Proposed Temporary One-Way Traffic Restriction
& Angled On-Street Parking

Dillon Street, Ramsgate

TRAFFIC MANAGEMENT PLAN

4 September 2020

Ref 19651

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1. INTRODUCTION

This Traffic Management Plan has been prepared on behalf of the Applicant, *Ramsgate Investments (NSW) Pty Ltd*, to review the traffic implications of a proposal to implement a temporary one-way traffic flow restriction along the western end of Dillon Street, Ramsgate (Figures 1 and 2).

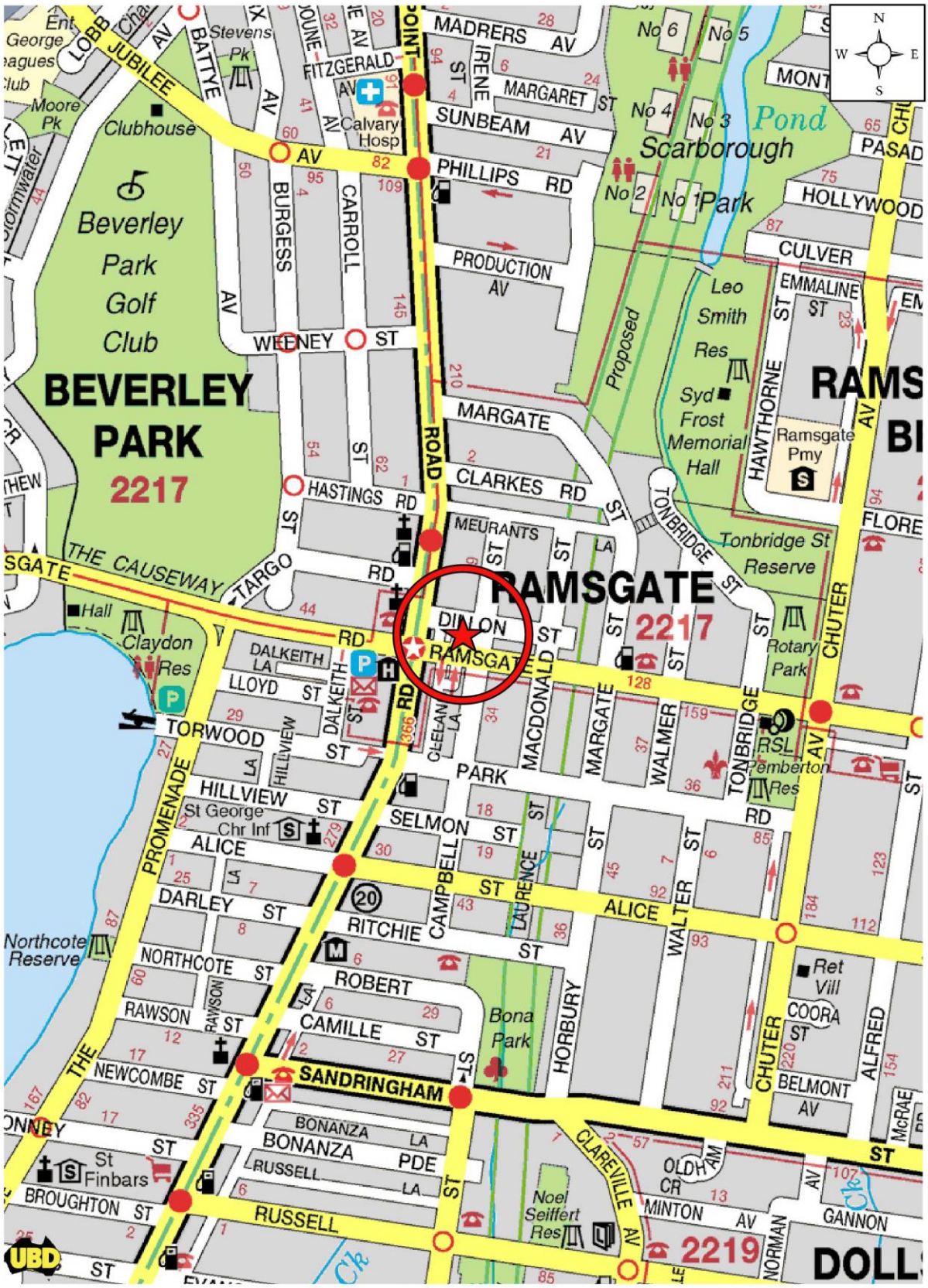
The purpose of the proposed one-way restriction is to ensure sufficient on-street parking is provided for surrounding businesses during the construction of a new mixed use development located at 78-80 Ramsgate Road. The existing development site currently provides 12 public car parking spaces, as shown in the *Streetview* image below, which will be inaccessible during construction works. As such, the proposed one-way restriction will allow 60° angled parking to be implemented along the northern side of Dillon Street, in between Rocky Point Road and Campbell Street, thereby providing the public parking spaces temporarily lost during construction works. In addition, Cleland Lane will also be restricted to one-way southbound only, between Dillon Street and Ramsgate Road.

