1 February 2022

TfNSW Reference: SYD17/00417/05
Council ref: PP2021/0001

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

Attention: Harkirat Singh

Dear Ms Connolly,

PLANNING PROPOSAL – 193-199 ROCKY POINT ROAD, 66-68 RAMSGATE ROAD & 2-6 TARGO ROAD, RAMSGATE

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the above proposal as referred to us in Council's correspondence dated 15 December 2021.

TfNSW has reviewed the submitted documentation and provides detailed comments on the proposal at **Attachment A** and modelling comments at **Attachment B** which are to be addressed prior to forwarding the proposal for Gateway Determination to the Department of Planning, Industry and Environment (DPIE).

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, Dipen Nathwani would be pleased to take your call on 0418 514 166 or email: development.sydney@transport.nsw.gov.au

Yours sincerely

James Hall
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Land Use, Network & Place Planning

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Attachment A: Detailed Comments on Planning Proposal – 193-199 Rocky Point Road, 66-68 Ramsgate Road & 2-6 Targo Road, Ramsgate

Section/Page ref	Comment/suggestion
General	<u>Warrants Assessment for Traffic Signals</u> - Incomplete warrants assessment has been provided covering only two one-hour periods on separate days. TfNSW requires warrants to be met for four one-hour periods on a typical day prior to considering proposed traffic signals. - Historical traffic counts for the intersections of Rocky Point Rd/Targo Rd and Ramsgate Rd/Targo Rd/The Promenade may be available with Georges River Council. This could be used as a reference point for conducting a complete warrants assessment if new traffic counts cannot be undertaken currently. Historical SCATS data of the Rocky Point Rd/ Ramsgate Rd traffic signals may also be used as a reference point for conducting a complete warrants assessment.
General	<u>Rocky Point Rd/Targo Rd intersection</u> - TfNSW does not support proposed traffic signals permitting southbound right-turn movements on Rocky Point Road. TfNSW would require a No Right Turn (NRT) restriction for southbound traffic on the following grounds: - Increased road safety risks associated with conflict between right-turn (Rocky Point Rd into Targo Rd) and through movements (northbound on Rocky Point Rd), particularly under either a right-turn priority signpost control or filtered signal right-turn. - If signals were to be installed, the modelling indicates that the northbound queue on Rocky Point Rd would extend from Targo Rd past Ramsgate Rd and would have a detrimental impact on the network performance of the existing Rocky Point Rd and Ramsgate Rd signalised intersection. - The following two options could potentially be considered if the development was to be supported: - Retain existing priority-controlled intersection arrangement with a NRT restriction for southbound traffic; or - Upgrade to traffic signals with a NRT restriction for southbound traffic, subject to a satisfactory warrants assessment and SIDRA modelling to demonstrate no impact on the operation of the Rocky Point Rd/Ramsgate Rd intersection. - TfNSW understands that the above two options would require southbound traffic to take alternate routes via a wider local road network to access the development. This is a matter for consideration for Georges River Council.

	- Traffic signals (if justified) would require removal of parking from the eastern and western side of Rocky Point Rd. Georges River Council and the proponent will need to undertake early discussions with Bayside Council to seek support for the proposed removal of parking (i.e net loss of 4/5 parking spaces) on the eastern side of Rocky Point Rd. All consultation regarding removal of parking from Rocky Point Rd will need to be undertaken by Georges River Council (jointly with the proponent) before an Approval in Principle (AIP) for the traffic signals can be issued at the planning proposal stage.
General	<u>Ramsgate Rd/Targo Rd/The Promenade intersection</u> - TfNSW could consider supporting proposed traffic signals, subject to a satisfactory warrants assessment and SIDRA modelling to demonstrate no impact on the operation of the Rocky Point Rd/Ramsgate Rd intersection. - Proposed traffic signals to maintain existing NRT restriction for westbound traffic on Ramsgate Rd.
Traffic Report prepared by CBRK (dated October 2021), last page	<u>Ramsgate Rd Left-in site access</u> Due to the existing NRT restriction for westbound traffic on Ramsgate Rd at the Rocky Point Rd intersection, concern is raised that some motorists wishing to access the site from the east, may attempt to turn right into the development from the westbound carriageway of Ramsgate Rd. This would block westbound through traffic and could result in queues extending past Rocky Point Rd/Ramsgate Rd traffic signals. The proponent should be requested to investigate the potential for a concrete median of a suitable width and length on Ramsgate Rd to Council's requirements, to physically restrict right-turning movements into the site.
General	<u>Delivery of Traffic Signals</u> If the proposed Rocky Point Rd/Targo Rd traffic signals with NRT restriction for southbound traffic are supported by TfNSW, the proposal must be publicly exhibited. Further, the traffic signals must have the support of both Georges River and Bayside Councils and respective Local Traffic Committees at the planning proposal stage to provide certainty in the future. TfNSW is not supportive of deferral of this matter at the later stage (DA or Works Authorisation Deed).
Traffic Report prepared by CBRK (dated October 2021) Paragraph 3.19, page 13	The CBRK traffic report assumes that some 25% of Dan Murphy's customers would typically also shop at the supermarket. The assumed proportion appears to be high and evidence should be provided to support this assumption.
Traffic Report prepared by CBRK (dated October 2021)	The CBRK traffic report does not provide clear information on the directional distribution and distribution split adopted for the estimated traffic generation. The report should be updated accordingly.

