

4 August 2022

TfNSW Reference: SYD17/00417/07

Gail Connolly
General Manager
Georges River Council
PO Box 205
Hurstville BC, NSW 1481

Attention: Harkirat Singh

**RE: PLANNING PROPOSAL FOR 193-199 ROCKY POINT ROAD, 66-68
RAMSGATE ROAD AND 2-6 TARGO ROAD, RAMSGATE**

Dear Ms Connolly,

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the Planning Proposal for 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate.

TfNSW has reviewed the submitted 'Addendum Traffic Report Responding to Matters Raised by Council and TfNSW' report (Prepared by CBRK, dated May 2022) and provides some key comments at **Attachment A (Comments on Addendum Traffic Report)** and **Attachment B (Comments on SIDRA Modelling)** for consideration.

Thank you for the opportunity to provide advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, Bayzid Khan would be pleased to take your call on 0402 05 7171 or email: development.sydney@transport.nsw.gov.au

Sincerely,



Peter Mann
**A/Senior Manager Strategic Land Use
Land Use, Network & Place Planning**

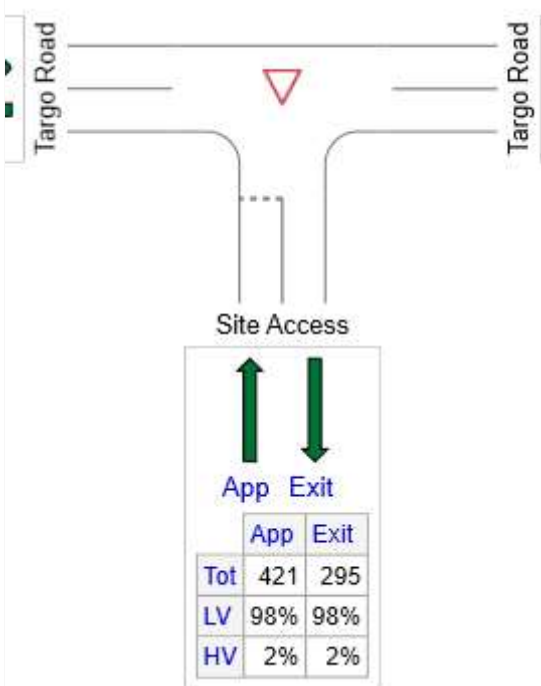
Attachment A – Addendum Traffic Report (Dated: May 2022)

Section/Page ref	Comment/suggestion
Section 2.24 and 2.25	<p>The Addendum Traffic Report outlines that the traffic volumes satisfy the TCS warrants assessment. The report states that:</p> <ul style="list-style-type: none"> ○ <i>traffic flows in one direction (eastbound) on Targo Road would be some 250 to 300 vehicles per hour for each hour between 2.00pm and 6.00pm.</i> ○ <i>traffic flows in one direction (southbound) on The Promenade would be some 250 to 300 vehicles per hour for each hour between 2.00pm and 6.00pm.</i> <p>It is mentioned that this is based on a review of SCATS data at Ramsgate Rd/Rocky Point Rd (Thursday 17/2/22, recent traffic counts (undertaken on Thursday 28/4/22) and the distribution of development traffic. However, clarification is required on where these traffic counts were undertaken and whether these are existing or estimated traffic volumes.</p> <p>Furthermore, Figure 2 (Existing weekday afternoon peak hour traffic flows plus development traffic) and Figure 3 (Existing Saturday midday peak hour traffic flows plus development traffic) do not reflect the traffic volumes at Rocky Points Rd/Targo Rd being met.</p> <p>Please provide the traffic count survey data for review.</p>
Rocky Point Road/Targo Road	<p>The north bound right turns into the driveway for the commercial property on the Bayside Council side will need to be removed to operate the signals. These restrictions will need to be consulted as a part of the proposal.</p> <p>The proposed configuration of the left-out movements from east approach (driveway) is a major safety concern and cannot be supported. The left-out movements from driveway would conflict with the southbound through and eastbound right turn movements. It is also noted that there are two driveways located on the east side of the intersection providing access to two adjacent properties. This will increase the conflict points at the intersection. The issue with the east approach (driveway) has been raised previously and needs to be resolved prior to agree on the proposed new signalised intersection.</p>
On-Street Parking	<p>The operation of signals is reliant of removal on parking from the eastern side of Rocky Point Road to lengths as shown in the modelling. This will need to be undertaken or an endorsement sought before the signals could be approved by TfNSW.</p> <p>This issue has been raised previously and it was agreed during the meeting held on 4th of March 2022 that a formal letter will be provided from Bayside Council to TfNSW regarding removal of on-street parking on Rocky Point Road.</p>