The proposed temporary one-way restrictions and angled kerbside parking, including associated traffic and parking signage, will be implemented at the commencement of the demolition stage and remain in place until the completion of the project – a period of approximately 80 weeks. It should be noted however that this timeframe is approximate and is subject to change.

The footpath area along both sides of Dillon Street is to remain open *at all times* whilst the parallel kerbside parking spaces located on the southern side of Dillon Street are to remain *unchanged.*

The associated traffic implications on the surrounding road network as a consequence of the proposed changes are expected to be negligible.

A plan illustrating the proposed traffic and parking arrangements in Dillon Street and Cleland Lane in the vicinity of the site is reproduced in Appendix A.



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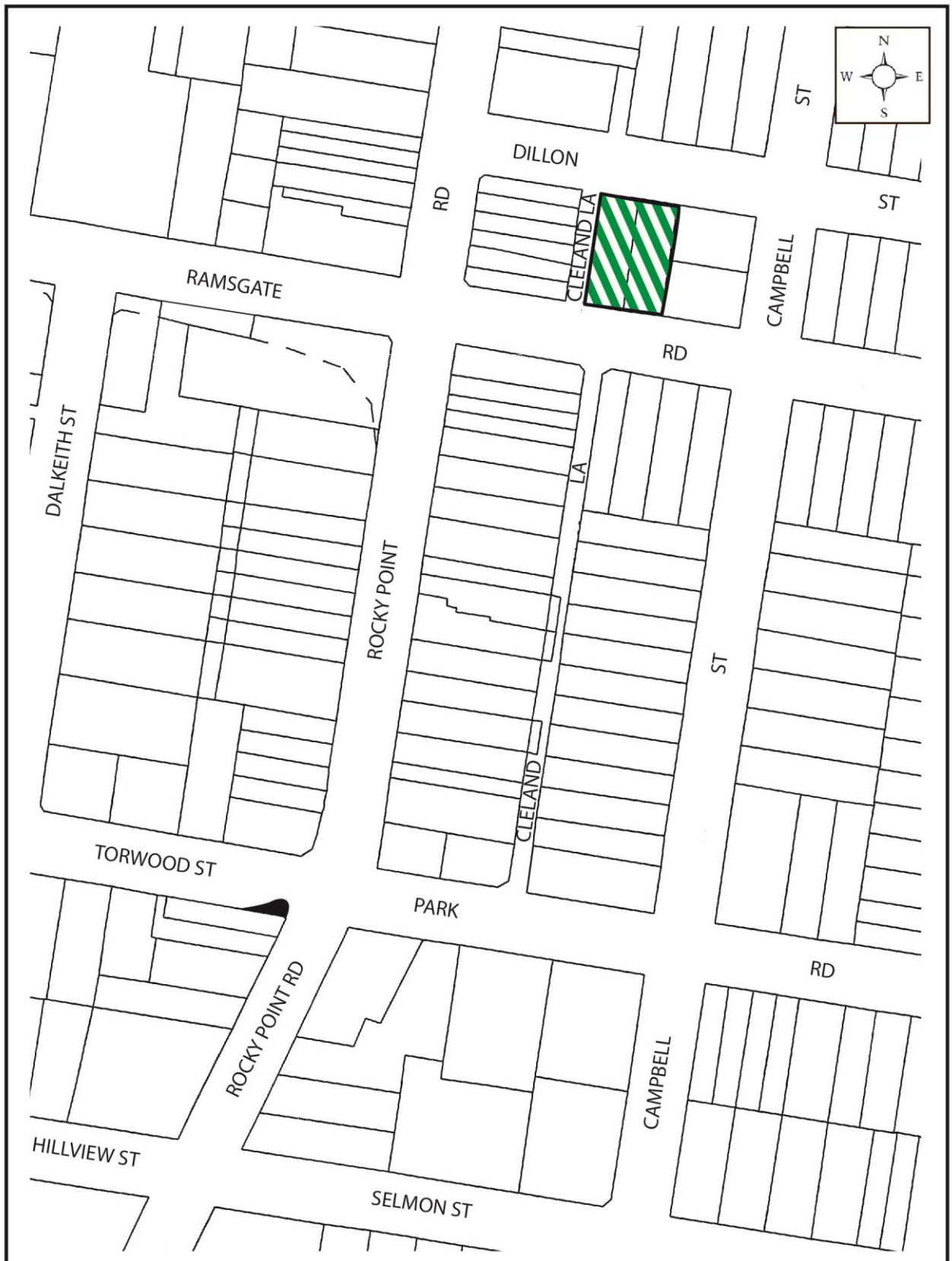
LOCATION
FIGURE 1