SIDRA models	The review of SIDRA modelling scenarios for the upgraded Rocky Point Rd/ Targo Rd intersection indicates that proposed traffic signals have been modelled as a 3-approach intersection. TfNSW highlights that there is an existing shared driveway on the eastern side of Rocky Point Rd (in the Bayside Council LGA) directly opposite Targo Rd which will fall within the signalised intersection footprint. This driveway caters to reasonably high vehicle movements (Entry = 11 vehicles/ Exit = 18 vehicles in the weekday PM peak hour and Entry = 13 vehicles/ Exit = 13 vehicles in Saturday midday peak hour) as shown in Figures 2 & 3 of the CBRK traffic report. The traffic and safety impact of this existing driveway within the proposed traffic signals footprint has not been assessed in the CBRK traffic report.
Traffic Report prepared by CBRK (dated October 2021) Paragraph 3.21, page 14 Figure 4, page 29	The CBRK traffic report indicates that a total of some 14 on-street parking spaces on Rocky Point Rd will be removed to accommodate proposed traffic signals at Targo Rd. Figure 4 (page 29) of the report indicates that a total of some 22 parking spaces on Rocky Point Rd will be removed. It is understood that the net total loss of 14 parking spaces has been computed assuming that 8 parking spaces will be gained by the removal of existing midblock signalised crossing on Rocky Point Rd. TfNSW recommends that Figure 4 is updated to indicate the number of parking spaces gained for clarity purposes which would also assist the community in understanding the net loss of parking during public exhibition.
Traffic Report prepared by CBRK (dated October 2021) Figure 4, page 29 and SIDRA models	Figure 4 indicates that four (4) on-street parking spaces on Targo Rd (northern side) will be removed to accommodate proposed traffic signals at Rocky Point Rd. On the contrary, SIDRA modelling indicates that a separate 48m long left-turn lane will be provided on Targo Rd with the proposed traffic signals which is anticipated to result in a greater parking loss. Figure 4 should be updated to indicate the exact number of parking spaces estimated to be lost in accordance with lane lengths assumed in SIDRA modelling.
Traffic Report prepared by CBRK (dated October 2021) Paragraph 3.21, page 14	The CBRK traffic report indicates that all movements out of Targo Rd and The Promenade will be allowed at the Ramsgate Rd intersection i.e. right-turn movements out of both side roads will be permitted. The review of SIDRA models indicates that while right-turn movements out of Targo Rd are permitted they are banned out of The Promenade (as existing). The CBRK traffic report and SIDRA models should be updated to reflect the proposed traffic signal arrangements.
General	The proposal does not appear to clearly articulate potential basement level information (number of basement levels or depth of basement). This information is required for TfNSW to identify any issues. It's noted the information provided is conceptual. Transport for NSW reserves the rights to review and identify any issues as the design develops, and/or if design proposal is amended by the applicant.

General	If the proposed traffic signals at Rocky Point Rd/Targo Rd intersection with southbound NRT restriction are supported, the existing mid-block pedestrian signals (TCS 4177) located approximately 30m to the north will need to be de-commissioned simultaneously when the new traffic signals are commissioned. It should be noted that signalising the intersection of Targo Rd and Rocky Point Rd may result in undesirable see-through signal effects for north and south bound through movements due to the adjacent signalised intersection of Rocky Point Rd and Ramsgate Rd located approximately 100m away. If traffic signals were to be considered further at the intersection of Rocky Point Rd and Targo Rd, this road safety issue would need to be addressed in due course.
SIDRA models	SIDRA modelling indicates increased eastbound queues of right-turning vehicles from Ramsgate Rd to The Promenade (up to 75m) if the proposed traffic signals are implemented. The existing right-turn bay will need to be extended to cater for the extended traffic queues and an assessment of impact on sight lines at the existing pedestrian refuge to the west will need to be conducted.
General	It is noted that existing NRT restrictions at Rocky Point Rd/Ramsgate Rd traffic signals and Ramsgate Rd/Targo Rd intersection will be retained with the development. TfNSW seeks clarification on how any development traffic originating from the east on Ramsgate Rd is proposed to be catered for by the development.
General	There are existing bus stops on the departure sides of the Ramsgate Rd/Targo Rd/The Promenade intersection. The proposed traffic signals (if approved) would likely require relocation of these bus stops, especially westbound bus stop, due to proximity with the intersection. The relocation of bus stops, if necessary, will need to be undertaken at no cost to TfNSW.

