Table 1: Response to Matters Raised by TfNSW in Annexure B of Letter dated 17 October 2024 relating to SIDRA modelling.		
Issue	**Comment**	**Response**
Traffic Split – AM & PM Peak	It is noted that Inbound and outbound traffic split for residential adopted in the report appears to be 50%/50%, in either peak. Traffic Advice **seems to be assuming a balanced IN/OUT demand in both weekday and Saturday peaks.** Targo Rd entry cannot have a 50/50 split if it is a mix of residential and retail traffic. Our data shows the IN/OUT splits for high density residential to be **20%/80% in the AM** and **68%/32% in the PM** for the residential component. Ramsgate Rd/ Rocky Point Road (TCS197) Modelling shows improvements southbound on Rocky Point	The model has been adjusted to include the indicated residential traffic splits.
Ramsgate Rd / Rocky Point Road (TCS197)	Modelling shows improvements southbound on Rocky Point Road with queue lengths reduced despite increased traffic volumes which is not considered accurate and reflective of real-life scenario. For e.g. in the AM peak, queue lengths reduced from 30m to as little as 13m. In the PM peak, queue lengths reduced from 171m to 24m.	The model has been updated with similar queue lengths pre and post development. It should be noted that as there is a new set of traffic signals, platooning may reduce the queue lengths at the intersection of Rocky Point Road and Ramsgate Road.
	Based on the existing parking signs on Ramsgate Road, it appears vehicles are permitted to park approx. 25m from the intersection in both AM and PM peak periods westbound departure side (see below screenshot). This is not shown in the modelling layouts for both AM and PM existing and future. Please confirm whether parking is proposed to be removed as part of the development. Modelling should be updated accordingly	Observations of the site show that cars do not park along the western side of Ramsgate Road and it is a clearway during the PM peak periods.
	Rocky Point Road southern approach departure side shows there is 40m before requiring merging however measurements show 'No Stopping' is installed approx. 20m from intersection. Rocky Point Road northern approach shows there is 80m of shared left and through lane however, measurements show 'No Stopping' is installed approx. 60m from intersection. Modelling is to be amended to reflect the above parking restrictions. It is noted that there is a bus zone just before the 'No Stopping.' Modelling is to take into account the worst-case scenario (i.e. that the bus zone will be occupied regularly due to frequent buses in the morning peak).	Model has been updated as suggested by TfNSW.

	Ped crossing on the northern approach of Rocky Point Road operates in B phase which is missing in the modelling. Modelling is to be amended to reflect this. B phase is shown as a variable phase – modelling should be amended to show B phase will run every cycle as SCATS shows B phase operates almost every cycle during peak periods	Model has been updated as suggested by TfNSW.
	Parking is permitted outside of AM peaks on the western departure side of Rocky Point Road, northern leg. Site layout should be amended to reflect this, and modelling should be updated.	Model has been updated as suggested by TfNSW.
Targo Road / Ramsgate Road / The Promenade	SIDRA modelling indicates that for the proposed signals at the intersection of Targo Rd/Ramsgate Road South and North approaches operate at a LoS E. **This is not acceptable for a new set of signals.** Should signals be considered at this intersection the proponent will need to provide a layout that operates safely and efficiently. LoS E or F from Day one is not acceptable	The northern approach (Targo Road) operates at LoS D/E and the southern approach (The Promenade) operates at LoS C/D. The overall operation of the traffic signals is LoS B. it is common for side streets to operate with higher delays than the overall intersection delay. The DOS on these approaches does not exceed 0.65.
	Both Targo Road and The Promenade appear to be about 10m wide and intersect at an angle with Ramsgate Road. The SIDRA layout appears to indicate two approach lanes and one departure lane. Achieving this layout within a 10m road could be difficult. If installed, signals would need to be designed to accommodate turning paths for 19m vehicles (which are the largest sized vehicles) legally permitted to access any part of the road network (which doesn't have any load limit restrictions). In addition, appropriate clearances should be provided for vehicles waiting to turn right out of Targo Road and the through traffic on The Promenade.	Current signage at this intersection prohibits large trucks from turning into and out of both Targo Road and The Promenade. Council has advised that it does not support large trucks to use these streets.
	Bus stops on Ramsgate Road will need to be relocated further away from the intersection to provide sufficient merge length for vehicles crossing the intersection as part of the proposed signalisation.	Noted.
	Site layout shows signals were modelled as isolated, but the phasing/movement summaries show they were modelled as coordinated. Please clarify the discrepancy.	The electronic SIDRA files will show that all the sites within the file are part of a network and have not been modelled as isolated intersections.
	Given this intersection will have a signalised right turn in the future, the right turn into Dalkeith from	Changes to the intersection of Ramsgate Road and

	Ramsgate should be banned for safety and efficiency reasons. As vehicles are anticipated to queue past Dalkeith (modelling shows max 235m queue length), consideration to ban the right turn from Dalkeith into Ramsgate for safety reasons or implement "Keep Clear" Pavement marking.	Dalkeith Street are not related to this planning proposal and are a separate matter for Council and TfNSW to address.
	The right turn bay on Ramsgate Road should cater to the max peak queue length, which, based on the modelling results, site layout only shows 52m. Similarly, the left turn bay on The Promenade should also be amended to cater to the max peak queue length based on modelling. Modelling should be amended accordingly.	The model has been updated as per TfNSW's suggestions with the right turn bay on Ramsgate Road western approach extended to 120m and providing a full length left turn lane on the southern approach with a 50 metre through lane.
Targo Rd/Rocky Point Road	Our calculations indicate that there would be about 24m of "No stopping" zone removed if mid-block signals are relocated to the new TCS controlled intersection at Targo Road. This would equate to approximately 4 parking spaces. However, with signalisation of Targo Rd and the layout as shown in SIDRA (See SIDRA layout below) it seems approximately 60m of lane length for the southbound left turn lane is required and there is no parking permitted between Targo Road and Ramsgate Road. This means loss of approximately 10 parking spaces on the eastern side of Rocky Point Road north of Targo Road and about 4 carparking spaces opposite Targo Road. This means about 14 carparking spaces will be lost from the eastern side of Rocky Point Road as a result of this proposal.	Loss of on-street parking has been updated as per Attachment E in the updated TIA (January 2025)
	Bus zone on SB on Rocky Point Road departure side approx. 15m from intersection not accounted for in the modelling site layout. Currently parking is permitted outside of PM peaks but site layout for AM shows there is no parking – modelling to be amended accordingly.	Traffic modelling has been updated to reflect loss of on-street parking.
Rocky Point Road / Hastings Street / Meurants Lane	Parking is permitted approx. 20m from the intersection outside of AM peaks on the western side of Rocky Point Road, northern leg. There is currently a right turn restriction for vehicles exiting Meurants Lane into Rocky Point Road however site layout shows it has been modelled with permitting vehicles to turn right. Modelling is to be amended to reflect the parking and turning restriction.	Traffic counts undertaken at this intersection showed vehicles turning right out of Meurants Lane however as requested, they have been removed from the model