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SITE
FIGURE 2

2. EXISTING CONDITIONS

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

Rocky Point Road is classified by the RMS as a *State Road* and provides the key north-south road link in the area. It typically carries two traffic lanes in each direction in the vicinity of the site. Clearway restrictions apply during commuter peak periods.

Ramsgate Road is classified by the RMS as *Regional Road* which perform the function of a *collector route* through the local area. It typically carries a single traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted.

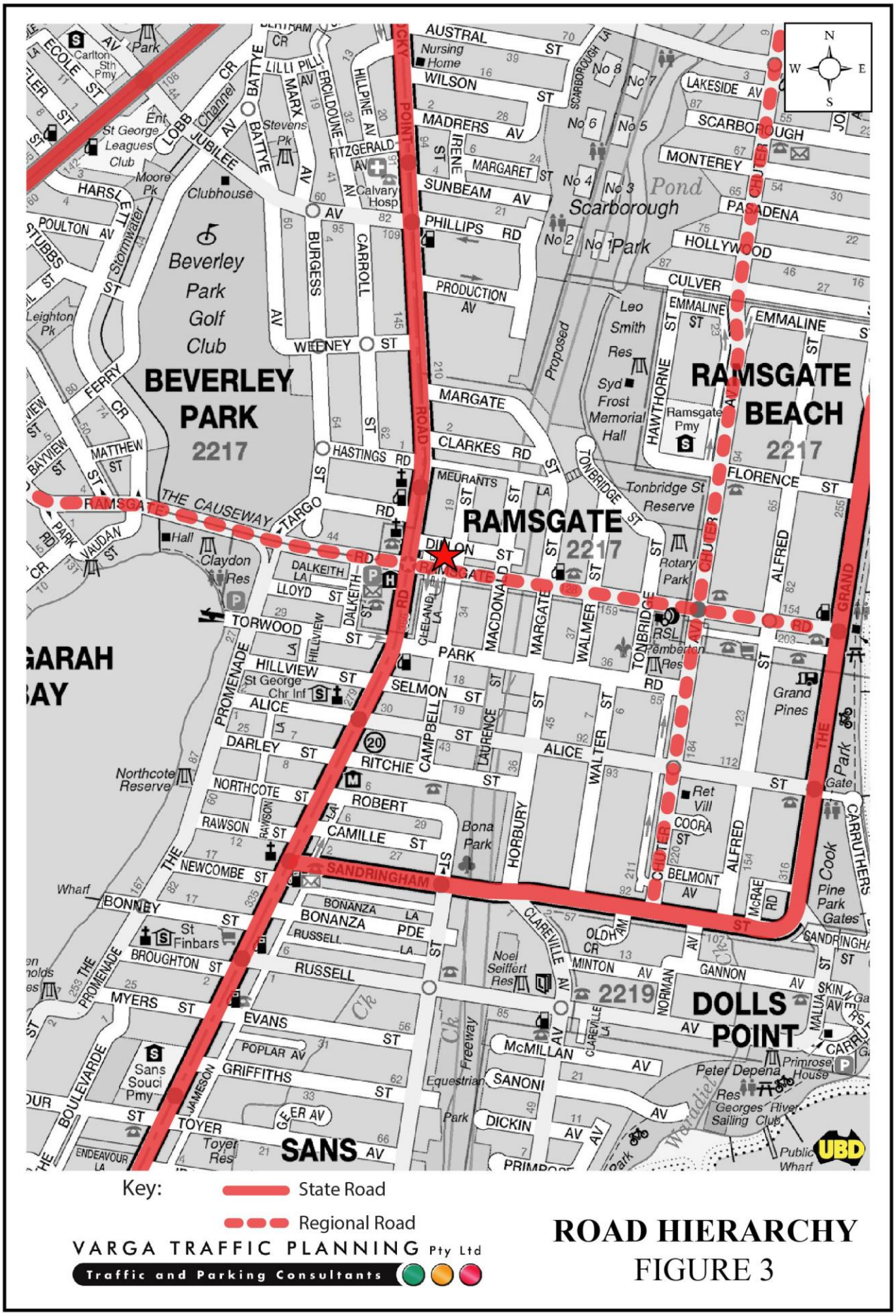
Dillon Street is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of the road.

