Our Ref: 23384

26 August 2024

IGLU Pty Ltd
Level 4, 69 York Street
SYDNEY NSW 2000

Attention: Mark Pellen

Dear Mark,

RE: PICK UP/ DROP OFF ON NIDA LANE – FEASIBILITY ASSESSMENT

Introduction

The Transport Planning Partnership (TTPP) has been asked to demonstrate how the existing service lane of the National Institute of Dramatic Arts (NIDA) could work during pick up/ drop off (PUDO) periods during events, following the development of the proposed student housing at 215B Anzac Parade, Kensington.

TTPP has prepared a concept layout as a feasibility assessment for car and bus parking and circulation.

The proposed layout has been developed as a feasibility assessment. It is assumed that NIDA would make its own decision on the layout of the service lane separate to the development at 215B Anzac Parade.

Site Context

NIDA has an access easement on the development site of 215B Anzac Parade, Kensington. The easement provides access to a 6.875m service lane accessed from Anzac Parade.

The existing 6.875m vehicle crossover at Anzac Parade will be maintained, however the following service lane is to be widened into the site, to give it a total width of 10m (compared to the existing 6.875m).

Currently access to service lane can also be obtained via the at-grade car park at the proposed development site.

Following development of the student accommodation, NIDA's basement car park traffic would divert to the Anzac Parade access via the NIDA service lane.

As it is understood, the typical traffic generation to the NIDA basement car park is low and centred around the commuter/ road network peak periods.

Comparatively, the use of the PUDO facilities on the laneway are likely to peak before and after special events and would largely be outside of the road network peak periods.

Therefore, the basement peak traffic and peak PUDO traffic is not likely to overlap.

Proposed PUDO Layout

Several layout options for the future NIDA service lane has been investigated with an intent to provide:

- an area for patrons of NIDA to be picked up and dropped off by car
- an area for patrons of NIDA to be picked up and dropped off by bus
- a turnaround area for all vehicles.

The following final options are suggested, with Option A suggested as the preferred option, and Option B and C investigated following Randwick Council's recommendations.

- **Option A – Preferred Option:** with one 13m long bus bay on the south side and three car spaces on the north side of the NIDA laneway.
- **Option B – Option 1 plus an additional bus bay:** with two 13m long bus bays on the south side and three car spaces on the north side of the NIDA laneway.
- **Option C – Provision of all parking on the north side of the laneway:** with one 13m long bus bay and two car spaces on the north side of the NIDA laneway.

Option A – Preferred Layout

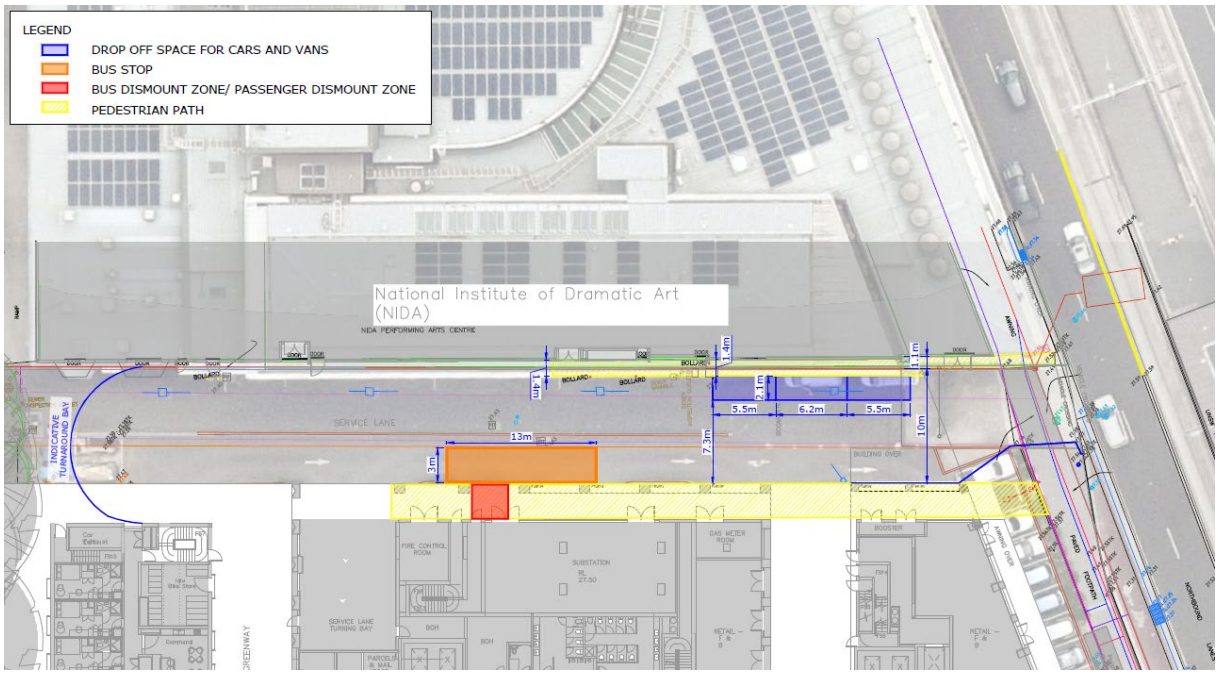
The proposed Option A layout allows for the following provisions:

- a PUDO area with capacity for **three car spaces** (17.5m long) along the northern side of the NIDA lane,
- **one bus bay** for large groups, along the southern side of the NIDA lane, adjacent to the undercroft pedestrian walkway at the development site
- the existing traffic management structures (e.g. bollards) on the NIDA service lane have been retained, to ensure existing clearances to doorways and access points are maintained.
- a 1.4m wide walking path along the northern side, which has been aligned with the existing bollards fronting doorways, to provide pedestrian access to the NIDA entrance

- the end of the laneway has been widened to 13m, to enable a clear turnaround area for cars
- provision of a separate turning bay for buses and trucks to undertake a three-point turn and exit the site.

The layout is shown in Figure 1, with swept path analysis of the layout provided in Appendix A.

Figure 1: Option A PUDO Layout



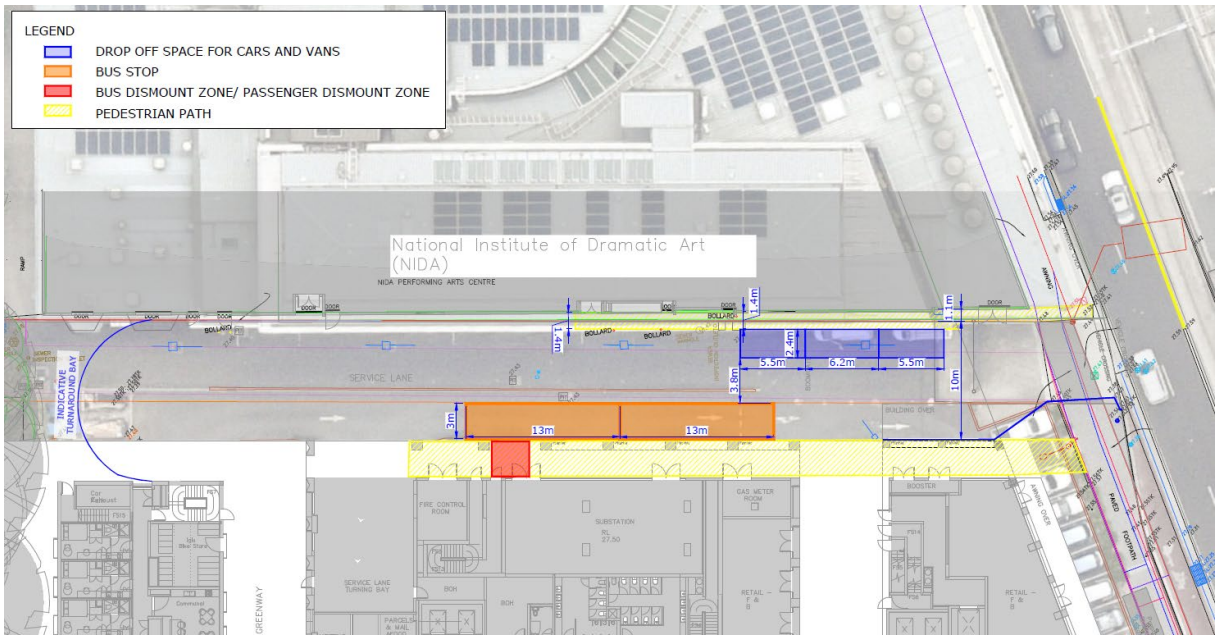
Option A allows for the optimal user experience with:

- a clear two-way traffic flow past the bus bay and car bays, when they are occupied
- buses have sufficient clearance to undertake a three-point turn and exit the site
- safe pedestrian paths provided on both sides of the laneway
- a wider pedestrian path and dismount area for large groups/ bus patrons.

