural plans dated 5 February 2020 for the station design and integration with street level
- Intersection design dated 28 May 2020 for the proposed signalised crossing at Raglan Street and Cope Street.

Figure 4.1 Precinct model overview – reflective of design adopted for modelling



It is noted that designs have been updated since the modelling was undertaken. The updated design do not significantly change the layout or operation of the precinct from a pedestrian movement perspective. Key changes include:

- Design and layout of the Raglan Street and Cope Street signalised intersection focuses on road and lane allocation, hence pedestrian capacity is relatively unchanged. The kerb build-out on the south-west corner (closest to the metro station) is reduced. However this was already modelled as non-usable space (planter boxes), hence the impact to the pedestrian assessment is minimal.

- Location of north-south zebra crossing at the priority intersection of Cope Street and Wellington Street from the western side to the eastern side. This change does not change pedestrian crossing capacity. Pedestrians can still access the desire line to the south-east, albeit from a different side of the street.

Based on the above comparison of key changes, the results of this assessment are still applicable to the precinct.

4.2.1 Inputs and assumptions

In addition to the assumptions adopted for the station model (refer to SMCSWSWL-WSP-SWL-TF-REP-000001 for more information), the following assumptions have been adopted for the streetscape elements of the model:

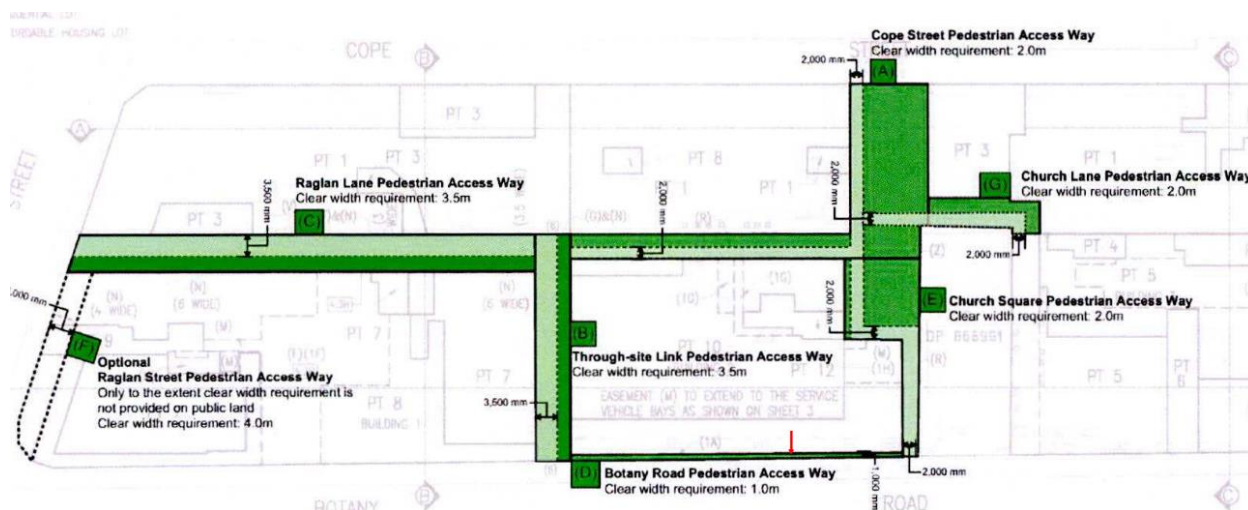
- Modelling has been undertaken for the worst-case scenario to confirm the provisions of the pedestrian infrastructure. This includes the 2056 AM peak hour design scenario and 2056 resilience scenario as per Section 2.5
- Level of Service (LoS) heatmaps are based on the Fruin LoS definitions in Figure 3.1 and represent the density averaged over 5 consecutive minutes from the 15 minutes peak
- Implementation of partial dynamic pedestrian route choice (where possible) based on a combination of shortest path and fastest route
- Walking speeds in the model assume a linear distribution for customers as per Table 4.1

Table 4.1 Customer walking speeds in model

Customer	Lower Bound	Upper Bound	Average
Male	1.0 m/sec	1.6 m/sec	1.3 m/sec
Female	0.7 m/sec	1.2 m/sec	1.0 m/sec

- Edge effects of 0.3m have been manually added to reflect that customers do not tend to walk close to the edge of the footpath, kerbside or against a wall.
- Within the precinct, clear widths have been modelled as per Figure 4.2. The figure denotes the clear width provided along Raglan Lane, Grit Lane and through Cope Street Plaza (light green). The remainder (dark green) reflects areas that may be used by retail outlets for outdoor furniture and hence have not been included in the modelling as walkable areas. It is noted that Raglan Lane has been modelled as contiguous through Grit Lane (although Figure 4.2 does not illustrate this).

Figure 4.2 Precinct thoroughfare clear width requirements



Source: MQD Design Parameters Extract provided by Mirvac

- Existing signal phasing has been retained at:
 - o Botany Road and Raglan Street
 - o Botany Road and Wellington Street
- Signal phasing for the new signalised crossing at Raglan Street and Cope Street has been based on a 110 second cycle time (based on the nearby intersections) and adopts the minimum green-and clearance time requirements for pedestrians based on the crossing lengths.
- Proposed zebra crossing across Cope Street near Cope Street Plaza has not been included in the model. By excluding this crossing where pedestrians crossing is prioritised, pedestrians instead use the signalised crossings at Raglan Street and Wellington Street, which reflects the worst-case scenario for the footpath on the precinct side of Cope Street and the queuing areas at each signalised intersection.

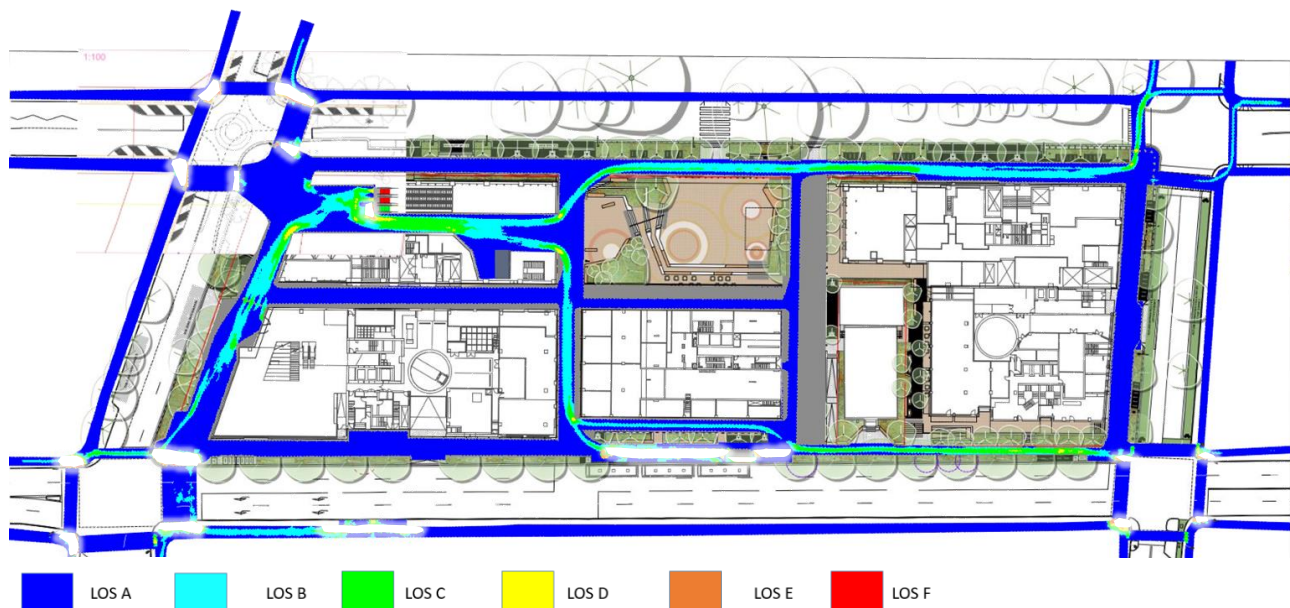
4.3 Assessment results

4.3.1 2056 AM peak

Overview

As illustrated in Figure 4.3, during the 2056 AM peak period, level of service (LoS) C or better is achieved throughout the precinct and surrounding footpaths. Locations where customer queueing is expected have been blanked out as these locations are instead based on the queueing LoS (refer to Figure 4.4).

Figure 4.3 Pedestrian LoS Walkways (Street) – 2056 AM

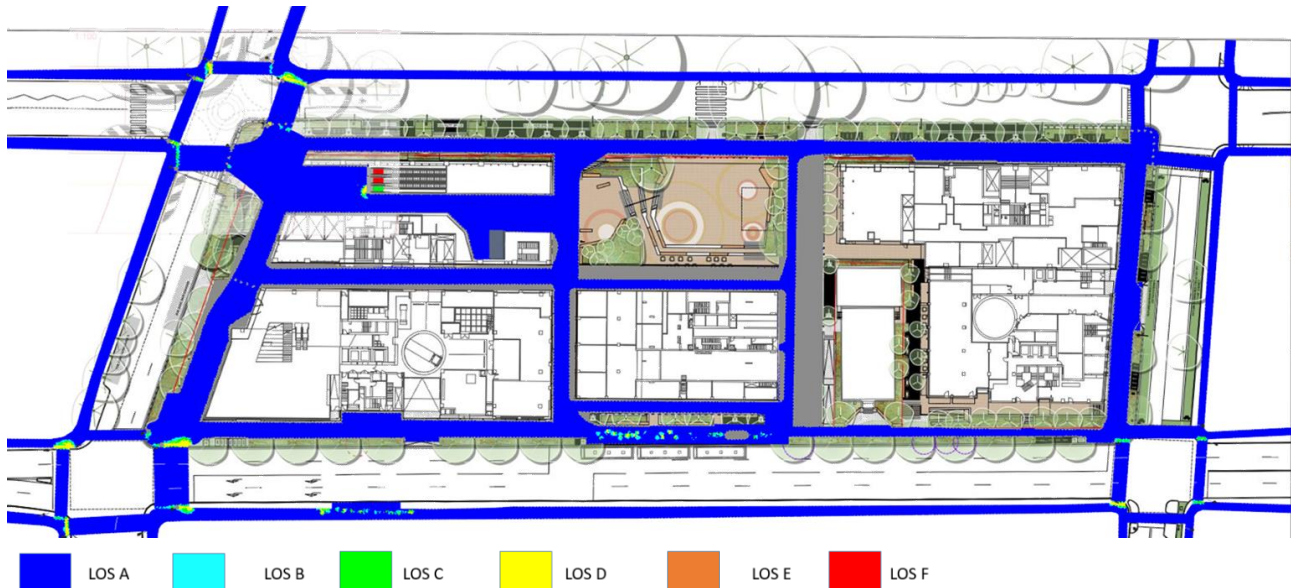


In light of current conditions due to COVID-19, the introduction of physical distancing requirements has placed additional scrutiny on densely populated pedestrian environments. The current recommendation of 4 square metres per person, equates to a walkways (street) LoS B (approaching LoS C). Although this physical distancing requirement is currently targeted at indoor environments, it can be seen that majority of the walkways could safely accommodate pedestrians at this spatial requirement should a similar situation arise in the future.

Furthermore, government advice encourages travelling outside of peak periods which is likely to flatten the peak hour profile. This will likely reduce pedestrian demand intensity, and further contribute to walkways (street) LoS B being achievable throughout the precinct.

Locations where customer queueing is expected, such as the kerbside for signalised crossings, escalator run-off and the Botany Road bus stop. At these locations, pedestrians are generally more tolerant of an increased density for a short time. This increased tolerance is reflected by the queueing LoS criteria and illustrated in Figure 4.4.

Figure 4.4 Pedestrian LoS Queueing – 2056 AM



Overall, the precinct operates at a satisfactory LoS (C or better) with some pockets of LoS D. These locations are discussed in more detail in subsequent figures.