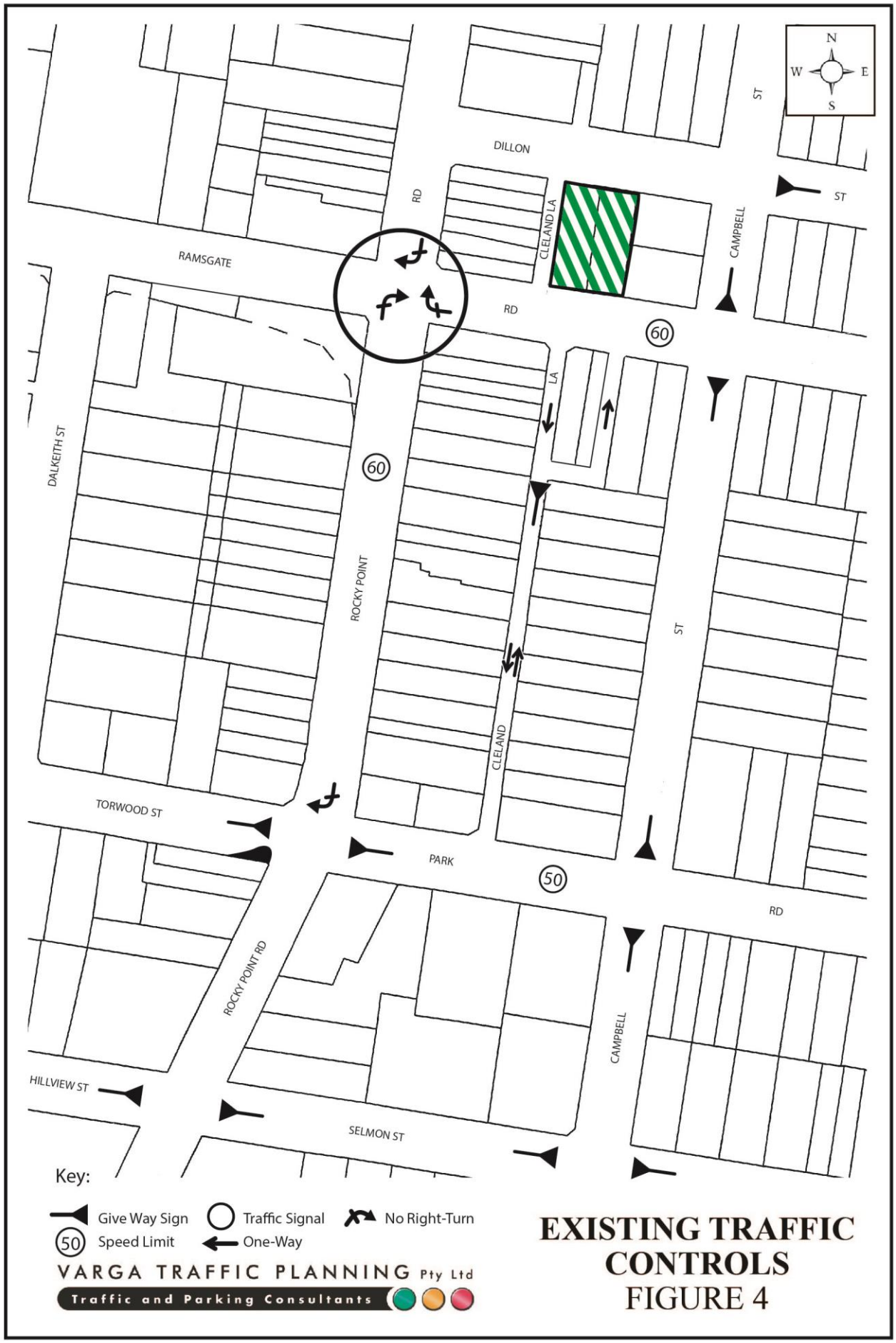
Cleland Lane is a local, unclassified service lane which is primarily used to provide rear vehicular and pedestrian access to properties fronting Rocky Point Road.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Rocky Point Road and Ramsgate Road
- a 50 km/h SPEED LIMIT which applies to Dillon Street and all other local roads in the area
- TRAFFIC SIGNALS in Rocky Point Road where it intersects with Ramsgate Road