Option B Additional Bus Bay

The proposed Option B layout is Option A plus the addition of a second bus bay at the rear of the first, as shown in Figure 2.

Figure 2: Option B PUDO Layout



Option B allows for the following operational characteristics:

- capacity for two buses
- two-way car flow through the laneway, except for a pinch point, where the bus bay and car bay on the opposing side of the carriageway overlap, creating a one-lane, two-way operation.

The pinch point would operate similar to most local roads with parking on both sides of the road, or a chicane traffic calming treatment where opposing vehicles would give way to each other to negotiate a one-lane pinch point. This type of pinch point is common for low traffic roads.

It is noted that a parked bus may limit sightlines down the laneway. However, traffic volumes and speeds are expected to be low within this site and therefore, the one-lane, two-way operation for a short pinch point should operate acceptably. In addition, it is not expected that there would frequently be multiple buses on-site therefore, the pinch point would not often be present.

Swept path analysis of the layout provided in Appendix B.

Option C – All Parking on the Northern Side

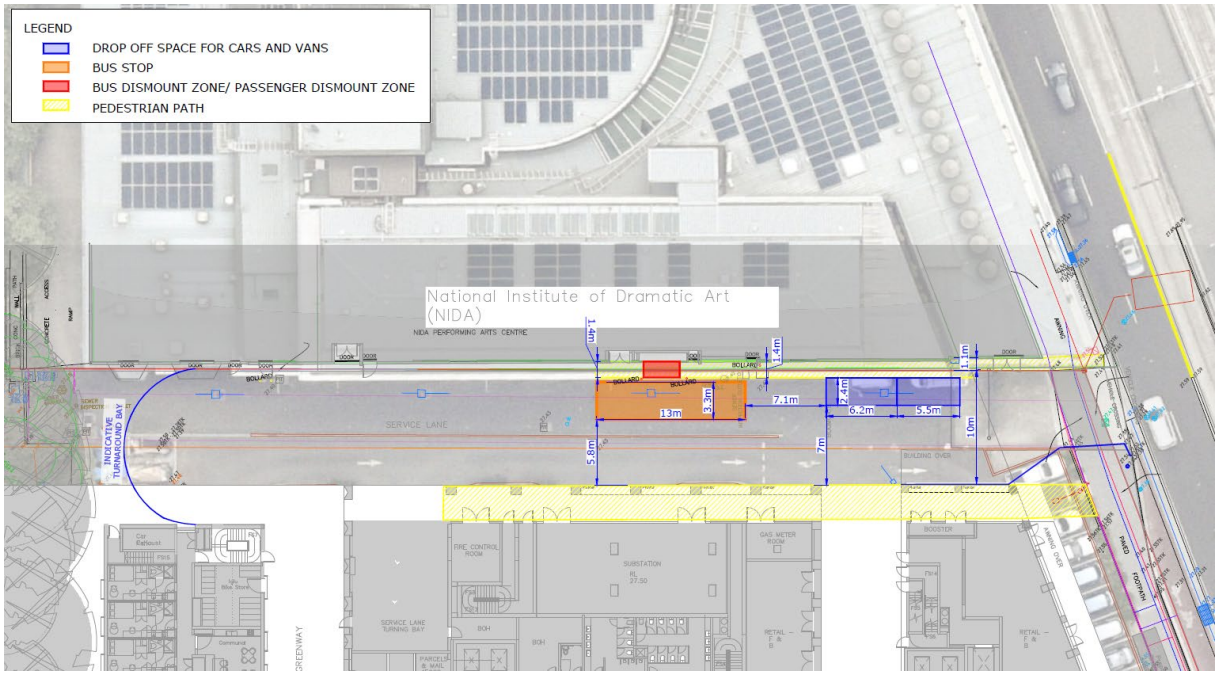
The proposed Option C layout allows for the following provisions:

- a PUDO area with capacity for **two car spaces** (11m long) along the northern side of the NIDA lane,
- **one bus bay,** 13m long, for large groups, along the northern side of the NIDA lane

- the existing traffic management structures (e.g. bollards) on the NIDA service lane have been retained, to ensure existing clearances to doorways and access points are maintained.
- a 1.4m wide walking path along the northern side, which has been aligned with the existing bollards fronting doorways, to provide pedestrian access to the NIDA entrance
- the end of the laneway has been widened to 13m, to enable a clear turnaround area for cars
- provision of a separate turning bay for buses and trucks to undertake a three-point turn and exit the site.

The layout is shown in Figure 3, with swept path analysis of the layout provided in Appendix C.

Figure 3: Option C PUDO Layout



Option C allows for the following operational characteristics:

- clear two-way carriageway of 5.8m width, past the bus and car bays,
- sufficient clearance for a bus to undertake a 3 point turn and park forward into the bus bay
- a clearance of 7m between the bus bay and the first car bay, to provide sufficient draw out length for an exiting bus path
- pedestrians alight on the NIDA side of the laneway and are able to walk directly to the NIDA entrance without crossing the driveway.

Option C provides the least efficient option of the three options, noting that it allows:

- for a reduced parking capacity of one bus and two cars

- for a narrower pedestrian pathway for large bus groups to dismount onto,
- a criss-crossing of traffic movements between car traffic entering the PUDO spaces and bus exiting, and
- requires car traffic to tightly manoeuvre around a parked bus to access the PUDO spaces, where in the other options they are able to continue straight ahead in one lane.

Summary and Conclusion

Ideally, the service lane for NIDA should be provided with two-way traffic carriageway and a separated parking lane for PUDO activities.

The above details three viable PUDO layout options for the NIDA service lane.

Option C allows for a single parking lane for both bus and cars, and a two-way carriageway. However, if the parking bays are to be line marked and specially designated, then a parking capacity of two cars and one bus can be achieved, to allow adequate clearances for swept paths, in particular bus swept paths. This indicates a lower parking capacity than Options A and B.

Option B supports the highest parking capacity with two bus and three car bays. However, bus and car bays are in opposite sides of the laneway, to enable bus and car swept paths to be separated. There are two traffic lanes past the parking bays, with the exception of a pinch point, where traffic is required to negotiate two-way access. This is similar to most local roads with parking on both sides of the road, therefore, is expected to be manageable. In addition, most traffic would be travelling forward to enter the PUDO bays. Therefore, there is not expected to be a high volume of opposing flows.

Notwithstanding, it is ideal to allow event related traffic to be efficient and free flowing by eliminating all pinch points. On this basis, the pinch point can be removed by reducing the parking capacity to one bus bay and three car bays, or, two bus bays and two car bays, which forms Option A.

In addition, in the instance where there are multiple buses and lots of passengers alighting from the bus, it would be more efficient to for passengers to alight on the southern side of the laneway, where an undercroft walkway is proposed as part of the student accommodation development. This walkway continues east and provides direct access to the public footpath along Anzac Parade, which then connects to the NIDA entrance. It also connects to the wider 'Eat Street' pedestrian mall which provides a more aesthetic location for pedestrians to alight. On this basis, Option A and B are the more desirable options.

Signage and Linemarking

The signage and linemarking has not been detailed in the plans provided in the appendices as there are several options for these and NIDA may wish to choose based on their own aesthetics. However, the following minimum signage are recommended:

- Sign posted parking restrictions including "P5min" for the car bays and "Buses Only" for the bus bays
- line marking or surface treatment to delineate parking bays from the general traffic lane
- bollards located along the northern pathway, in between each parking bay to prevent vehicles being parked on the pathway
- 'No Parking' signs posted on the walls or ground to deter people from stopping outside of designated parking bay.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