Raglan Place

Raglan Place accommodates one of the highest pedestrian flows within the precinct, including movements:

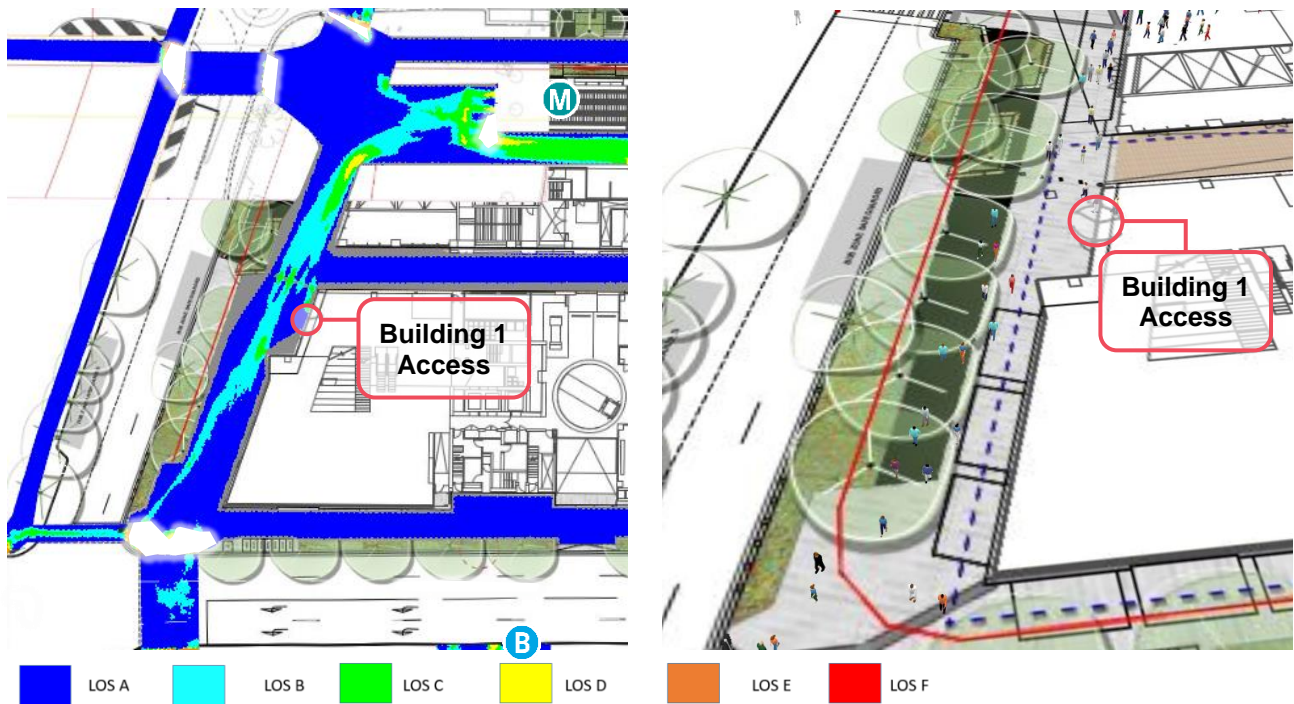
- Between metro station and other land uses locations north and west of the precinct
- To and from Building 1.

As illustrated in Figure 4.5, enough width has been provided to accommodate these pedestrian flows at a comfortable level of service (LoS C or better). Pockets of LoS D are observed where pedestrians change their direction including corners. This temporary increased density is expected as pedestrians compress and slow down to manoeuvre and change direction.

Several security bollards are included in the design along Raglan Place near the entry to Building 1. These bollards do not significantly impact pedestrian movement and flow. South of these bollards, the walkable area widens to accommodate the entry to Building 1. It is evident with the proposed footpath width, the Building 1 pedestrian flows (which are included in modelling) and the revolving door do not impede the east-west desire line along Raglan Place.

As discussed in Section 2.2.3, Building 1 is predominately commercial land use, hence Raglan Place near Building 1 is the most impacted by the increased commercial trip generation considered in the resilience scenario. Consequently, Raglan Place is also assessed for the resilience scenario in Section 4.3.2.

Figure 4.5 Pedestrian LoS and animation – 2056 AM – Raglan Place



Botany Road Bus Stop (southbound)

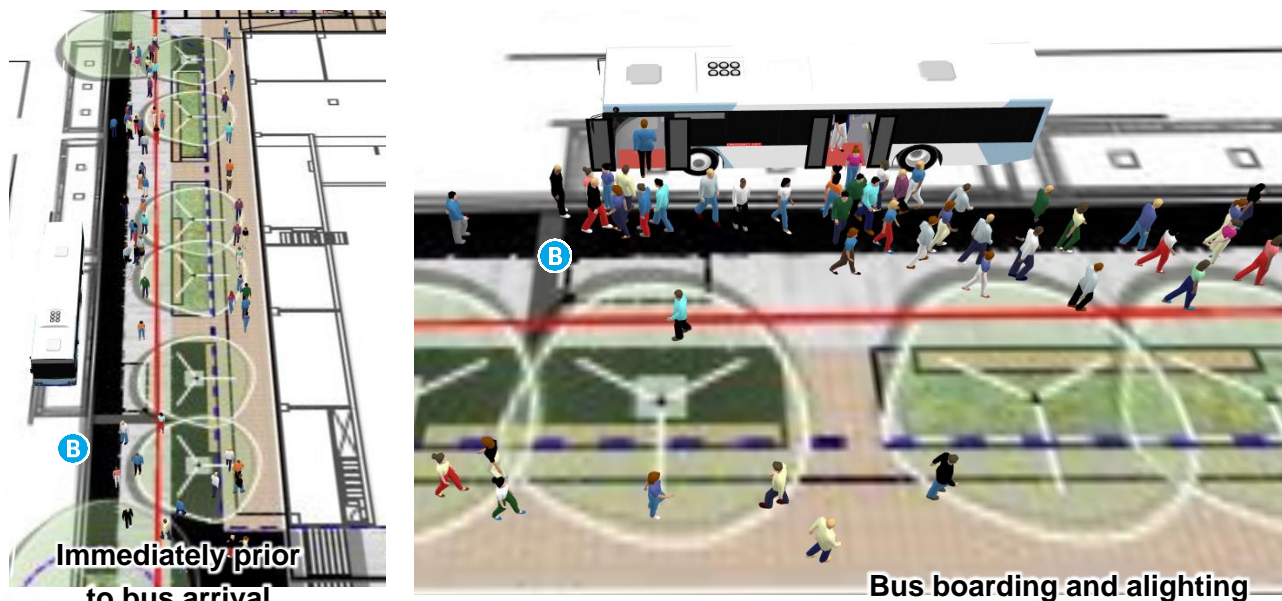
As illustrated in Figure 4.6, clear width has been maintained either side of the bus stop and planter boxes to allow unhindered access for through pedestrians, including those travelling north-south on Botany Road or accessing Grit Lane. This access is maintained immediately before the bus arriving and as pedestrian board and alight the bus, which reflects the busiest period, as shown in Figure 4.7.

Figure 4.6 Pedestrian LoS – 2056 AM – Botany Road bus stop (southbound)



For customers queueing (or waiting) for the bus, small pockets of LoS D (Figure 4.6) are observed. This is typical of pedestrians waiting for a bus service as some individuals choose to wait in groups, and it is evident there is enough space available to queue at LOS B/C if required.

Figure 4.7 Pedestrian Animation – 2056 AM – Botany Road bus stop (southbound)



Signalised intersections

At the intersections of Raglan Street and Botany Road and Raglan Street and Cope Street, some queueing is observed as shown in Figure 4.8 and Figure 4.9. This queueing is consistent with typical behaviour at an intersection where pedestrians are observed to queue “comfortably” at 0.65-0.75 m²/person in urban environments (LoS C/D).

The queueing does not preclude or block other pedestrian movements (refer to red arrows), which ensures pedestrians who are not utilising the pedestrian crossing are not hindered.

Figure 4.8 Pedestrian queueing LoS and animation - 2056 AM – Intersection of Botany Road and Raglan Street

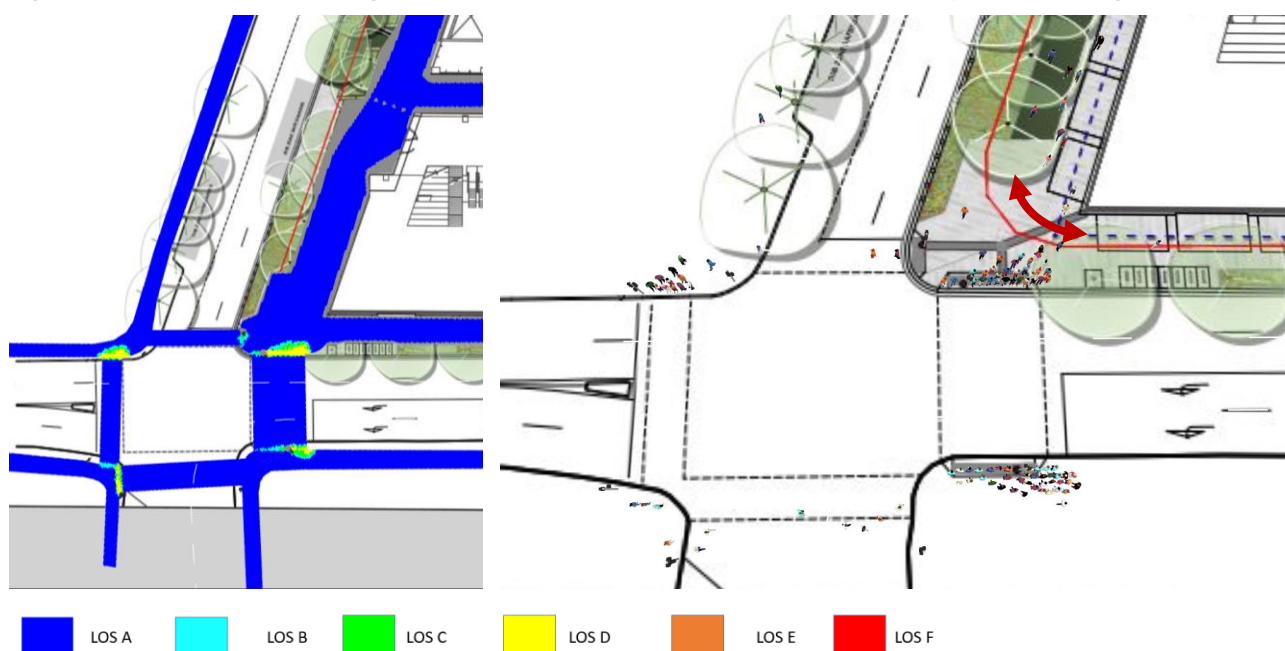
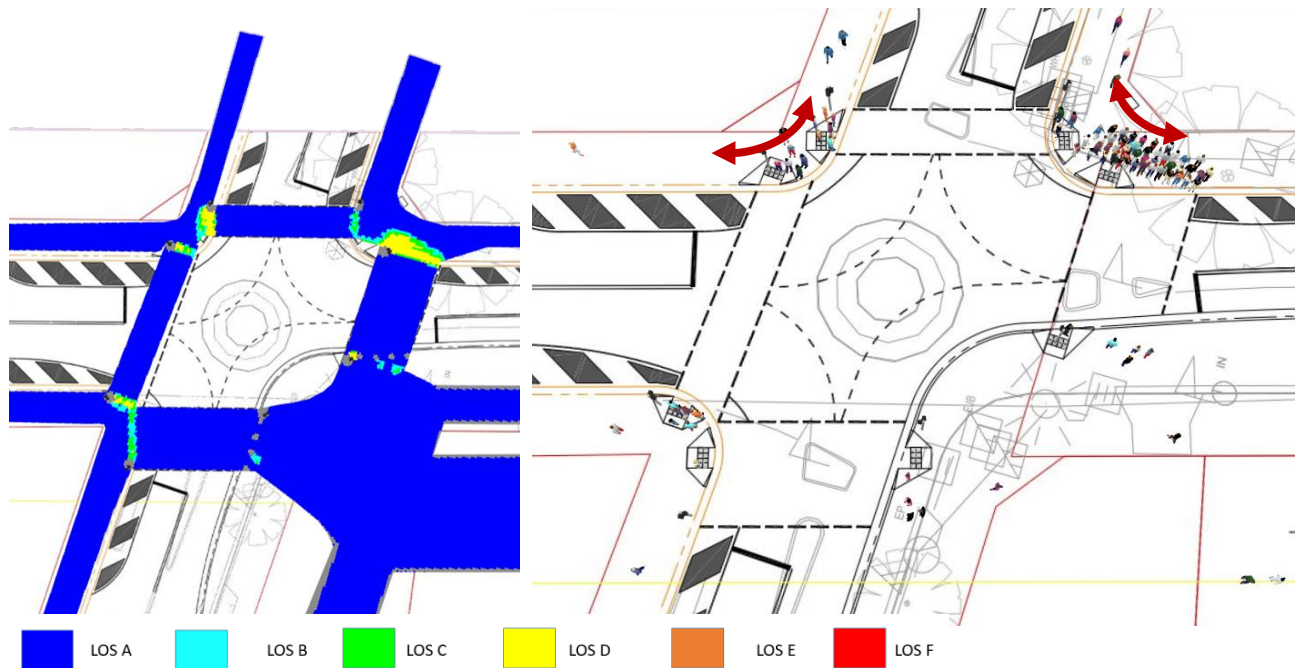