BEVERLEY PARK 2217
RAMSGATE 2217
RAMSGATE BEACH 2217
DOLLS POINT 2219
SANS
Beverley Park Golf Club
Scarborough Pond
Scarborough Park
Ramsgate Pmy
St George Leagues Club
Clubhouse
Moore Pk
Stevens Pk
Calvary Hosp
Nursing Home
Carlton Sth Pmy
Leighton Pk
Claydon Res
St George Chr Inf
Northcote Reserve
Bona Park
Noel Seiffert Res
Sans Souci Pmy
St Finbars
Toyer Res
Leo Smith Res
Syd Frost Memorial Hall
Tonbridge St Reserve
Rotary Park
RSL
Pemberton Res
Grand Pines
Ret Vill
Peter Depena Res
Primrose House
Georges River Sailing Club
Public Wharf
Wharf
Equestrian
Freeway
Proposed
THE CAUSEWAY
SANDRINGHAM
POINT ROAD
GRAND PDE
Key:
State Road
Regional Road
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
ROAD HIERARCHY
FIGURE 3


N
W
E
S
DILLON
RD
ST
CLELAND LA
CAMPBELL
RAMSGATE
RD
60
LA
DALKEITH ST
60
ROCKY POINT
ST
CLELAND
TORWOOD ST
PARK
50
RD
ROCKY POINT RD
CAMPBELL
HILLVIEW ST
SELMON ST
Key:
Give Way Sign
Traffic Signal
No Right-Turn
50 Speed Limit
One-Way
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING TRAFFIC CONTROLS
FIGURE 4

- a NO RIGHT TURN restriction for westbound traffic on Ramsgate Road, prohibiting the turn onto Rocky Point Road

- OPPOSING NO RIGHT TURN restrictions for northbound and southbound traffic on Rocky Point Road, prohibiting the turn onto Ramsgate Road

- GIVE WAY restrictions in Dillon Street where it intersects with Campbell Street

- GIVE WAY SIGN restrictions in Campbell Street where it intersects with Ramsgate Road.

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 5. Key features of those parking restrictions are:

- CLEARWAY restrictions along the western side of Rocky Point Road during the weekday *morning* commuter peak period and along the eastern side of Rocky Point Road during the weekday *afternoon* commuter peak period