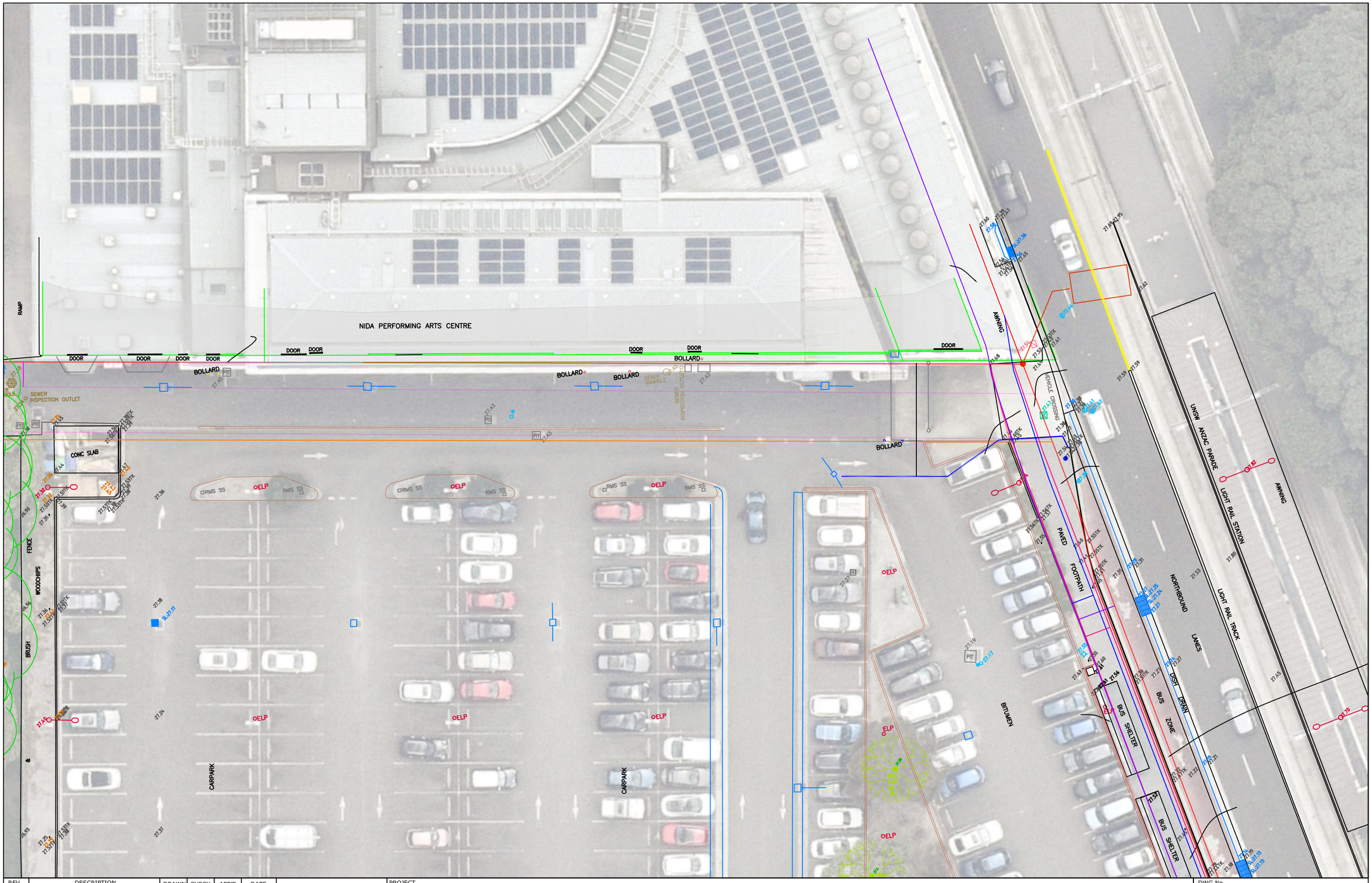
Yours sincerely,

Ken Hollyoak
Director

Encl. Appendix A: Option A PUDO Layout
Appendix B: Option B PUDO Layout
Appendix C: Option C PUDO Layout

Appendix A

Existing Laneway Plan and Option A PUDO Layout



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	OF	KH	21/08/24

ttpp transport planning

PROJECT

IGLU KENSINGTON

TITLE

EXISTING SURVEY PLAN

DWG No. 21435CAD028_A
FIGURE (1)

DATE STAMP
21 AUGUST 2024

PROJECT No.	SCALE	REV.
21435	1:300 @A3	B

LEGEND

- DROP OFF SPACE FOR CARS AND VANS
- BUS STOP
- BUS DISMOUNT ZONE/ PASSENGER DISMOUNT ZONE
- PEDESTRIAN PATH

National Institute of Dramatic Art (NIDA)

NIDA PERFORMING ARTS CENTRE

RAMP

DOOR

BOLLARD

SEWER INSPECTION OUTLET

SEWER MANHOLE

INDICATIVE TURNAROUND BAY

SERVICE LANE

1.4m

1.4m

1.1m

2.1m

5.5m

6.2m

5.5m

13m

3m

7.3m

10m

BOOSTER

BUILDING OVER

AWNING

VEHICLE CROSSING

UNSW ANZAC PARADE

LIGHT RAIL STATION

AWNING

PAVED FOOTPATH

NORTHBOUND LIGHT RAIL TRACK

BUS ZONE

DIST DRAIN

BUS SHELTER

BUS SHELTER

Light Rail Stop

Car Exhaust

FS7

FS15

Iglu Bike Store

Communal

Terrace

Entry

FS8

GREENWAY

FIRE CONTROL ROOM

FS2

FS3

SUBSTATION RL 27.50

GAS METER ROOM

SERVICE LANE TURNING BAY

BOH

BOH

MEETING ROOM

PARCELS & MAIL &FOOD DELIVERY

BUILDING B LOBBY + RECEPTION

FS4

RETAIL AMENITIES / BOH ACCESS

RETAIL – F & B RL 27.50

RETAIL – F & B

FS14

FS5

FS6

BUILDING C LOBBY

RETAIL – F&B

RETAIL – F & B RL 27.30

IGLU RECEPTION

AWNING OVER

EAT STREET

Entry

FS9

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT

IGLU KENSINGTON

TITLE

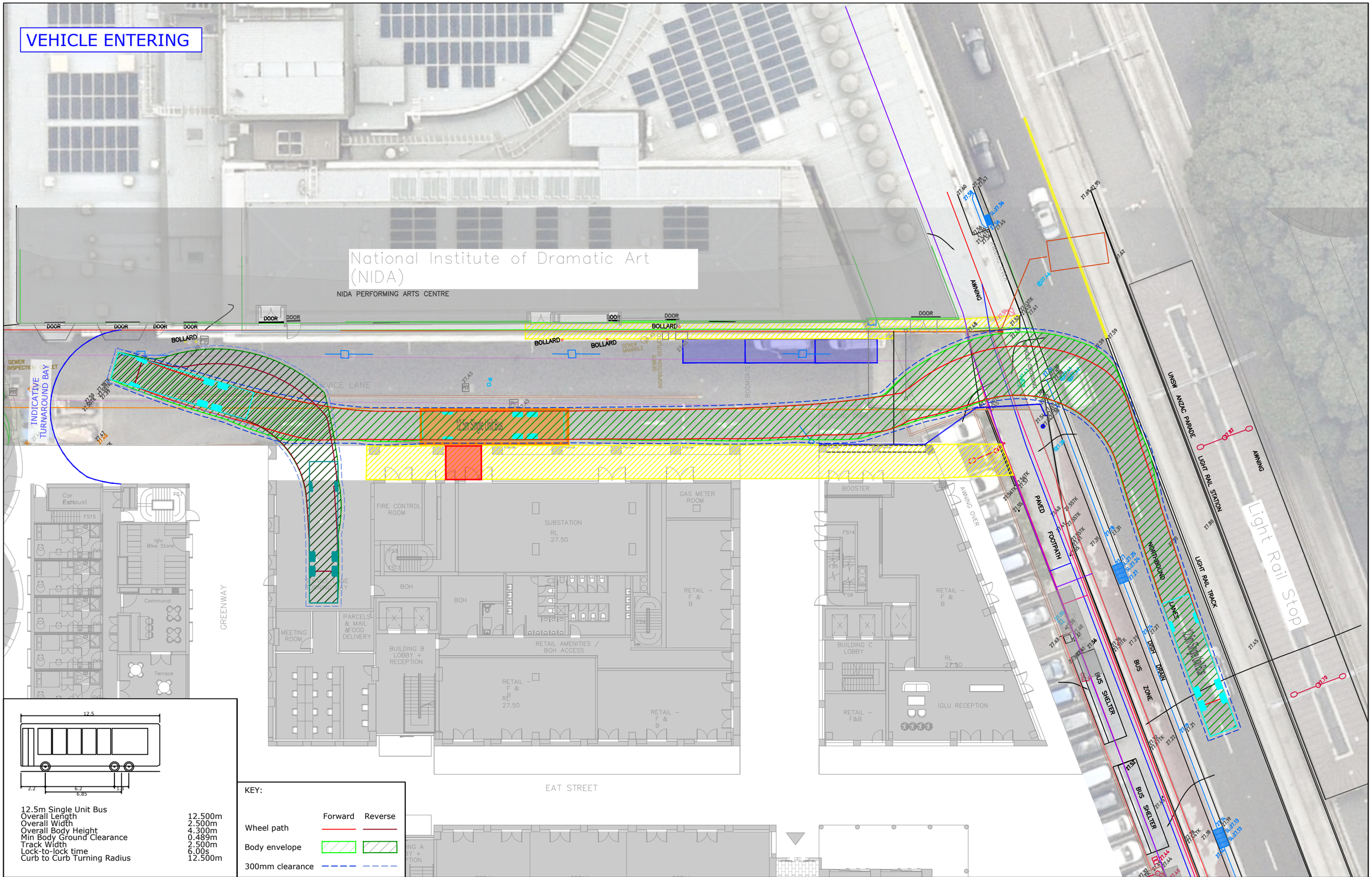
PUDO PLAN WITH BUS STOP

DWG No. 21435CAD028_A FIGURE (2)