Figure 4.9 Pedestrian queueing LoS and animation - 2056 AM – Intersection of Raglan Street and Cope Street



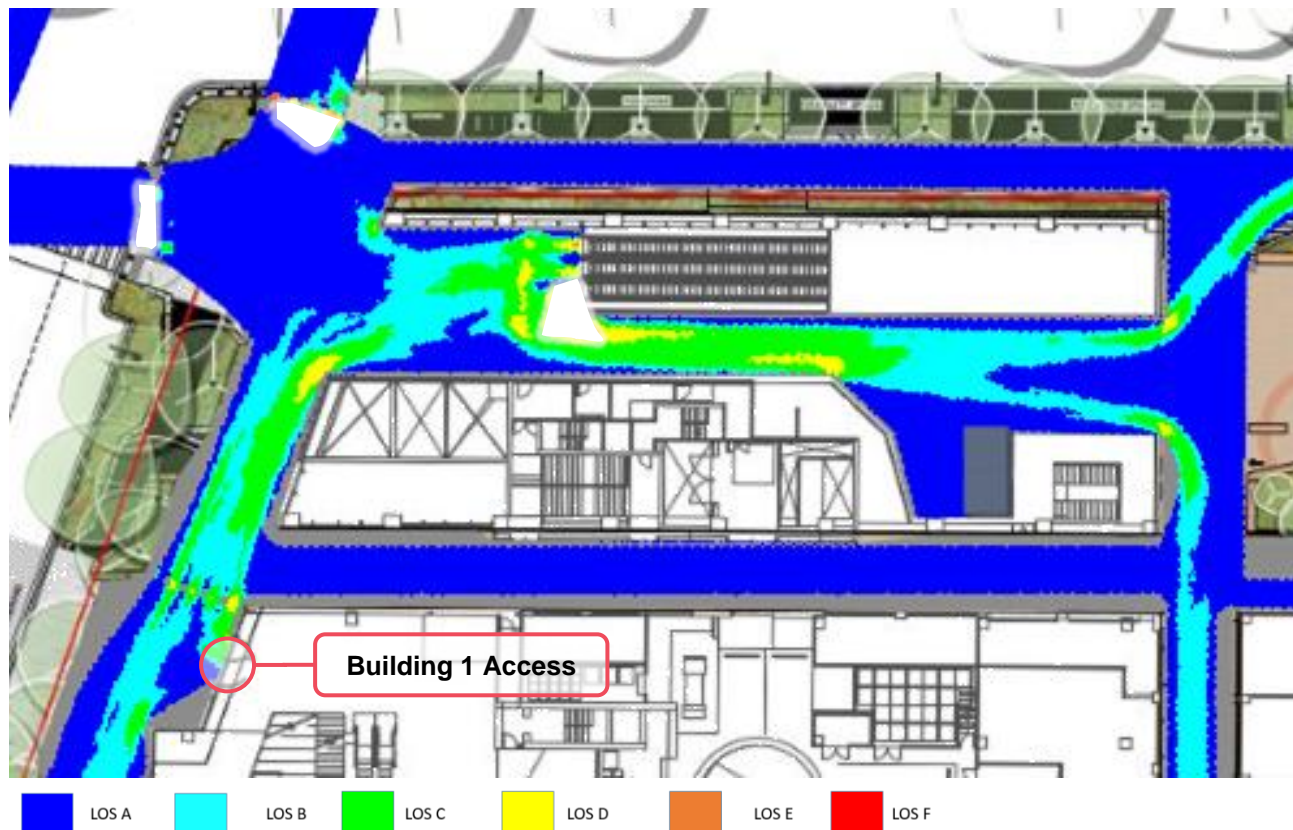
4.3.2 2056 Resilience

As illustrated in Figure 4.10, during the resilience scenario (with increased commercial trip generation), level of service (LoS) C or better is still achieved throughout the precinct and surrounding footpaths. The main visible change in the level of service occurs at Raglan Place and Raglan Lane (Figure 4.11).

Figure 4.10 Pedestrian LoS Walkways (Street) – 2056 AM Resilience



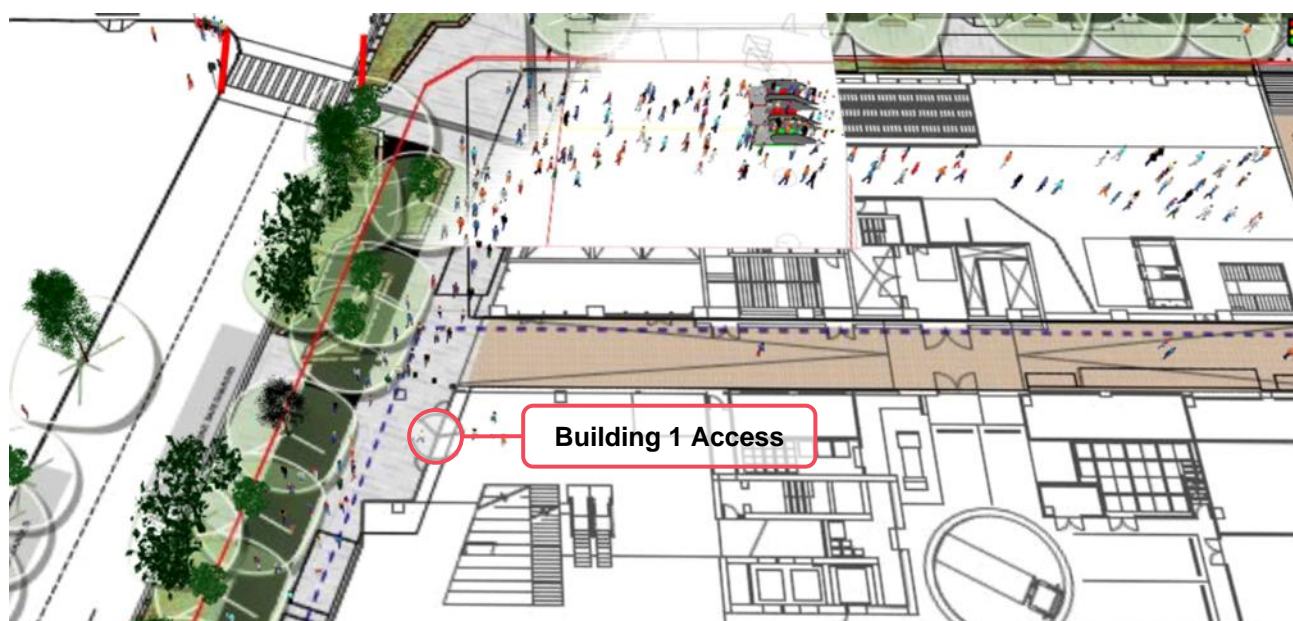
Figure 4.11 Pedestrian LoS Walkways (Street) – 2056 AM Resilience – Raglan Place and Raglan Lane



As evident in Figure 4.11, the pedestrian LoS deteriorates on Raglan Place and Raglan Lane compared to the 2056 AM scenario. However, a comfortable LoS C or better is maintained, with some pockets of LoS D near the escalator run-offs, building corners and bollards.

At each of these locations this temporary decrease in LoS is expected, as pedestrians slow and compress to manoeuvre around the obstacles or pedestrians travelling in a conflicting direction. As illustrated in Figure 4.12, space is available for customers to safely manoeuvre whilst providing space for pedestrians to temporarily pause or re-orient themselves.

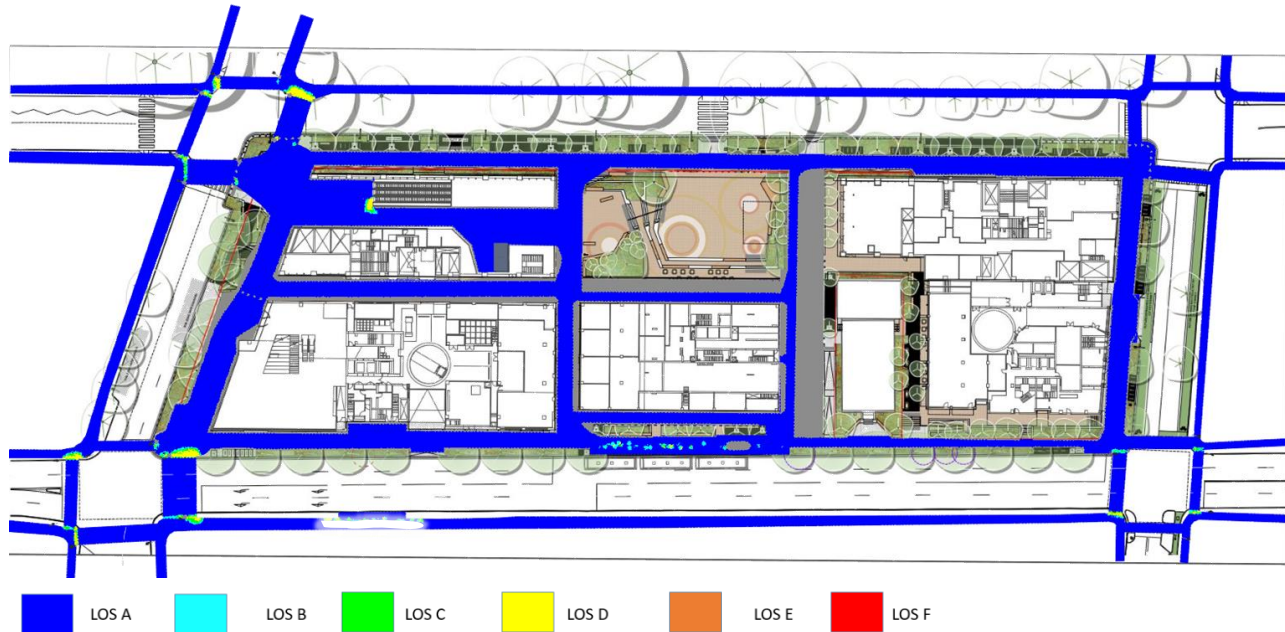
Figure 4.12 Pedestrian animation – 2056 Resilience – Raglan Place and Raglan Lane



As per the 2056 AM scenario, the Building 1 pedestrian flows and the revolving door itself do not impede the east-west pedestrian flow along Raglan Place.

Limited change is observed at queueing locations as illustrated in Figure 4.13. At these locations the queueing does not preclude or block other pedestrian movements, which ensures pedestrians who are not utilising the pedestrian crossing are not hindered.

Figure 4.13 Pedestrian LoS Queueing – 2056 AM Resilience



5 Conclusions

The pedestrian flows for the Waterloo Metro Quarter precinct has been assessed and summarised in this document to confirm the provisions of pedestrian infrastructure within and around the precinct.

A summary of the precinct performance and its compliance with project requirements is shown in Table 5.1. Overall, the precinct design is compliant with the project requirements.