ATTACHMENT B

TfNSW Operational Traffic Modelling Team Review and Comments

193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate SIDRA network model

14/01/2022

The following sections comprise a summary of TfNSW operational traffic modelling team's review of the Ramsgate SIDRA network model and supporting document(s), prepared by Colston Budd Rogers & Kafes. The TfNSW operational traffic modelling team had compiled a list of modelling issues in September 2020 reviewing an earlier iteration of the model. Any outstanding issues which have not been adequately addressed has been raised again in this document.

The specific documents and traffic model(s) provided for the review are outlined in Table 1.

Table 1: Reviewed material

Material	File name	File description	Received date
SIDRA models	11771 Ramsgate Networks.sip9	SIDRA network file	21/12/2021
Report	20211215 - Appendix D - Traffic Report_PP-2021-6179.pdf	Traffic Report for Planning Proposal for Proposed Mixed Use Development, Ramsgate	21/12/2021

Table 2 and Table 3 provides a summary of review comments.

This review will use three categories to assess the scale of each issue:

1. **Major** – these issues need to be addressed before the model is used as they will have an impact on the model analysis and recommendations
2. **Medium** – these issues are usually localised and/or are likely to result in a small variation of the model analysis and recommendations but should not impact on the decision process.
3. **Minor** – these issues are minor and/or remote to the main area of investigation and should not impact on model analysis but should be considered for correction at subsequent updates.

This approach ensures that the review has captured the likely impact of issues identified and prioritises them to assist in formulating corrective actions. In isolation, medium or minor issues would not have considerable impacts on the modelling results, but combined they have the potential to impact the model performance.

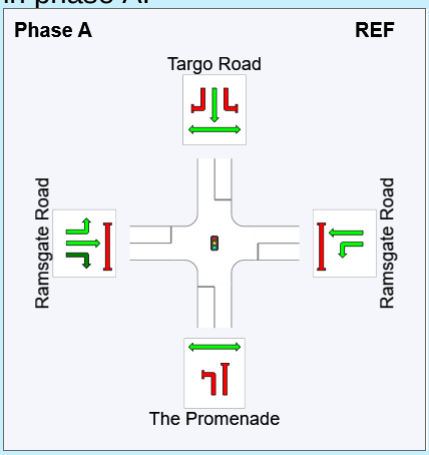
Table 2: Summary of review comments (report)

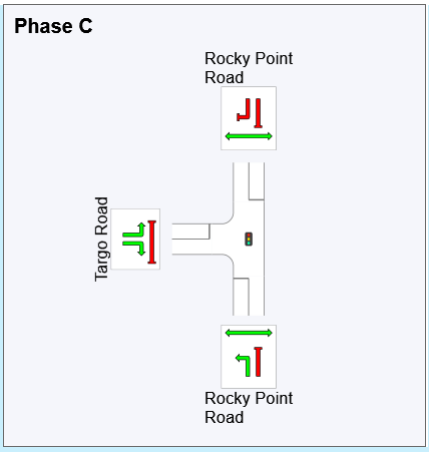
Item	Section	Comment	Priority
1	3.21	Given that significant portion of the traffic generated by the proposed development will utilise Targo Road, has any consideration been given to the potential traffic impacts on the intersection of Targo Road / Burgess Street as a result?	Minor
2	3.23	"The Promenade exceed 200 vehicles per hour in one direction in the weekday afternoon and Saturday peak periods. Future traffic flows along Targo Road will exceed 200 vehicles per hour in one direction in the weekday afternoon and Saturday peak periods. Thus the TfNSW warrant for the two proposed traffic signals is satisfied." The northbound surveyed traffic volumes along The Promenade exceed 300 during the peak hour. However, the warrant requires volumes to exceed 200 for 4 one-hour periods on an average day. Have any traffic surveys indicated this is the case (e.g. hourly flows averaged over a week)? Additionally, the traffic volumes along Targo Road at the Rocky Point Road / Targo Road intersection are significantly lower (<100) and so it should be noted that it will only warrant signalisation after including the traffic generated by the development.	Medium
3	3.29 – 2031 Plus Development	"the traffic signal controlled intersection of Rocky Point Road and Ramsgate Road would operate with average delays of less than 50 seconds per vehicle in the weekday afternoon peak period. This represents level of service D, a satisfactory level of intersection operation" While the PM delay results show that this intersection performs at a LoS of D, the DoS is at 99.9 percent (0.999). In accordance with Section 14.3 of the RMS modelling guidelines, only a Maximum Practical DOS of 90 percent is acceptable for signalised intersections. Many of the Future Network intersections have a DOS in excess of the RMS requirements and therefore the intersections are not anticipated to operate satisfactorily in the future.	Major
4	3.29 – 2031 Plus Development	Has any consideration been given to the queueing between intersections? The addition of the two proposed signals introduce long queues in the east approach of Ramsgate Road / Targo Road / The Promenade and in the south approach of Rocky Point Road / Targo Road. The 95%ile queue lengths of each exceed the distance to the upstream intersection.	Major
5	Attachment A – SIDRA	"In accordance with the RMS Traffic Modelling Guidelines (Feb 2013), existing conditions models must have a DOS less than	Major