DATE STAMP 21 AUGUST 2024

PROJECT No.	SCALE	REV.
21435	1:300 @A3	B

VEHICLE ENTERING



12.5m Single Unit Bus	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.489m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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ttpp transport planning

PROJECT

IGLU KENSINGTON

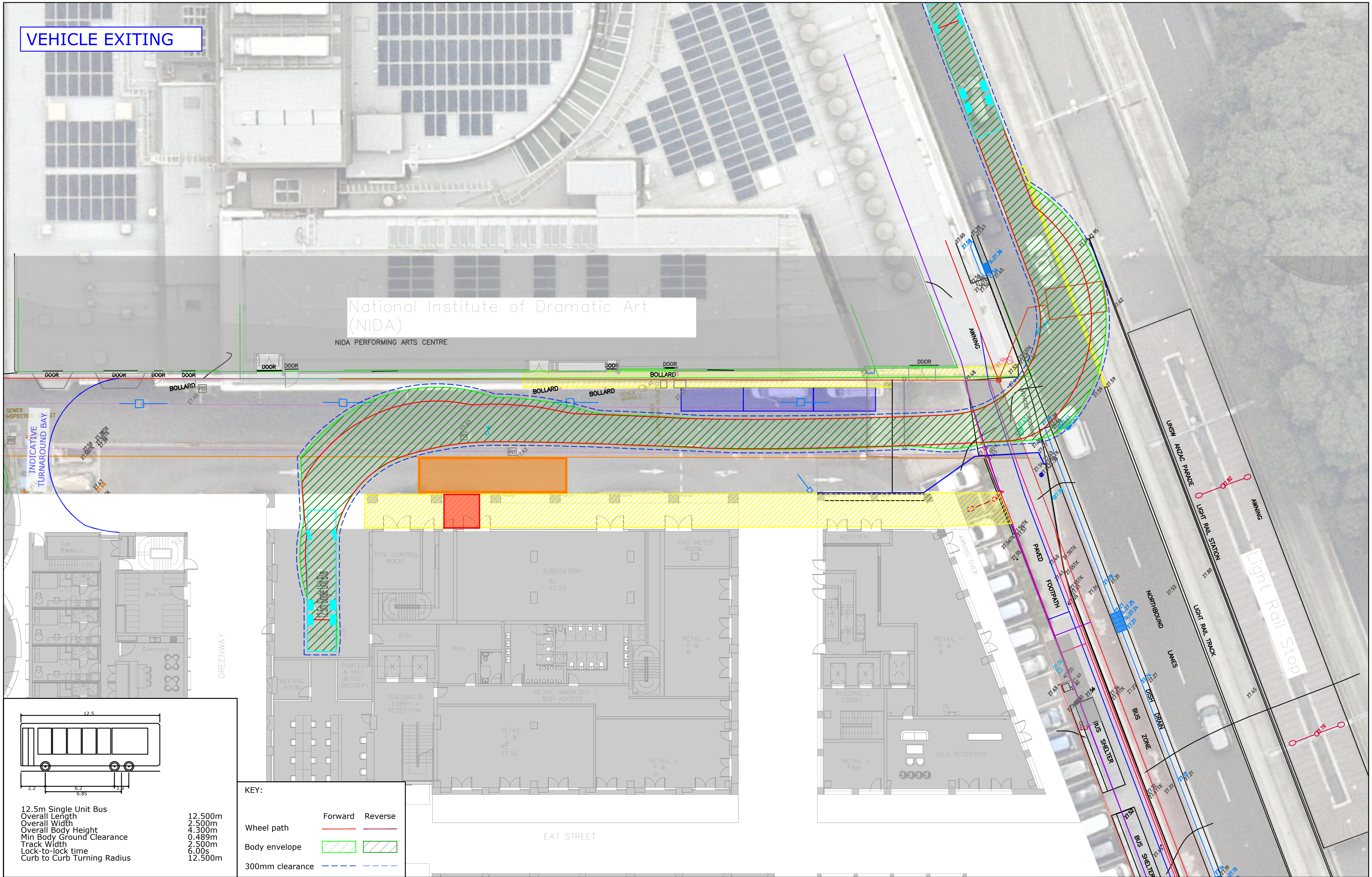
TITLE

SWEPT PATH ANALYSIS - PUDO PLAN WITH BUS STOP
12.5M SINGLE RIGID BUS - VEHICLE ENTERING

DWG No. 21435CAD028_A
FIGURE (3)

DATE STAMP 21 AUGUST 2024

PROJECT No.	SCALE	REV.
21435	1:300 @A3	B



12.5
2.2 6.2 1.3
6.85

12.5m Single Unit Bus	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.489m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

KEY:

	Forward	Reverse
Wheel path	🟥	🟥
Body envelope	🟩	🟩
300mm clearance	- - -	- - -

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT
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TITLE
SWEPT PATH ANALYSIS - PUDO PLAN WITH BUS STOP
12.5M SINGLE RIGID BUS - VEHICLE EXITING

DWG No. 21435CAD028_A
FIGURE (4)

DATE STAMP 21 AUGUST 2024

PROJECT No.	SCALE	REV.
21435	1:300 @A3	B

National Institute of Dramatic Art
(NIDA)

NIDA PERFORMING ARTS CENTRE

INDICATIVE TURNAROUND BAY

GREENWAY

EAT STREET

UNSW ANZAC PARADE

LIGHT RAIL STATION

LIGHT RAIL TRACK

NORTHBOUND BUS LANES

BUS ZONE

PAVED FOOTPATH

AWNING

AWNING OVER

BUS SHELTER

Light Rail Stop

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT

IGLU KENSINGTON

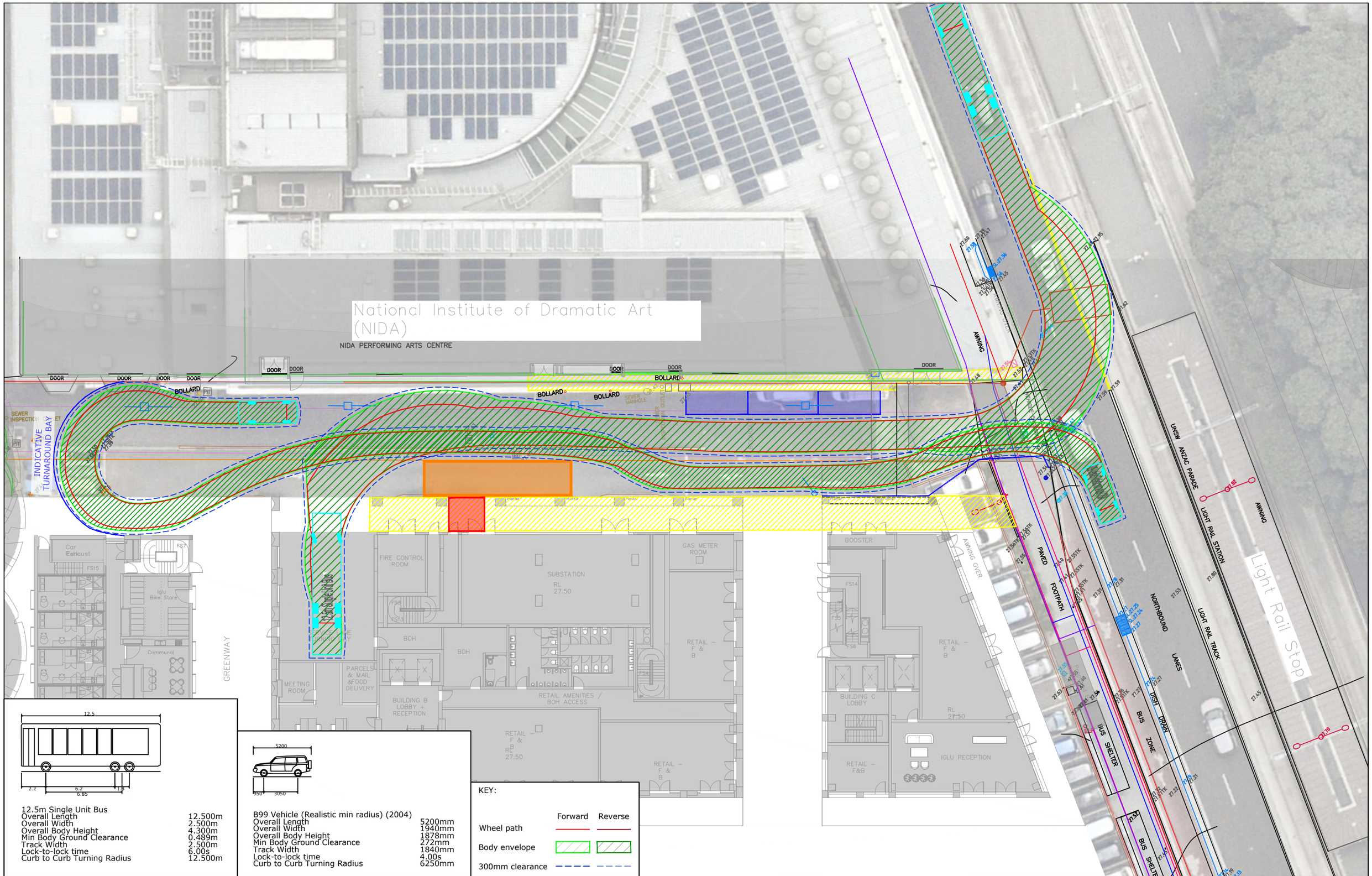
TITLE

SWEPT PATH ANALYSIS - PUDO PLAN WITH BUS STOP
5.2M B99 VEHICLE

DWG No. 21435CAD028_A
FIGURE (5)