Table 5.1 WMQ streetscape performance summary

Location	Assessment scenarios	
	2056 AM	2056 AM Resilience
Precinct connectivity		
Internal walkways	✓	✓
External footpaths	✓	✓
Queueing at intersections	✓	✓
Botany Street Bus Stop (southbound)		
Bus customers (waiting)	✓	✓
Non-bus customers (those travelling along Botany Road)	✓	✓
Legend	✓ Compliant	✗ Non-compliant

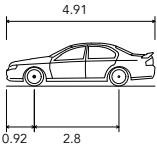


16.3 Appendix 3 - Parking Layout Assessment

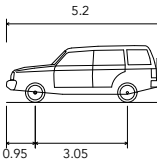
TYPICAL

Please note the following compliance requirements:

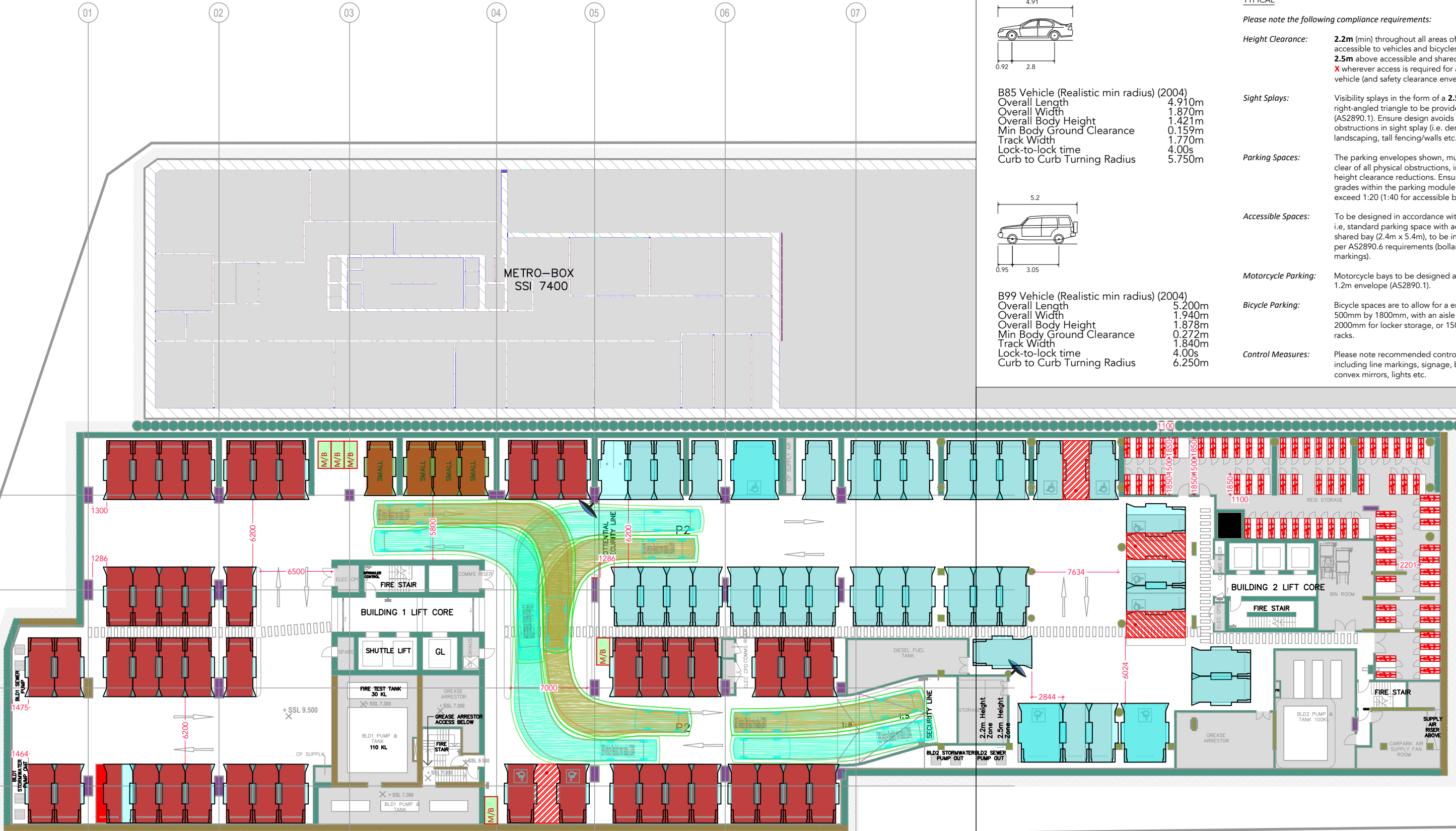
- Height Clearance:** 2.2m (min) throughout all areas of the car park accessible to vehicles and bicycles.
2.5m above accessible and shared bays
X wherever access is required for a refuse vehicle (and safety clearance envelope)
- Sight Splays:** Visibility splays in the form of a 2.5m x 2m right-angled triangle to be provided (AS2890.1). Ensure design avoids visual obstructions in sight splay (i.e. dense landscaping, tall fencing/walls etc.)
- Parking Spaces:** The parking envelopes shown, must be kept clear of all physical obstructions, including height clearance reductions. Ensure that grades within the parking module do not exceed 1:20 (1:40 for accessible bays).
- Accessible Spaces:** To be designed in accordance with AS2890.6 i.e. standard parking space with adjacent shared bay (2.4m x 5.4m), to be installed as per AS2890.6 requirements (bollard and markings).
- Motorcycle Parking:** Motorcycle bays to be designed as a 2.5m x 1.2m envelope (AS2890.1).
- Bicycle Parking:** Bicycle spaces are to allow for an envelope of 500mm by 1800mm, with an aisle width of 2000mm for locker storage, or 1500mm for racks.
- Control Measures:** Please note recommended control measures, including line markings, signage, bollards, convex mirrors, lights etc.



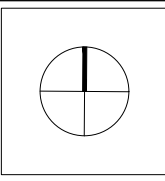
B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m



B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m

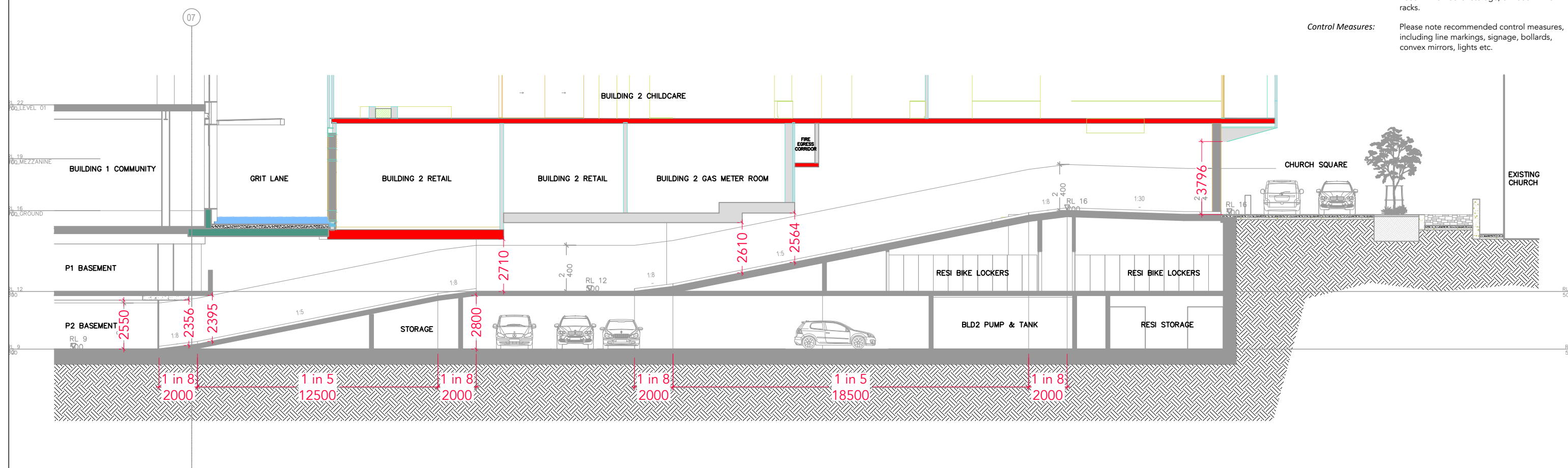


rev	date	comment / description	drawn	reviewed
1	28/07/20	Parking Assessment	SW	SW



Please note the following compliance requirements:

Control Measures: Please note recommended control measures including line markings, signage, bollards, convex mirrors, lights etc.



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rev	date	comment / description	drawn	reviewed
1	28/07/20	Parking Assessment	SW	SW

project

Waterloo Metro
Northern Precinct

drawing title

Basement 1 and Basement 2
Ramp Assessment

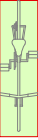
client	Mirvac	rev 1
drawing #	BLD1-003	
project #	2789	
scale	1 : 200	



The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.