	movement summaries	1.0. It is recommended that the existing conditions model is reassessed and recalibrated." This issue raised previously is still applicable as the DoS at the Rocky Point Road pedestrian crossing is 1.1 during the Saturday peak.	

Table 3: Summary of review comments (model)

Item	Section	Comment	Priority
1	General	The default walking speed of 1.3m/s has been used whereas the RMS modelling guidelines recommend 1.2m/s.	Minor
2	General	HV and Bus PCU values for all models have been left at the default of 1.65 whereas the RMS modelling guidelines recommend increasing this value to 2.	Minor
3	Extra Bunching	"Bunching has been applied incorrectly to the internal approaches to the intersections. It is noted that bunching is generally not required when intersections are in a network model, and if applied should generally only be applied to unsignalised intersections and the external approaches." The extra bunching parameter has still been applied in some intersections such as the Ramsgate Road / Targo Road / The Promenade intersection in the PM existing + development model.	Medium
4	Lane Geometry	In the weekend model, the west exit at the Ramsgate Road / Targo Road / The Promenade intersection has been modelled as a short lane whereas in the PM it has been modelled as a short lane with parking.	Minor
5	Lane Movements	"A review of the lane movement definitions flow proportions show multiple movements flowing into short lanes. For example, the north approach left turn of the Rocky Point Rd / Ramsgate Rd flows into the short departure lane on the east approach. It is recommended that where a single movement is occurring, the flow be moved to a full length lane rather than the short lane." This issue raised previously is still applicable at some locations e.g. the eastbound left turn, northbound left turn, southbound left turn at the Rocky Point Road / Ramsgate Road intersection	Minor
6	Pedestrians	Pedestrian volumes used for the future models appear to be the same as the existing models. Has the increase of pedestrian volumes as a result of the development as well as background growth been considered?	Medium

7	Priorities	A range of turning movements at signalised intersections are not giving way to pedestrians despite occurring in the same phase. Examples would be the proposed signalised intersections of Ramsgate Road / Targo Road and Rocky Point Road / Targo Road.	Minor
8	Vehicle Movement Data	"Signal Condition of Arrival Type 5, Highly Favourable, has been applied to the north approach to Ramsgate Road / Rocky Point Road. This would suggest that southbound traffic arrive at the intersection in a closely spaced platoon and clears the intersection. However, the use of this parameter is questionable given that the (2019) report states that: *"From our on-site observations, it is apparent there are currently extensive queues in the southbound direction along Rocky Point Road. The front of the queue was observed to occur south of Ramsgate Road (outside of the Ramsgate town centre). It was observed to generally extend past the Targo Road intersection in the assessed peak periods. This results in vehicles on Targo Road not able to enter Rocky Point Road to travel in the southbound direction."* It is recommended that this parameter is not used as this has the potential to reduce the queue lengths on the north approach and therefore the impact that this has on the operation of the Targo Road west approach." This issue raised previously is still applicable as the signal coordination settings remain unchanged.	Medium
9	Phasing & Timing	At the Ramsgate Road / Targo Road / The Promenade intersection, it appears the southbound through movement is occurring concurrently with a number of conflicting movements in phase A.  Similarly, phase C at the Rocky Point Road / Targo Road intersection has the northbound left turn occurring with the conflicting pedestrian movement.	Medium

				
10	Cycle Length	“Future Network Upgrade models have been operated with a User Given Cycle Time.” This issue raised previously is still applicable in the 2031 Base Models.		Minor
11	Signal Offsets	The offset values between intersections have been kept at the default of 0s. Has this parameter been considered in optimising the network?		Medium