DATE STAMP 21 AUGUST 2024

PROJECT No.	SCALE	REV.
21435	1:300 @A3	B



12.5m Single Unit Bus

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.489m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	OF	KH	21/08/24

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PROJECT

IGLU KENSINGTON

TITLE

SWEPT PATH ANALYSIS - PUDO PLAN WITH BUS STOP
12.5M SINGLE RIGID BUS AND 5.2M B99 VEHICLE

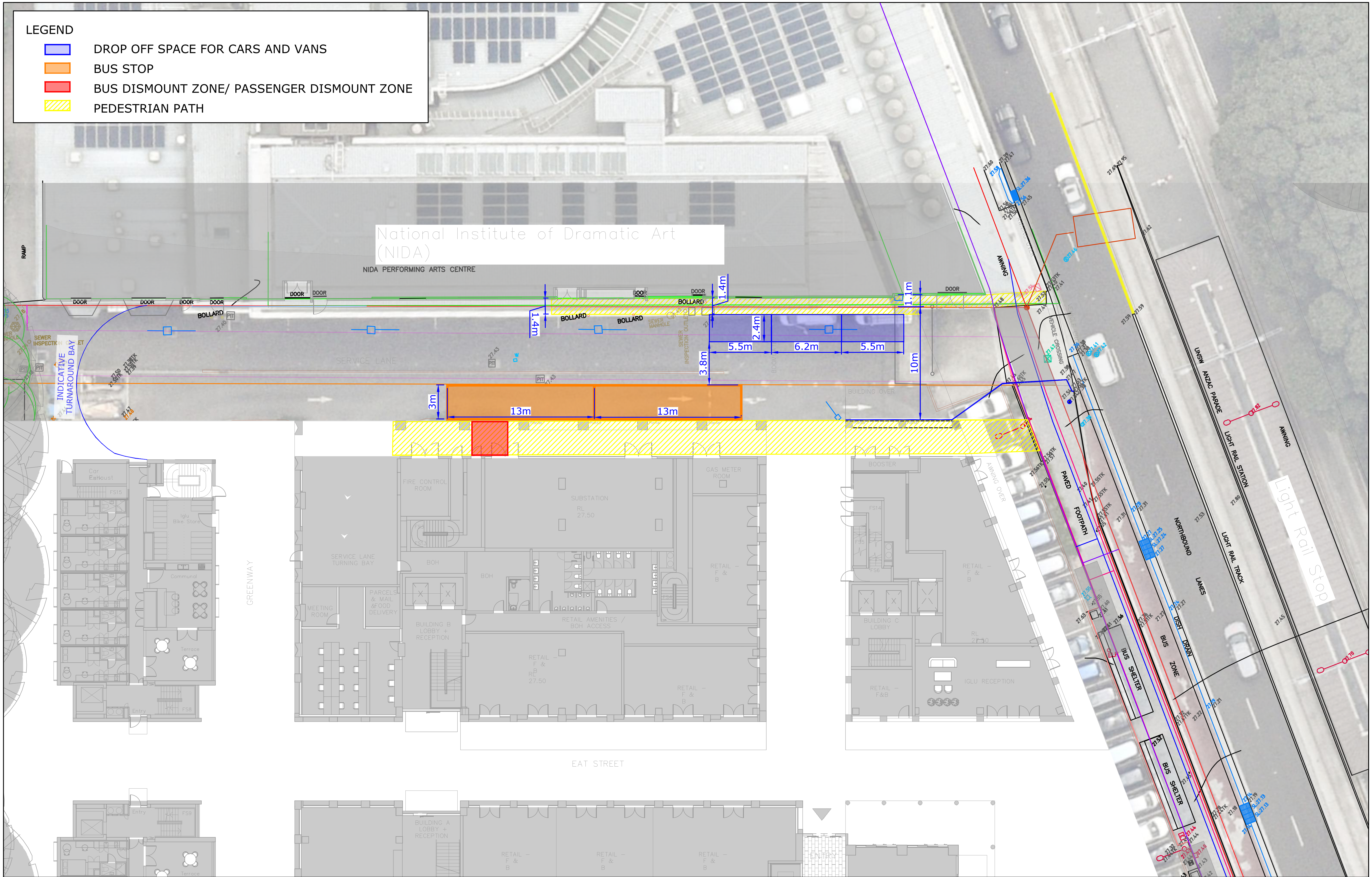
DWG No. 21435CAD028_A
FIGURE (6)

DATE STAMP 21 AUGUST 2024

PROJECT No.	SCALE	REV.
21435	1:300 @A3	B

Appendix B

Option B PUDO Layout



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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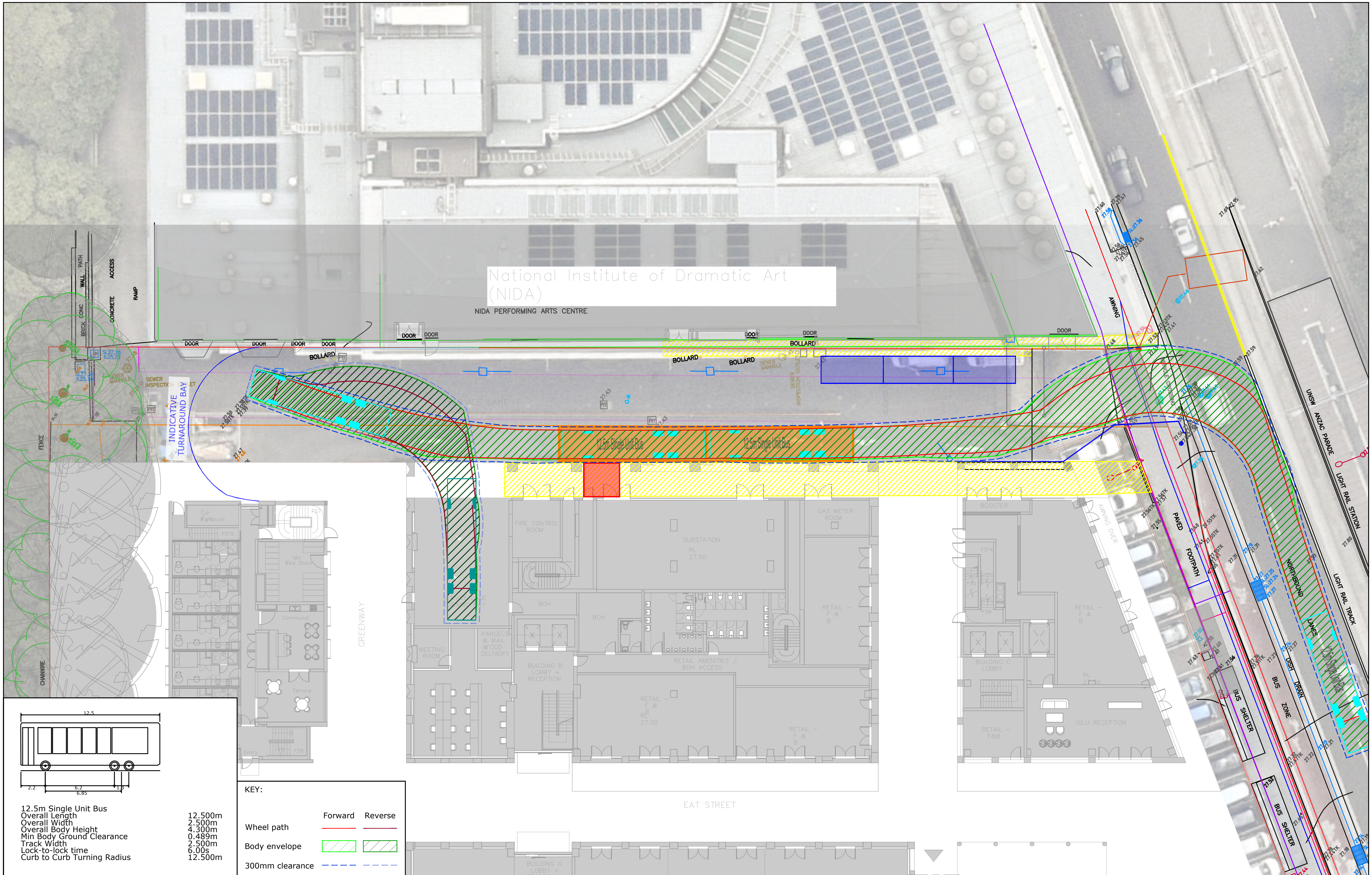
PROJECT
IGLU KENSINGTON