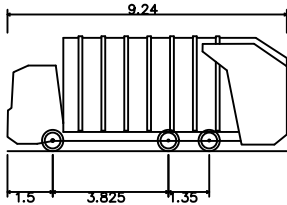
Horizontal Bike Space



Double Stacked
Bike Space

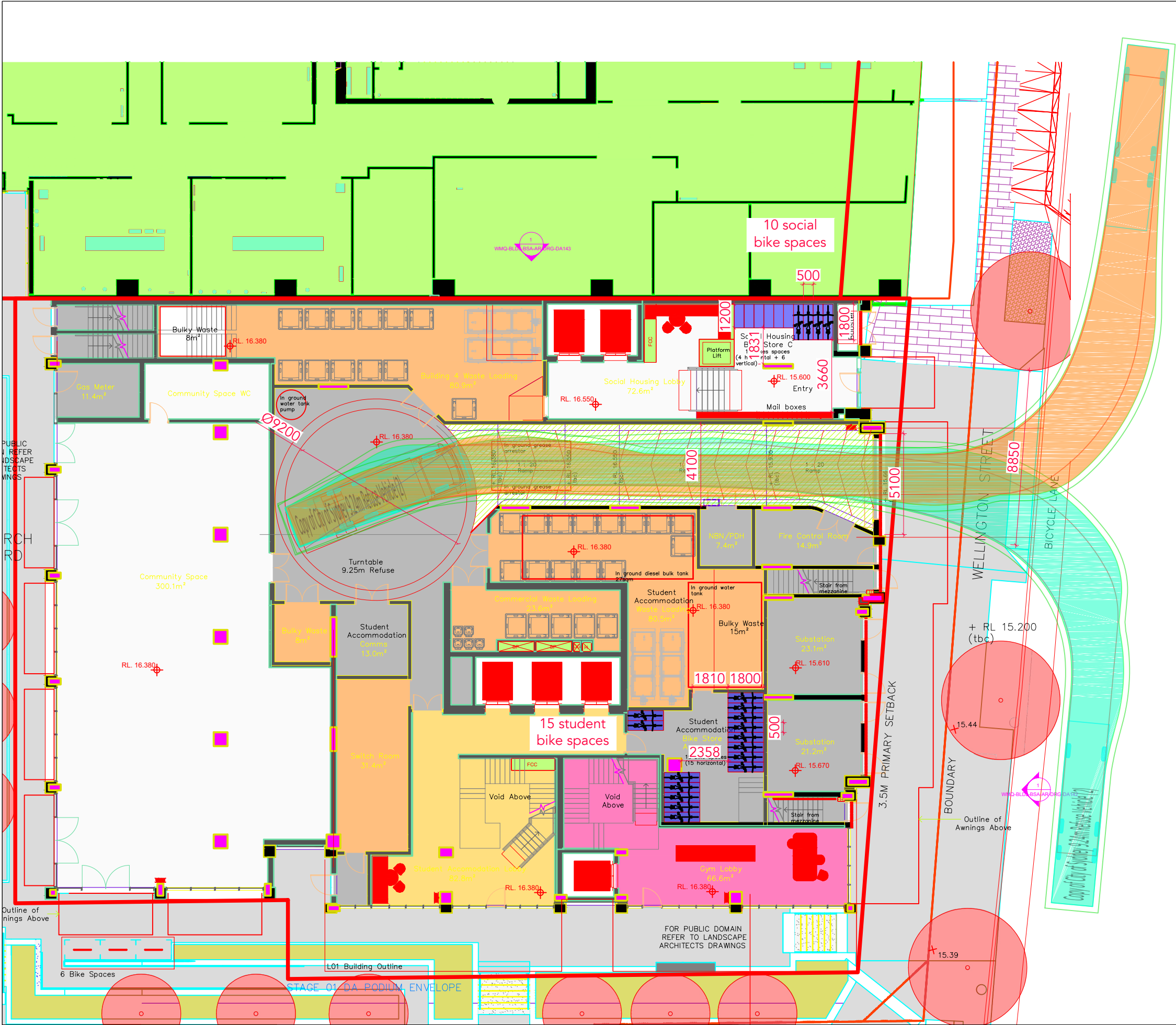


Vertical Bike Space

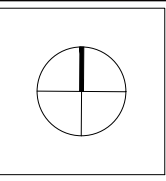


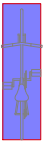
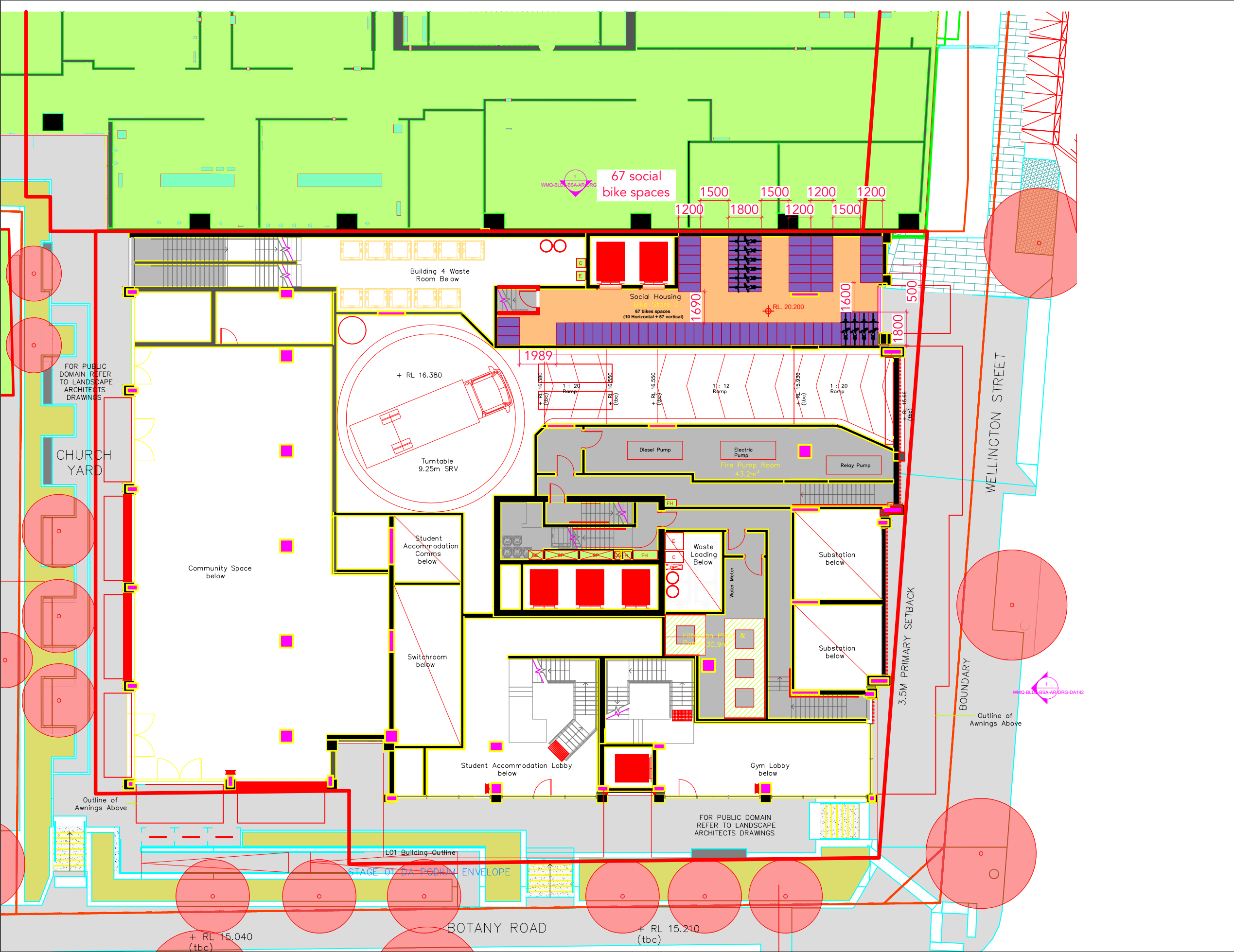
City of Sydney 9.24m Refuse Vehicle
Overall Length 9.240m
Overall Width 2.100m
Overall Body Height 3.800m
Min Body Ground Clearance 0.216m
Track Width 2.000m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.500m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

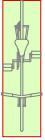


rev	date	comment / description	drawn	reviewed
1	28/07/20	Preliminary Assessment	SW	AM





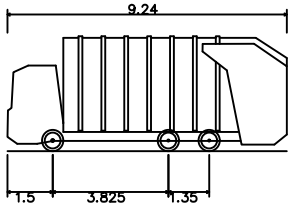
Horizontal Bike Space



Double Stacked
Bike Space



Vertical Bike Space



City of Sydney 9.24m Refuse Vehicle
Overall Length 9.240m
Overall Width 2.100m
Overall Body Height 3.800m
Min Body Ground Clearance 0.216m
Track Width 2.000m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.500m

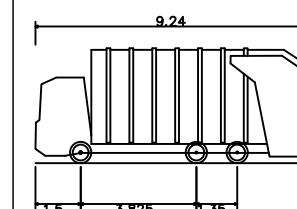
The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.



Double Stacked Bike Space



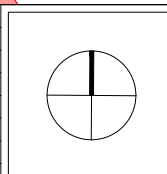
Vertical Bike Space



City of Sydney 9.24m Refuse Vehicle	
Overall Length	9.240m
Overall Width	2.100m
Overall Body Height	3.800m
Min Body Ground Clearance	0.216m
Track Width	2.000m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.500m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytica Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

rev	date	comment / description	drawn	reviewed
1	28/07/20	Preliminary Assessment	SW	AM



project

Waterloo Metro
Southern Precinct

drawing title

Building 3
First Floor Assessment

client	Mirvac
drawing #	Bld3-003
project #	2789
scale	1:200

rev 1

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16.4 Appendix 4 - Basement Carpark Management Plan



WATERLOO METRO QUARTER OVERSTATION DEVELOPMENT

**Environmental Impact Statement
Appendix I – Transport, Traffic & Parking
Management Plan
Appendix 4 – Car Park Management Plan**

SSD 10438 – Basement Car Park

State Significant Development,
Development Application

Prepared for **WL Developer Pty Ltd**

[30 September] 2020

Reference	Description
Applicable SSD Applications	SSD 10438 - Basement Car Park
Author	ptc. Steve Wellman
Reviewed	Waterloo Developer Pty Ltd Perry Milledge Matt Rawlinson
Document Number	WMQ-BMNT-PTC-TF-RPT-003
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Table of contents

Table of contents	3
1. Glossary and abbreviations	5
2. Executive Summary	8
3. Introduction.....	9
3.1 Basement Access	11
4. User Experience and Procedures	13
4.1 Residential	13
4.1.1 Car & Motorcycle Parking	13
4.1.2 Bicycle Parking	15
4.2 Commercial	16
4.2.1 Car & Motorcycle Parking	16
4.2.2 Bicycle Parking	18
4.3 Other Users	19
4.3.1 Car & Motorcycle Parking	19
4.3.2 Metro	19
4.3.3 Bicycle Parking	20
4.3.4 Couriers/Servicing	20
5. Summary	21

List of Figures

Figure 1 – Basement car park location of WMQ	11
Figure 2 – Vehicular Access to Basement and Shared Loading Dock	11
Figure 3 – Residential Parking Access/Egress (Level P1).....	14
Figure 4 – Residential Parking Access/Egress (Level P2).....	14
Figure 5 – Residential Bicycle Access/Egress (Level P1).....	15
Figure 6 – Commercial Car Parking Access/Egress (Level P1).....	17
Figure 7 – Commercial Car Parking Access/Egress (Level P2).....	17
Figure 8 – Commercial Bicycle Access/Egress (Level P1)	18
Figure 9 – Uncontrolled Parking Access/Egress (Level P1)	19
Figure 10 – Retail Bicycle Access/Egress (Level P1)	20

List of Tables

Table 1 – Car Parking Provision Breakdown.....	9
Table 2 – Motorcycle Parking Provision Breakdown.....	10
Table 3 – Basement Bicycle Parking Provision Breakdown.....	10

1. Glossary and abbreviations

Reference	Description
ACE	Access Control Equipment
ACHAR	Aboriginal Cultural Heritage Assessment Report
ADG	Apartment Design Guide
AHD	Australian height datum
AQIA	Air Quality Impact Assessment
BC Act	Biodiversity Conservation Act 2016
BCA	Building Code of Australia
BC Reg	Biodiversity Conservation Regulation 2017
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CIV	Capital Investment Value
CMP	Construction Management Plan
Concept DA	A concept DA is a staged application often referred to as a 'Stage 1' DA. The subject application constitutes a detailed subsequent stage application to an approved concept DA (SSD 9393) lodged under section 4.22 of the EP&A Act.
Council	City of Sydney Council
CPTED	Crime Prevention Through Environmental Design
CSSI approval	Critical State Significant Infrastructure Approval
CTMP	Construction Traffic Management Plan
CPMP	Car Park Management Plan
DA	Development Application
DCP	Development Control Plan
DPIE	NSW Department of Planning, Industry and Environment
DRP	Design Review Panel

EP&A Act	Environmental Planning and Assessment Act 1979
EPA	NSW Environment Protection Authority
EPA Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESD	Ecologically Sustainable Design
GANSW	NSW Government Architect's Office
GFA	Gross Floor Area
HIA	Heritage Impact Assessment
IAP	Interchange Access Plan
LEP	Local Environmental Plan
LGA	Local Government Area
NCC	National Construction Code
OSD	Over Station Development
PIR	Preferred Infrastructure Report
POM	Plan of Management
PSI	Preliminary Site Investigation
RMS	Roads and Maritime Services
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 55	State Environmental Planning Policy No 55—Remediation of Land
SEPP 65	State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2009
SREP Sydney Harbour	State Regional Environmental Plan (Sydney Harbour Catchment) 2005
SSD	State Significant Development

SSD DA	State Significant Development Application
SLEP	Sydney Local Environmental Plan 2012
Transport for NSW	Transport for New South Wales
TIA	Traffic Impact Assessment
The proposal	The proposed development which is the subject of the detailed SSD DA
The site	The site which is the subject of the detailed SSD DA
VIA	Visual Impact Assessment
WMQ	Waterloo Metro Quarter
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

2. Executive Summary

This Car Park Management Plan (CPMP) has been prepared by **ptc.** to address the Secretary's Environmental Assessment Requirements (SEARs) for the Basement Car Park State significant development application (SSDA) for the Waterloo Metro Quarter (WMQ) over station development (OSD).

The relevant SEARs condition for the Basement Car Park Detailed Design SSDA (SSD 10438) is as follows:

8. Traffic, Parking and Access (Construction and Operation)

The EIS shall include a traffic, parking and access assessment that provides but is not limited to, the following:

- *Car parking strategy and Management Plan not exceeding maximum car parking rates as specified in Concept Approval or as amended.*

This report details the operations associated with the Basement Car Park for the mixed-use development in the WMQ. It is noted that this CPMP is to be read in conjunction with the Transport, Traffic and Parking Assessment for the Basement Car Park SSD DA (SSD 10438) for an assessment of the proposed parking provisions in accordance with the parking provision rates stipulated within the SLEP and the Concept Approval Conditions of Consent (SSD 9393).

3. Introduction

The basement car park will comprise two levels (P1 and P2) of parking for the mixed-use development (comprising Northern, Central and Southern Precincts) at the Waterloo Metro Quarter (WMQ). The site is bounded by Botany Road to the west, Wellington Street to the south, Cope Street to the east and Raglan Street to the north.

The development comprises 155 car parking spaces, which do not exceed the maximum parking rates stipulated in the City of Sydney Local Environmental Plan (LEP) 2012¹ or the limits outlined within the SSD 9393 Concept Approval Conditions.

A breakdown of the car parking allocation for each use type in the basement car park is summarised in Table 1. Refer to the Transport, Traffic and Parking Assessment for the Basement Car Park SSD DA (SSD 10438) for an assessment of the proposed parking provisions in accordance with the parking provision rates stipulated within the SLEP and the Concept Approval Conditions of Consent (SSD 9393).

Use Type	P1	P2	Total Provided ²
Commercial	11	52	63
Retail	0	0	0
Market Residential & Affordable Housing	30	37	67
Market Residential Visitors	2	0	2
Residential – Social Housing	8	0	8
Car Share - Commercial	2	0	2
Car Share - Residential	2	0	2
Child Care	1	0	1
Metro	2	0	2
Servicing	5	0	5 ³
Car Wash	1	0	1
Church	2	0	2
Total Car Parking	66	89	155

Table 1 – Car Parking Provision Breakdown

The development also includes 13 motorcycle spaces and 638 bicycle spaces (plus 300 lockers and 34 shower/change cubicles). Refer to Table 2 and Table 3.