Section/Page ref	Comment/suggestion
Rocky Point Road/Targo Road and Rocky Point Road/Ramsgate Road Intersections	With the proposed intersection at Rocky Point Road/Targo Road, network modelling indicates southbound queues to extend approximately 188m back (past Hastings Road) from the intersection. This will disrupt the east west movements along Hastings Road. Rocky Point Road/Ramsgate Road operates at a LOS C in the existing scenario with southbound traffic queuing back approximately 136m from the intersection. It is noted that with the development, Rocky Point Road/Targo Road is suggested to operate at a LOS B and Rocky Point Road/Ramsgate Road is suggested to operate at a LOS B. Clarification should be provided.
Ramsgate Road/Targo Road Intersection	Further justification is required to convert Ramsgate Road/Targo Road intersection as signalised intersection. It is noted that vehicles coming out of Targo Road can travel to Ramsgate Road/Rocky Point Road intersection and then take right turn to travel south. Vehicles can also utilise this movement to access local roads (e.g., Torwood Street and/or Hillview Street) to access The Promenade and then left turn to Ramsgate Road to travel west. This option should be assessed to understand the impacts on Rocky Point/Ramsgate Road intersection.
Access from Ramsgate Road	The proximity of the driveway on Ramsgate Road to the signals at Rocky Point Road is a concern and therefore should the applicant require entry off Ramsgate Road then a suitably long median island will need to be provided on Ramsgate Road a minimum of 10m past the wings of the driveway on either side so as to physically discourage any thoughts of turning into the driveway and impacting on traffic flows and signal operation on Ramsgate Road and Rocky Point Road. TCS plans may need to be updated to reflect this median island.
Rocky Point Road	Full length of NO stopping zone will be required to be installed on Rocky Point Road by the applicant even on the western side of Rocky Point Road as a minimum between 50m north of Targo Road and Ramsgate Road signals.
Missing Items	<p>Please note that the following items are missing in the submission:</p> <ul style="list-style-type: none"> All the minimum submission requirements set out in TfNSW technical direction GTD 2020/21 'Excavation adjacent to TfNSW Infrastructure'. The applicant is to ascertain which boundary roads are TfNSW owned and operated in order to satisfy the requirements.

Section/Page ref	Comment/suggestion
	<ul style="list-style-type: none">• Basement level information (number of basement level and or depth of basement).• Letter from Bayside Council regarding removal of on-street parking on Rocky Point Road.

Attachment B – Comments on SIDRA Modelling

Section/Page ref	Comment/suggestion												
General	SIDRA modelling assessment should be undertaken for AM peak hour as well.												
Section 2.17	Trip generation should base on 176units, not 185 units.												
Section 2.21	<p>The development will generate “800-915 vph (2-way)”. The residential trips are not distributed 50:50 in and out - AM has a higher outflow and PM a higher inflow. However, it is observed higher outflow in the Weekday PM SIDRA model.</p>  <table><tr><th></th><th>App</th><th>Exit</th></tr><tr><td>Tot</td><td>421</td><td>295</td></tr><tr><td>LV</td><td>98%</td><td>98%</td></tr><tr><td>HV</td><td>2%</td><td>2%</td></tr></table>		App	Exit	Tot	421	295	LV	98%	98%	HV	2%	2%
	App	Exit											
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LV	98%	98%											
HV	2%	2%											
Section 2.22	<p>The PM right turn in at the new signals at Targo Rd / Rocky Point Rd is to be banned between 3pm and 7pm, there is an operational problem and it isn’t feasible to use a red right turn arrow for the entire peak period. Drivers will just sit there, waiting for the arrow to turn green.</p> <p>The right turn can only ever be a filter turn (not a signal-controlled turn with a green arrow). The right turn ban will only be shown on a sign, with the applicable times. In this case, there could be long queues of vehicles waiting to turn right outside of the peak periods, and without a long length of banned kerbside parking, southbound traffic on Rocky Point Rd could be affected. We should also model this in AM or off-peak period to see what impact may result.</p>												

Section/Page ref	Comment/suggestion
	<p>So we need to test the performance of the intersection when the right turn in is operating. Even in the AM peak when most residential traffic is <u>leaving</u> the development, even a modest right turn in movement may have significant effects on northbound through traffic movement in Rocky Point Rd. But the report does not include any results for weekday AM. It only has Thursday PM (when the RT is banned) and Saturday mid-day.</p>
Figure 2	<p>Figure 2 in the report shows the Thursday PM traffic flows with and without the development. It shows that the development is generating 400 outbound trips (140 turning left into Targo Rd and 260 turning right into Targo Rd). But there are just 360 net inbound trips (180 right turn in off Targo Rd, 100 left turn in off Targo Rd; 80 left turn in off Ramsgate Rd). Given our earlier comment about residential traffic being higher inbound in the PM, how is this discrepancy explained? It ought to be the other way around (ie more trips inbound than outbound).</p>