TITLE
PUDO PLAN WITH TWO BUS BAYS

DWG No.	21435CAD028_B FIGURE 1	
DATE STAMP	21 AUGUST 2024	
PROJECT No. 21435	SCALE 1:300 @A3	REV. B



12.5m Single Unit Bus	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.489m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT: IGLU KENSINGTON

TITLE: SWEPT PATH ANALYSIS - PUDO PLAN WITH TWO BUS BAYS & DROP OFF ZONE
12.5M SINGLE RIGID BUS - VEHICLE ENTERING

DWG No. 21435CAD028_B FIGURE 2

DATE STAMP 21 AUGUST 2024

PROJECT No. 21435 | SCALE 1:300 @A3 | REV. B

National Institute of Dramatic Art
(NIDA)

NIDA PERFORMING ARTS CENTRE

INDICATIVE TURNAROUND BAY

GREENWAY

EAT STREET

UNSW ANZAC PARADE

LIGHT RAIL STATION

LIGHT RAIL TRACK

NORTHBOUND LANES

BUS ZONE

DIST DRAIN

PAVED FOOTPATH

AWNING

AWNING OVER

BUILDING OVER

BOOSTER

FIRE CONTROL ROOM

SUBSTATION RL 27.50

GAS METER ROOM

BOH

PARCELS & MAIL &FOOD DELIVERY

MEETING ROOM

BUILDING B LOBBY + RECEPTION

RETAIL AMENITIES / BOH ACCESS

RETAIL – F & B

BUILDING C LOBBY

IGLU RECEPTION

RETAIL – F&B

BUILDING A LOBBY + RECEPTION

Car Exhaust

Iglu Bike Store

Communal

Terrace

Entry

BOLLARD

DOOR

SEWER MANHOLE

SEWER INSPECTION

FENCE

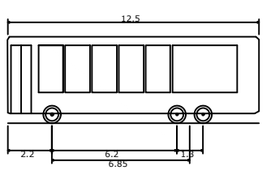
CHANNIRE

WALL

ACCESS PATH

CONCRETE RAMP

BRICK CONC



12.5m Single Unit Bus

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Min Body Ground Clearance	0.489m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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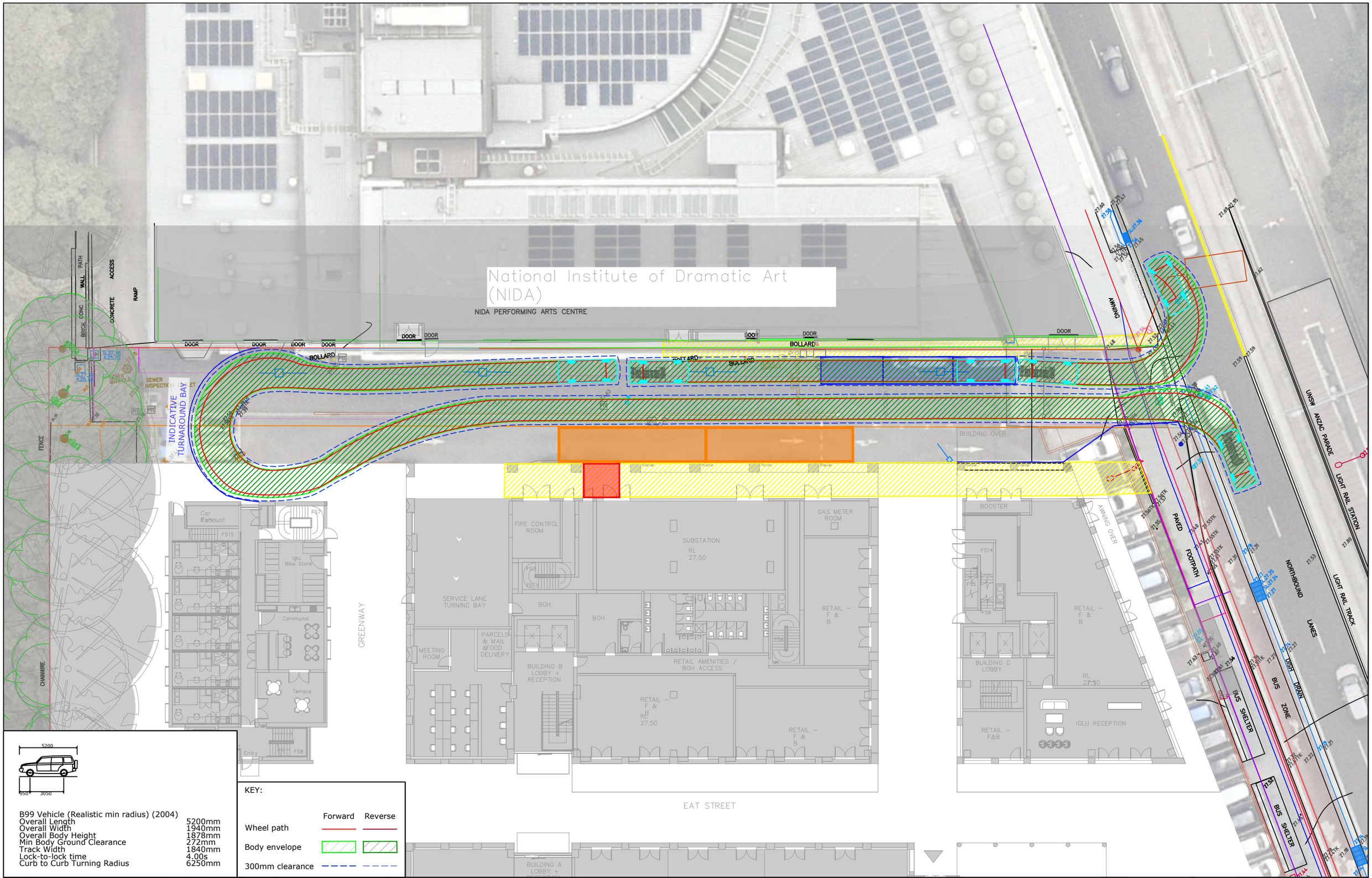
SWEPT PATH ANALYSIS - PUDO PLAN WITH TWO BUS BAYS & DROP OFF ZONE
12.5M SINGLE RIGID BUS - VEHICLE EXITING

DWG No. 21435CAD028_B
FIGURE 3

DATE STAMP 21 AUGUST 2024

PROJECT No.	SCALE	REV.
21435	1:300 @A3	B



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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TITLE

SWEPT PATH ANALYSIS - PUDO PLAN WITH TWO BUS BAYS & DROP OFF ZONE
5.2M B99 VEHICLE

DWG No. 21435CAD028_B
FIGURE 4

DATE STAMP 21 AUGUST 2024

PROJECT No. 21435 | SCALE 1:300 @A3 | REV. B

National Institute of Dramatic Art
(NIDA)

NIDA PERFORMING ARTS CENTRE

INDICATIVE TURNAROUND BAY

GREENWAY

EAT STREET

UNSW ANZAC PARADE

LIGHT RAIL STATION

LIGHT RAIL TRACK

NORTHBOUND LANES

BUS ZONE

DIST DRAIN

PAVED FOOTPATH

AWNING

AWNING OVER

BOOSTER

FIRE CONTROL ROOM

SUBSTATION RL 27.50

GAS METER ROOM

BOH

MEETING ROOM

PARCELS & MAIL &FOOD DELIVERY

BUILDING B LOBBY + RECEPTION

RETAIL AMENITIES / BOH ACCESS

RETAIL – F & B

BUILDING C LOBBY

IGLU RECEPTION

RETAIL – F&B

Car Exhaust

Iglu Bike Store

Communal

Terrace

CHANMIRE

FENCE

ACCESS RAMP

CONCRETE

BRICK

CONC

WALL

PATH

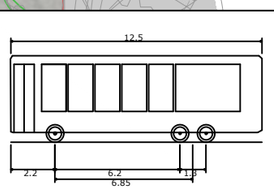
BOLLARD

DOOR

SEWER MANHOLE

SEWER INSPECTION

PIT



12.5m Single Unit Bus

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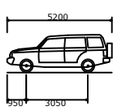