¹ Refer to the Traffic Impact Assessment for SSD 10438

² Total provided in the basement car park on levels P1 and P2 (excluding loading dock provision)

³ Excludes Northern Loading Dock (SSD-10440) and Southern Loading Dock (SSD-10437)

Use Type	P1	P2	Total Provided ²
Commercial	3	3	6
Retail	0	0	0
Residential	5	2	7
Total Motorcycle Parking	8	5	13

Table 2 – Motorcycle Parking Provision Breakdown

Use Type	P1	P2	Total Provided ⁴
Commercial	236	0	236
Retail & Child Care	45	0	45
Residential (Lockers)	65	0	65
Residential (Storage)	13	72	85
Total Bicycle Parking⁵	359	72	431

Table 3 – Basement Bicycle Parking Provision Breakdown

It is noted that visitor bicycle parking spaces are provided within the ground floor in the public domain for convenient access to the development by visitors.

⁴ Total provided in the basement car park on levels P1 and P2

⁵ Basement Car Park excludes bicycle parking for Southern Precinct SSD-10437

3.1 Basement Access

The main vehicular access to the basement car park site will be off Cope Street via Church Square, which will be a shared zone and will provide access to the basement car park (see Figure 1 & Figure 2).

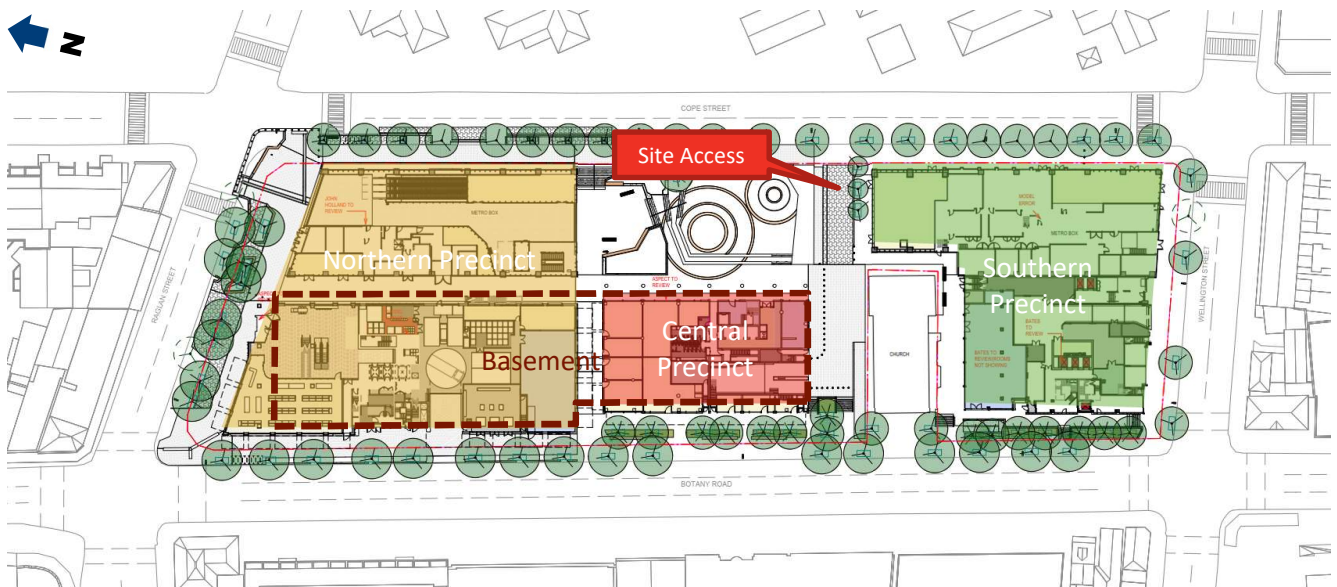


Figure 1 – Basement car park location of WMQ

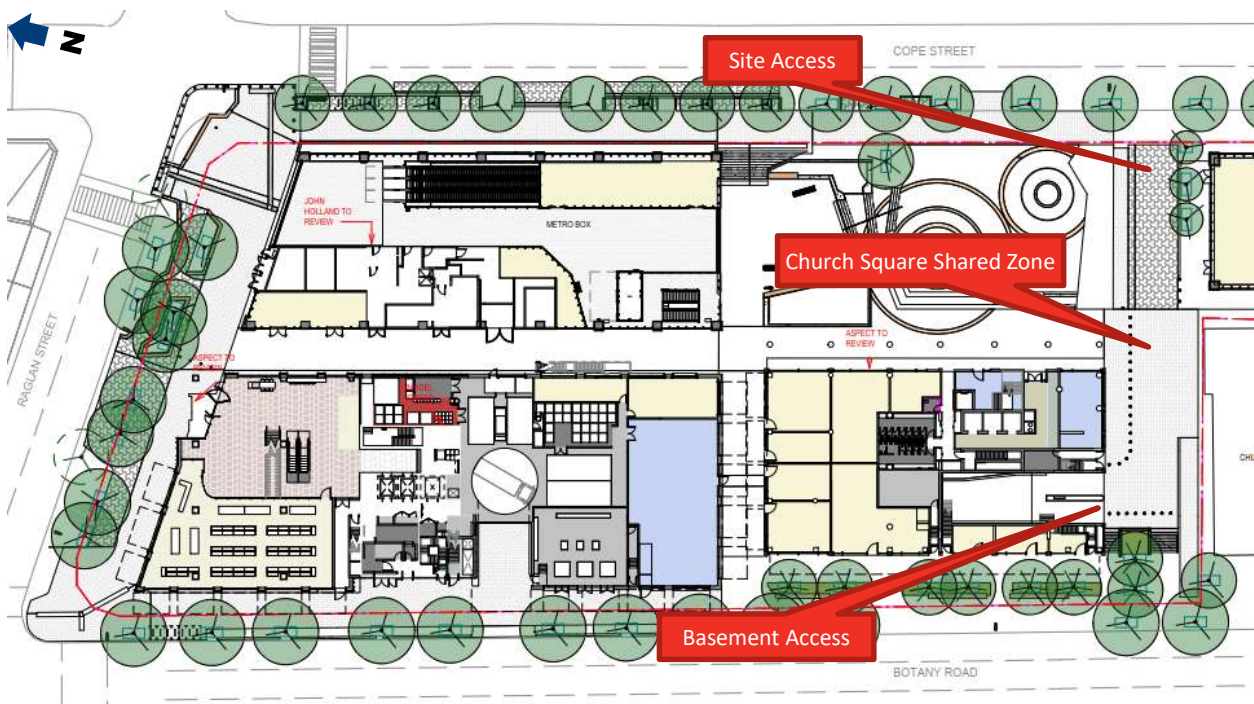


Figure 2 – Vehicular Access to Basement and Shared Loading Dock

The residential and commercial parking provided basement car park will be secured with multiple access control points proposed to restrict access to residential/commercial secure parking areas upon entry on Levels P1 and P2. The type of access control equipment (ACE) will be determined in the detailed design stage (e.g. boom gate or roller shutter). A security office is located on Level P1 to monitor access to the car park.

With regard to pedestrian and cyclist access to the site and associated end of trip facilities will be via designated entrances such that cyclists will not be required to use vehicular ramps to access bicycle parking. Occupants of Building 1 and Building 2 will have direct lift access from the buildings above as follows:

- Commercial EoTF and bicycle parking is provided on Level P1 below the Northern Precinct and cyclists are able to access the EoTF via a dedicated entry from Botany Road and use two shuttle lifts located on ground level.
- Retail EoTF is provided on Level P1 which can be accessed via a shuttle lift within the Central Precinct.

4. User Experience and Procedures

4.1 Residential

Car and motorcycle parking are allocated for residents on both levels P1 and P2, controlled by access control equipment (ACE). It is noted that the access control equipment (ACE) is likely to comprise a swipe card/fob system with boom gates and/or roller shutters, which will be confirmed in the detailed design stage.

The Building Manager will maintain a register of swipes/fobs issued and manage the issue of replacement (e.g. if a swipe/fob is lost). If a swipe/fob is replaced, the Building Manager will utilise the car park management system to remove access rights for the lost swipe/fob (i.e. so that the number of active swipes/fobs for each apartment is only the quantity permitted, dependent on how many parking spaces each resident has).

Residents will access and egress the site via the same route, as outlined in the following section.

4.1.1 Car & Motorcycle Parking

Residential parking is provided on both levels P1 and P2 and controlled at two access control points (security lines). Resident vehicles will access the car park via Cope Street down the ramp into Level P1, drive past the uncontrolled parking area and subsequently turn left at the security line on P1.

There is a security line located further into the car park prior beyond the uncontrolled parking via a left-turn to the resident parking section on level P1. Residents will use their swipe/fob to gain access to parking (see Figure 3).

For parking on P2, there is a security line prior to the ramp down to P2 upon arrival from Cope Street on P1 where public access is restricted and residents will use their swipe/fob to proceed past the commercial parking spaces. A third potential security line is provided on level P2 subsequent to the commercial parking area for residents to swipe/fob into residential parking (see Figure 4).

With regard to the social housing component of the development in Building 4, a total of 8 parking spaces are allocated to social housing. Pedestrian access to these parking spaces is via a lift located in Cope Street Plaza. Fire stairs are also provided for access in the event of a lift malfunction.

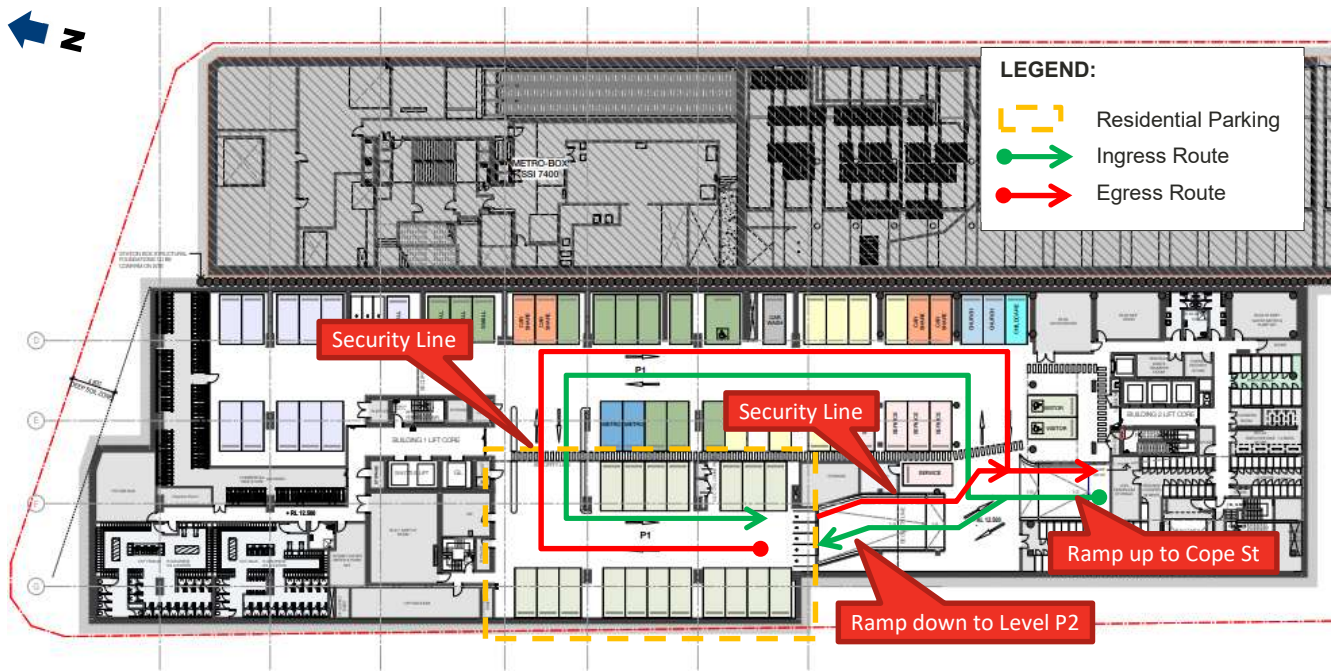


Figure 3 – Residential Parking Access/Egress (Level P1)

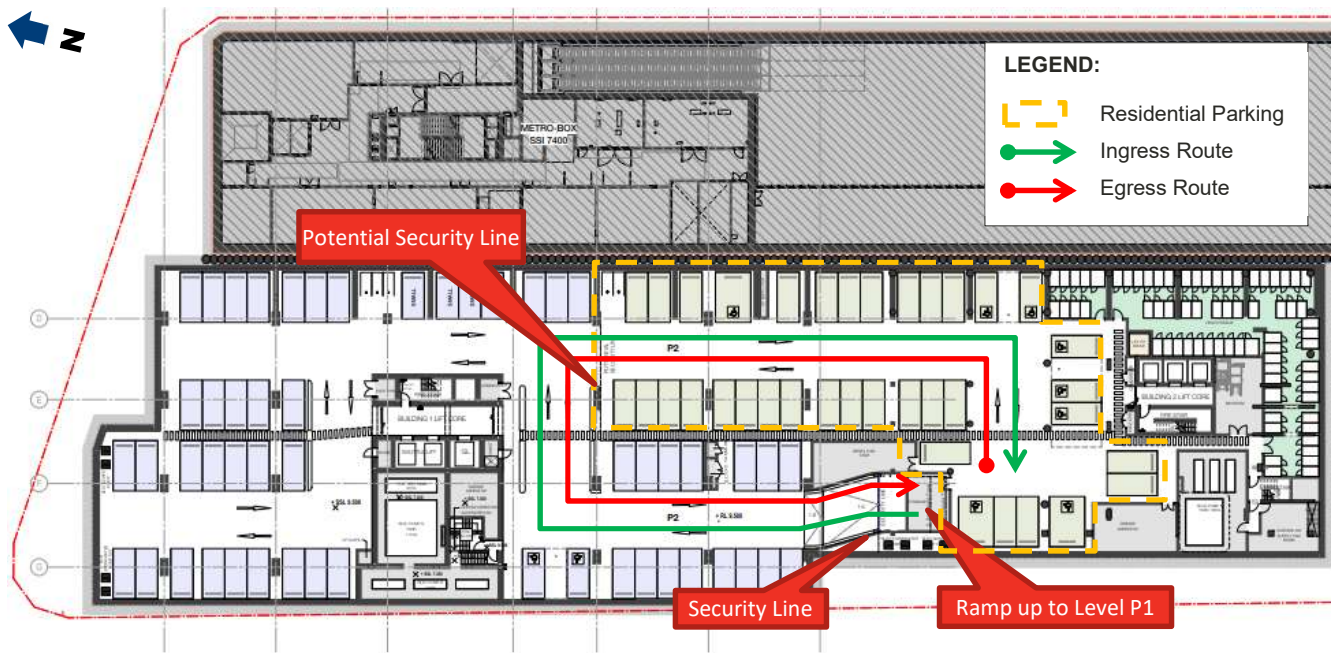


Figure 4 – Residential Parking Access/Egress (Level P2)

4.1.2 Bicycle Parking

Bicycle parking for residents are provided in the form of secure lockers and located on level P1 upon entry from Cope Street (see Figure 5).

Residents will not require a swipe/fob card to gain access to bicycle parking, as the bicycle storage lockers allocated to each resident will be secured with other means (i.e. individual locks).

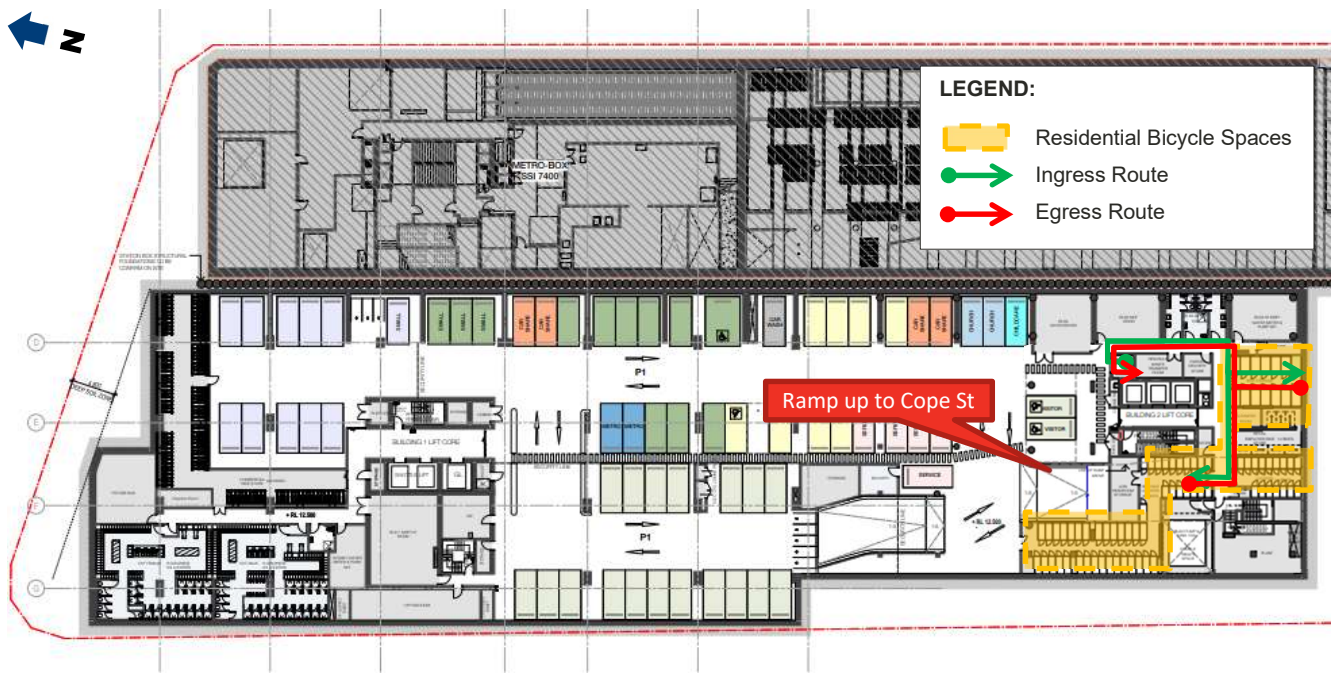


Figure 5 – Residential Bicycle Access/Egress (Level P1)

4.2 Commercial

Car and motorcycle parking are allocated for commercial use on both levels P1 and P2, controlled by access control equipment (ACE). It is noted that the access control equipment (ACE) is likely to comprise a swipe card/fob system with boom gates and/or roller shutters, which will be confirmed in the detailed design stage.

Similar to residential parking, the Building Manager will maintain a register of swipes/fobs issued and manage the issue of replacement (e.g. if a swipe/fob is lost). If a swipe/fob is replaced, the Building Manager will utilise the car park management system to remove access rights for the lost swipe/fob (i.e. so that the number of active swipes/fobs for each apartment is only the quantity permitted, dependent on how many parking spaces each tenant has).

Commercial tenants will access and egress the site via the same route, as outlined in the following section.

4.2.1 Car & Motorcycle Parking

Commercial parking is provided on both levels P1 and P2 and controlled at two access control points (security lines). Tenants will access the car park via Cope Street down the ramp into Level P1 and drive past the uncontrolled parking spaces are located upon entry via a left-turn.

There is a security line located further into the car park beyond the uncontrolled parking area (prior to the commercial parking section) on level P1 for tenants to utilise their swipe/fob to access the parking spaces (see Figure 6).

For commercial parking on P2, there is security line prior to the ramp down to P2 to restrict public access, where tenants will utilise their swipe/fob to gain access down the ramp to parking (see Figure 7).

Commercial tenants will access the car park via the car park shuttle lifts. Furthermore, cyclist access to the commercial end of trip facilities will be via a dedicated entrance on Botany Road. Fire stairs are also provided for access in the event of a lift malfunction.

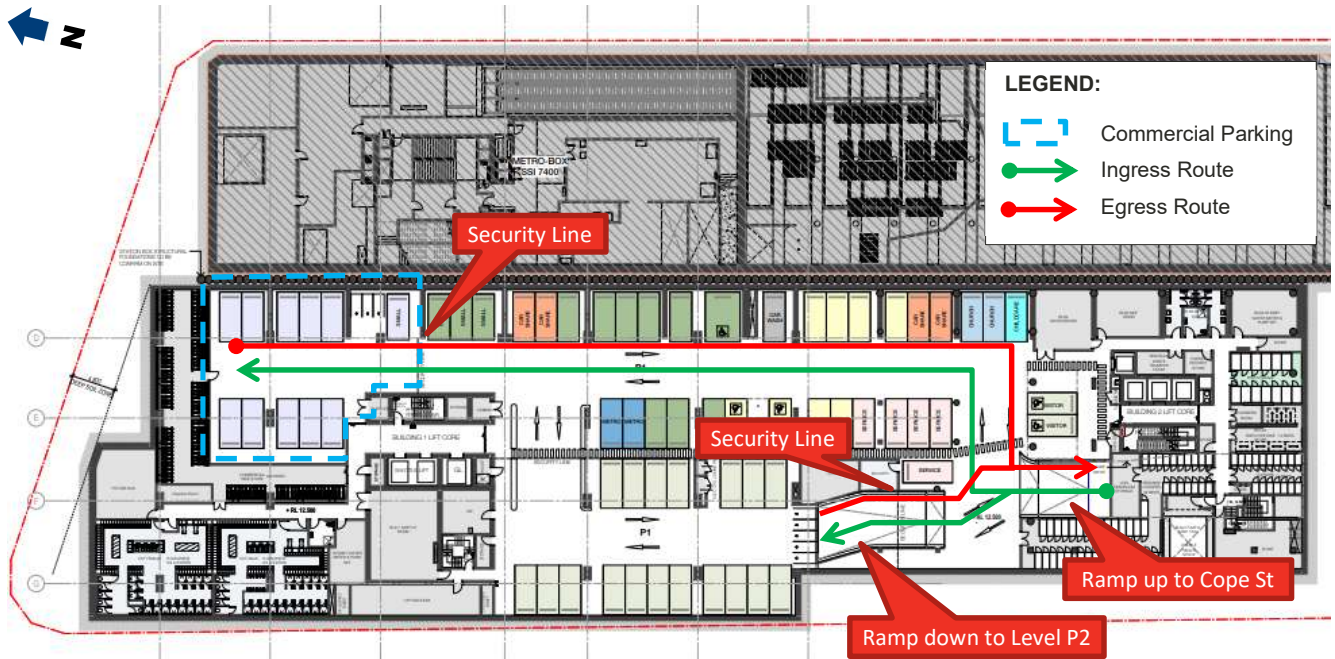


Figure 6 – Commercial Car Parking Access/Egress (Level P1)

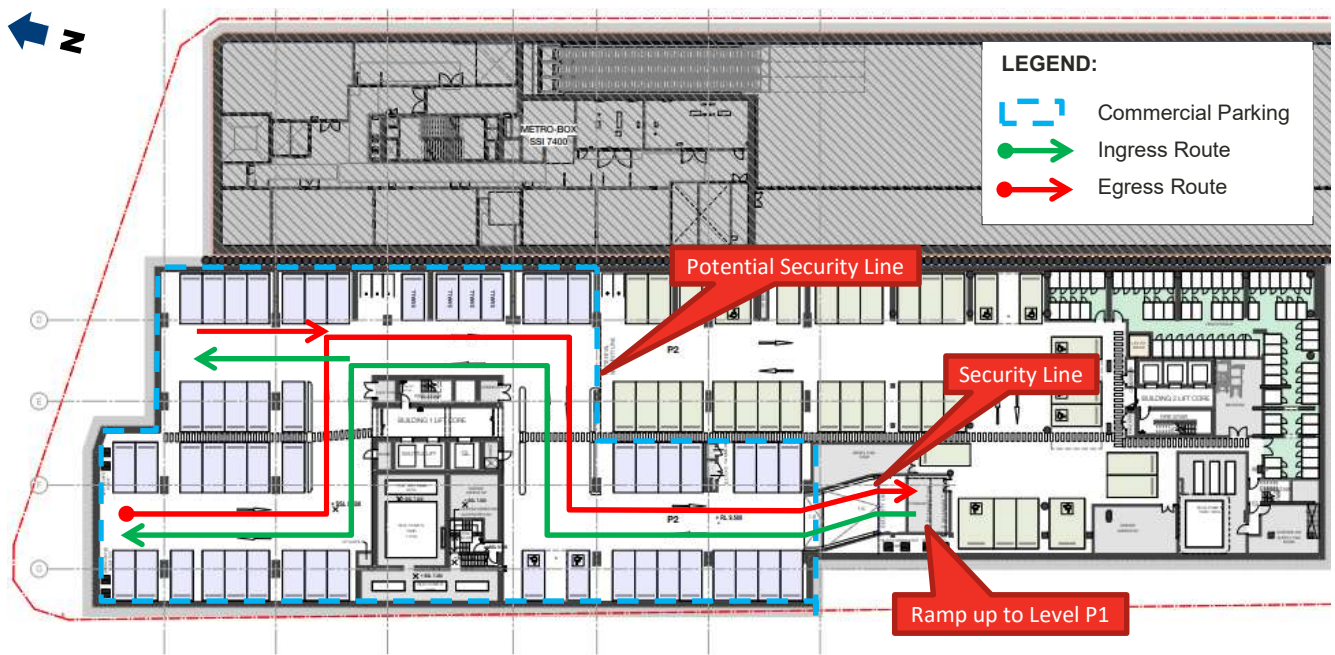


Figure 7 – Commercial Car Parking Access/Egress (Level P2)

4.2.2 Bicycle Parking

Commercial bicycle parking is provided in the form of a secure cage and located on level P1 (see Figure 8).