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KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

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SWEPT PATH ANALYSIS - PUDO PLAN WITH TWO BUS BAYS & DROP OFF ZONE
12.5M SINGLE RIGID BUS AND 5.2M B99 VEHICLE

DWG No. 21435CAD028_B
FIGURE 5

DATE STAMP 21 AUGUST 2024

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Appendix C

Option C PUDO Layout

LEGEND

- DROP OFF SPACE FOR CARS AND VANS
- BUS STOP
- BUS DISMOUNT ZONE/ PASSENGER DISMOUNT ZONE
- PEDESTRIAN PATH

National Institute of Dramatic Art (NIDA)

NIDA PERFORMING ARTS CENTRE

1.4m
1.4m
1.1m
13m
3.3m
7.1m
2.4m
6.2m
5.5m
10m
5.8m
7m

SERVICE LANE

INDICATIVE TURNAROUND BAY

BUILDING OVER

GREENWAY

EAT STREET

SUBSTATION RL 27.50

FIRE CONTROL ROOM

GAS METER ROOM

SERVICE LANE TURNING BAY

BOH

MEETING ROOM

PARCELS & MAIL &FOOD DELIVERY

BUILDING B LOBBY + RECEPTION

RETAIL AMENITIES / BOH ACCESS

RETAIL – F & B

BUILDING C LOBBY

IGLU RECEPTION

BOOSTER

AWNING OVER

Car Exhaust

Iglu Bike Store

Communal

Terrace

Entry

AWNING

PAVED FOOTPATH

NORTHBOUND BUS LANES

LIGHT RAIL TRACK

DIST DRAIN

BUS ZONE

BUS SHELTER

UNSW ANZAC PARADE LIGHT RAIL STATION

Light Rail Stop

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	OF	KH	21/08/24

ttpp transport planning

PROJECT

IGLU KENSINGTON

TITLE

PUDO PLAN WITH BUS STOP ADJACENT TO NIDA BUILDING

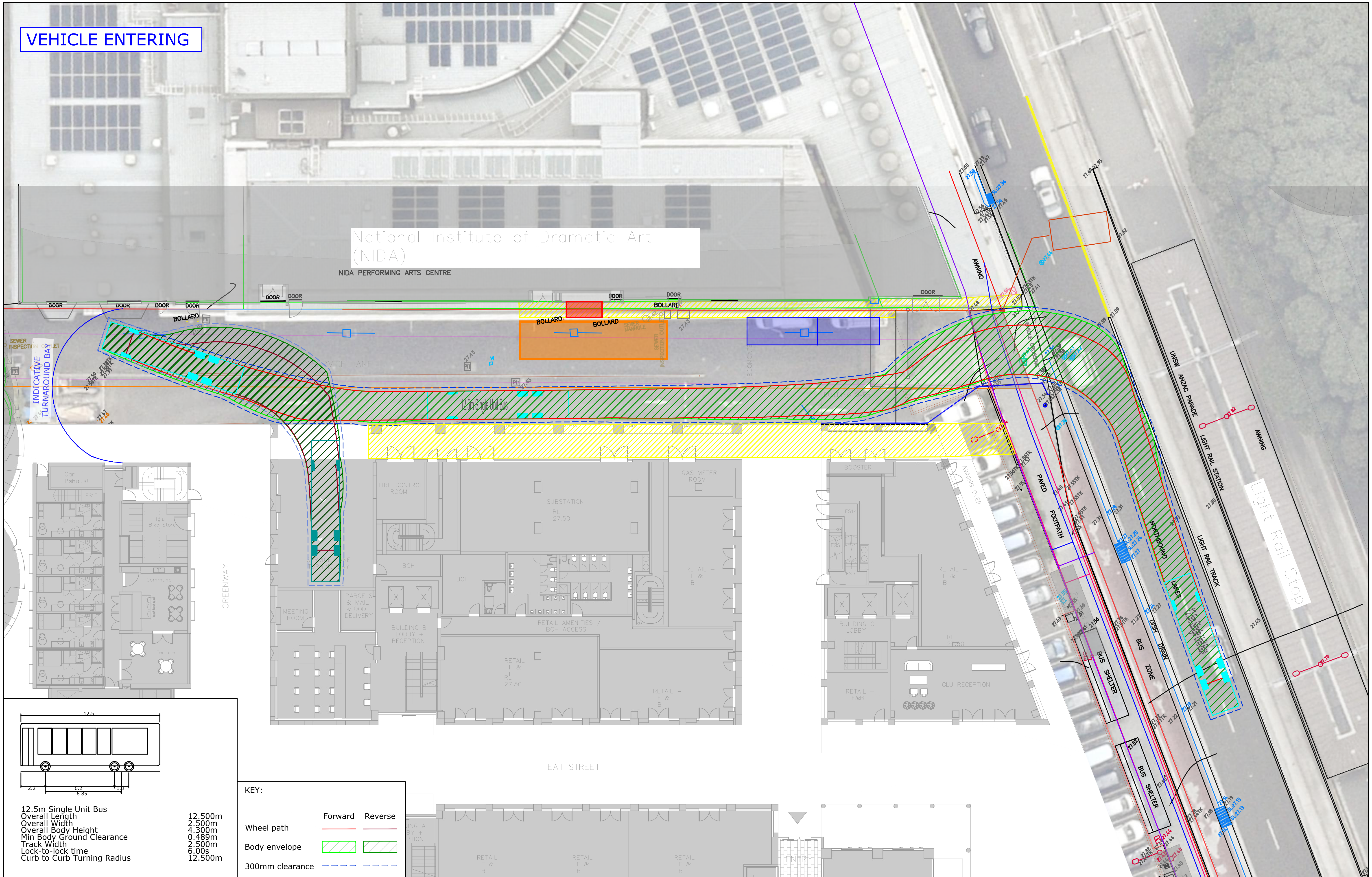
DWG No. 21435CAD028_C FIGURE _1

DATE STAMP 21 AUGUST 2024

PROJECT No. 21435

SCALE 1:300 @A3

REV. B



12.5m Single Unit Bus

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.489m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

KEY:

	Forward	Reverse
Wheel path	▬	▬
Body envelope	▨	▨
300mm clearance	- - -	- - -

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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ttpp transport planning

PROJECT
IGLU KENSINGTON

TITLE
SWEPT PATH ANALYSIS - PUDO PLAN WITH BUS STOP ADJACENT TO NIDA BUILDING
12.5M SINGLE RIGID BUS - VEHICLE ENTERING

DWG No. 21435CAD028_C FIGURE _2		
DATE STAMP 21 AUGUST 2024		
PROJECT No. 21435	SCALE 1:300 @A3	REV. B

VEHICLE ENTERING

National Institute of Dramatic Art (NIDA)

NIDA PERFORMING ARTS CENTRE

RAMP

DOOR

BOLLARD

SEWER INSPECTION

INDICATIVE TURNAROUND BAY

12.5m Single Unit Bus

Car Parkaust

FS7

FS15

Iglu Bike Store

Communal

GREENWAY

FIRE CONTROL ROOM

SUBSTATION RL 27.50

GAS METER ROOM

FS2

FS13

BOH

RETAIL – F & B

FS4

MEETING ROOM

PARCELS & MAIL &FOOD DELIVERY

BUILDING B LOBBY + RECEPTION

RETAIL AMENITIES / BOH ACCESS

RETAIL – F & B RL 27.50

RETAIL – F & B

EAT STREET

BUILDING OVER

BOOSTER

FS14

FS5

FS6

AWNING OVER

BUILDING C LOBBY

RETAIL – F&B

IGLU RECEPTION

AWNING

PAVED FOOTPATH

UNSW ANZAC PARADE

LIGHT RAIL STATION

Light Rail Stop

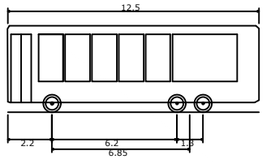
NORTHBOUND LANES

LIGHT RAIL TRACK

DISH DRAIN

BUS ZONE

BUS SHELTER



12.5m Single Unit Bus

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.489m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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ttpp transport planning