Tenants will require a swipe/fob card to gain access to bicycle parking as the bicycle EoTF is secure.

A secure EoTF is provided for retail staff in the south-eastern corner of the level P1 which can be accessed via the car park shuttle lifts from Cope Street Plaza.

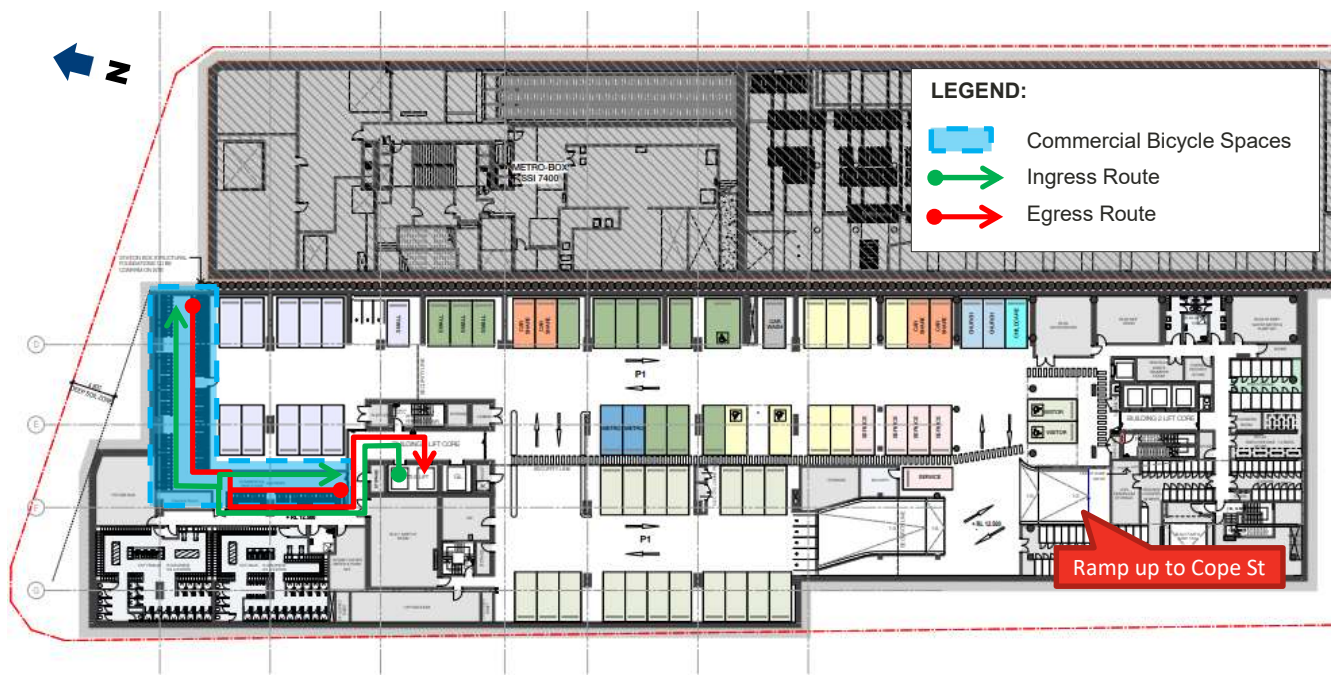


Figure 8 – Commercial Bicycle Access/Egress (Level P1)

4.3 Other Users

4.3.1 Car & Motorcycle Parking

Parking provision for other users (including church, childcare, residential visitors, car share and courier service vehicle parking) are provided on Level P1.

Parking for tenants are provided as uncontrolled spaces which are located on level P1 upon entry; prior to the commercial/residential parking areas which are controlled by ACE (see Figure 9).

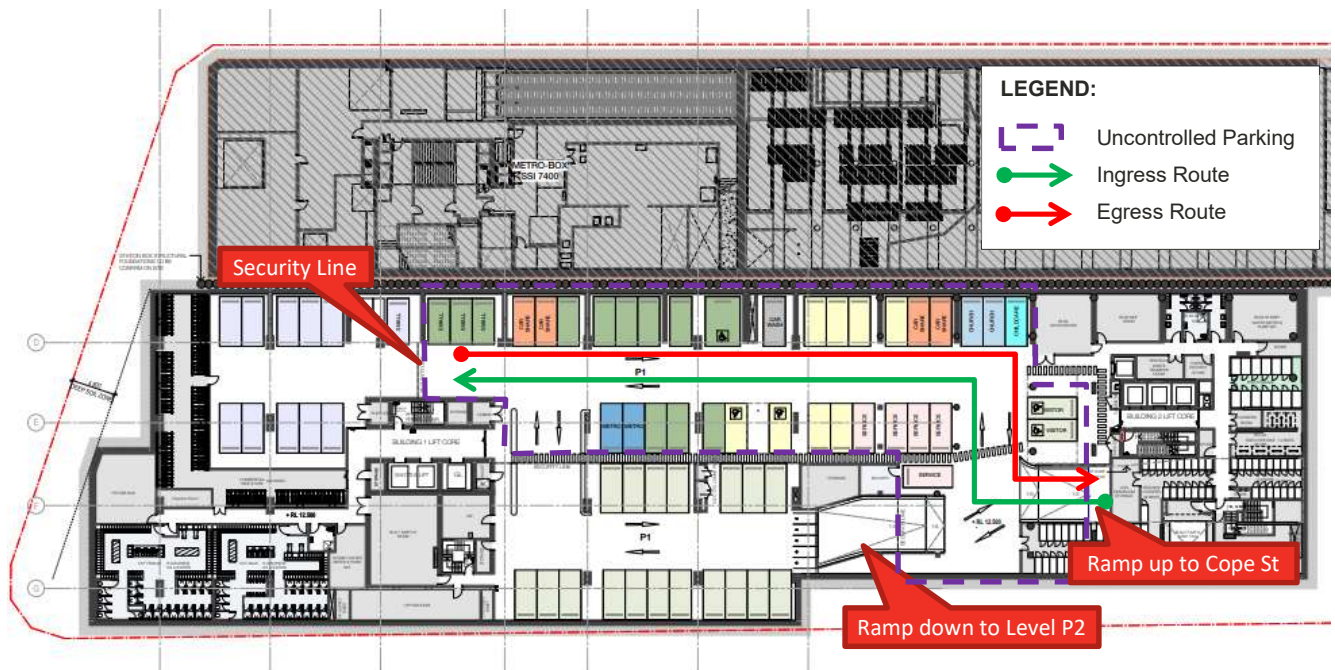


Figure 9 – Uncontrolled Parking Access/Egress (Level P1)

4.3.2 Metro

In addition to the other users outlined in Section 4.3.1, there are 2 parking spaces allocated to Metro within Level P1 in the uncontrolled parking area.

4.3.3 Bicycle Parking

The retail bicycle parking EoTF is provided in the form of bicycle racks in a room located on level P1 upon entry from Cope Street Plaza (see Figure 10).

Tenants will require a swipe/fob card to gain access to bicycle parking as the EoTF is secured. Individual locks will be required for each bicycle rack, to be provided by the cyclists themselves.

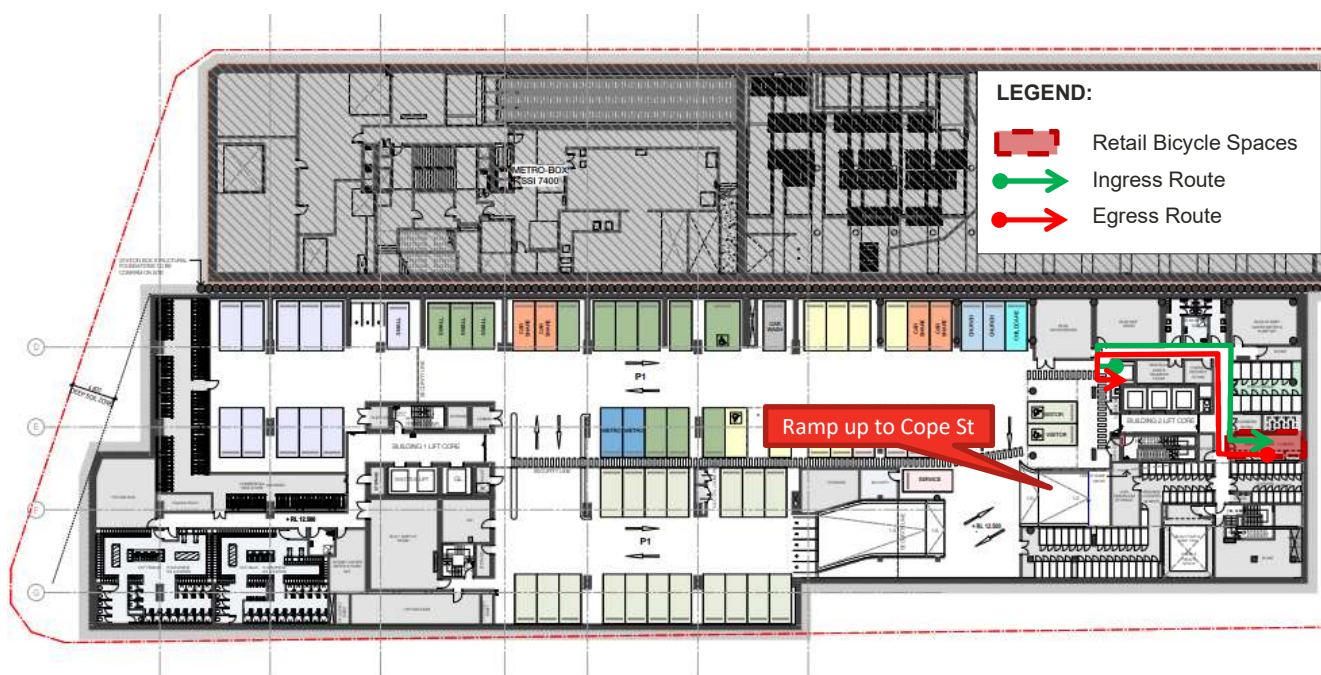


Figure 10 – Retail Bicycle Access/Egress (Level P1)

4.3.4 Couriers/Service

During operating hours, couriers and small service vehicles will access the car park via the ramp from Cope Street, and park in the uncontrolled parking area as shown previously in Section 4.3.1 (see Figure 9). As such, no swipe/fob or ticket validation is required for couriers/small service vehicles. Access for service vehicles will be booked and managed through an online booking system which can be accessed via an appropriate smartphone app.

Larger service vehicles will access the site via the loading dock access on Botany Road for the Northern Precinct, Central Precinct and Metro or Wellington Street for the Southern Precinct. Refer to the WMQ Freight and Servicing Management Plan (FSMP) for further information (to be submitted separately).

5. Summary

This CPMP has been prepared to outline the operations of the basement car park and to address the SEARs Item 8 for SSD 10438; with confirmation of the parking provision not exceeding the maximum allowable rates stipulated in the City of Sydney LEP 2012 as required by the concept approval (SSD 9393) conditions of consent B9 and B10. The provided motorcycle and bicycle parking also satisfy the minimum provision rates stipulated in the City of Sydney DCP 2012.