PROJECT

IGLU KENSINGTON

TITLE

SWEPT PATH ANALYSIS - PUDO PLAN WITH BUS STOP ADJACENT TO NIDA BUILDING
12.5M SINGLE RIGID BUS - VEHICLE EXITING

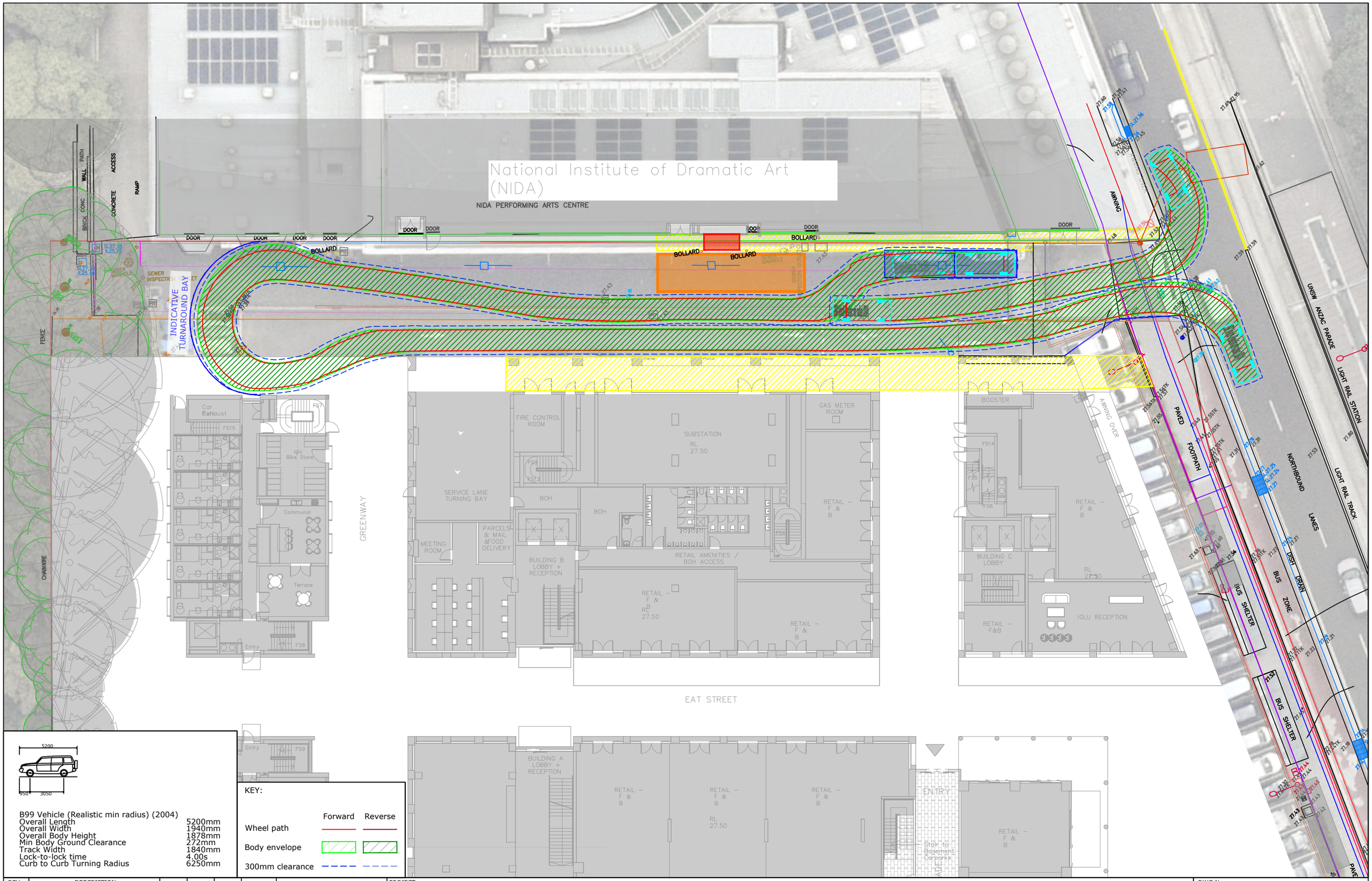
DWG No. 21435CAD028_C
FIGURE _3

DATE STAMP 21 AUGUST 2024

PROJECT No.	SCALE	REV.
21435	1:300 @A3	B

National Institute of Dramatic Art
(NIDA)

NIDA PERFORMING ARTS CENTRE



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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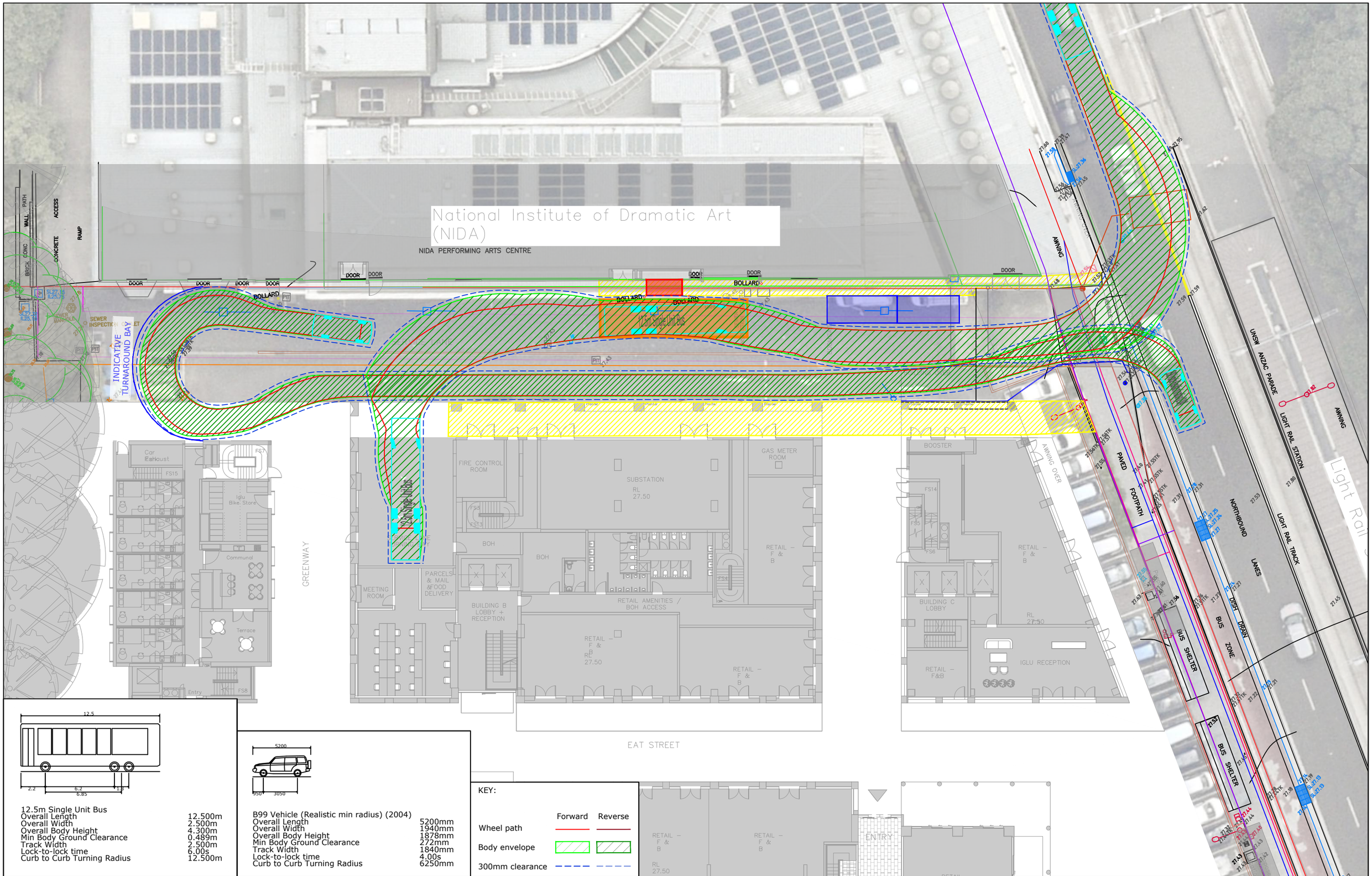
PROJECT

IGLU KENSINGTON

TITLE

SWEPT PATH ANALYSIS - PUDO PLAN WITH BUS STOP ADJACENT TO NIDA BUILDING
5.2M B99 VEHICLE

DWG No.	21435CAD028_C FIGURE _4
DATE STAMP	21 AUGUST 2024
PROJECT No.	21435
SCALE	1:300 @A3
REV.	B



12.5m Single Unit Bus

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.489m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	OF	KH	21/08/24

ttpp transport planning

PROJECT

IGLU KENSINGTON

TITLE

SWEPT PATH ANALYSIS - PUDO PLAN WITH BUS STOP ADJACENT TO NIDA BUILDING
12.5M SINGLE RIGID BUS AND 5.2M B99 VEHICLE

DWG No. 21435CAD028_C
FIGURE _5

DATE STAMP 21 AUGUST 2024

PROJECT No. 21435 | SCALE 1:300 @A3 | REV. B