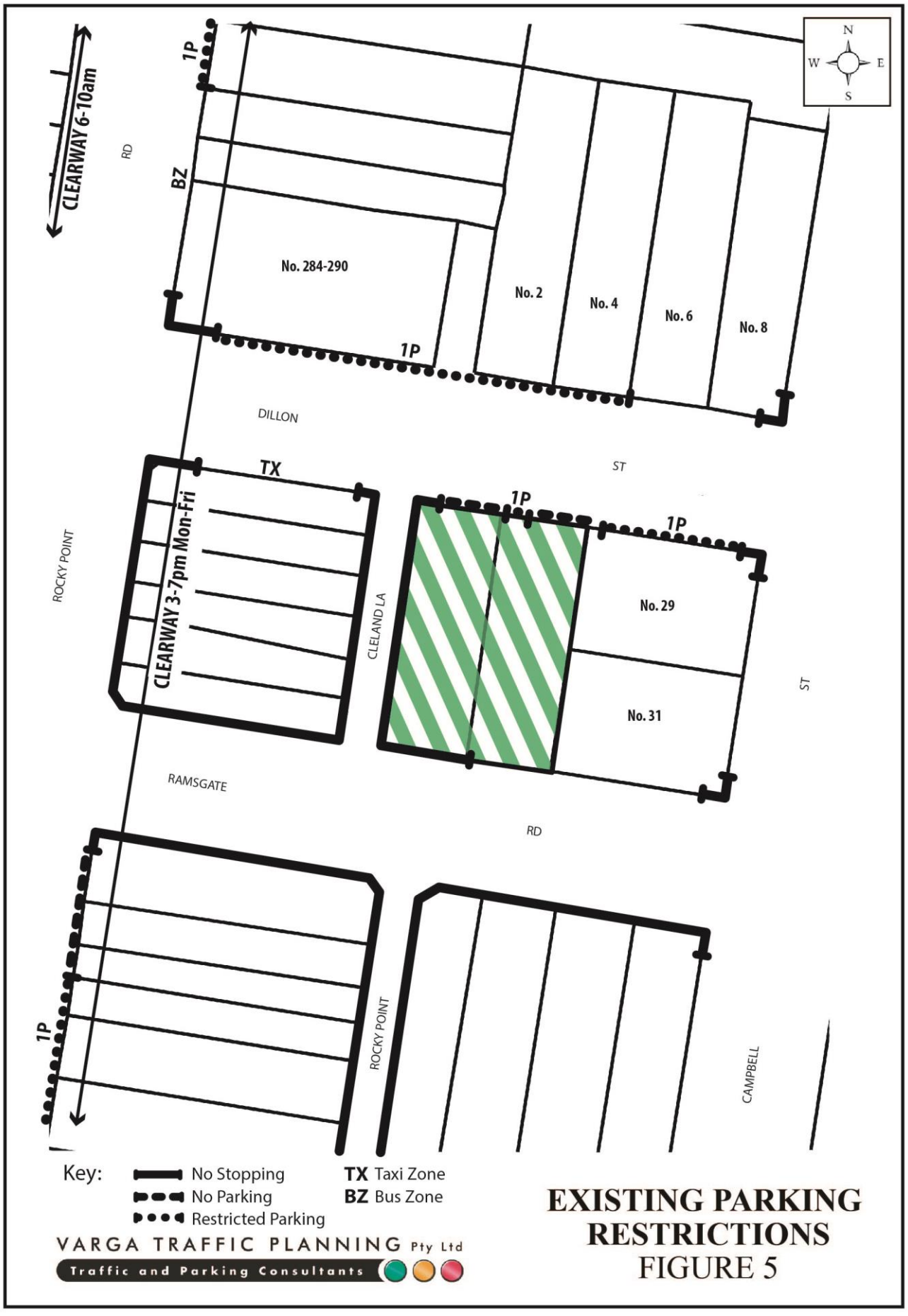
- NO STOPPING / NO PARKING restrictions in the vicinity of the Rocky Point Road and Ramsgate Road intersection

- BUS ZONES located at regular intervals along both sides of Rocky Point Road and also Ramsgate Road.

- 1 HOUR PARKING restrictions along both sides of Dillon Street in the vicinity of the site

- a TAXI ZONE located on the southern side of Dillon Street, in between Rocky Point Road and Cleland Lane

- NO STOPPING restrictions along both sides of Cleland Lane


CLEARWAY 6-10am
1P
BZ
RD
No. 284-290
No. 2
No. 4
No. 6
No. 8
1P
DILLON
ST
TX
CLEARWAY 3-7pm Mon-Fri
ROCKY POINT
CLELAND LA
1P
1P
No. 29
No. 31
ST
RAMSGATE
RD
1P
ROCKY POINT
CAMPBELL
N
W
E
S
Key:
No Stopping
No Parking
Restricted Parking
TX Taxi Zone
BZ Bus Zone
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EXISTING PARKING RESTRICTIONS
FIGURE 5

Dillon Street as seen from Rocky Point Road, facing east

Dillon Street as seen from Campbell Street, facing west

3. PROPOSED ONE-WAY TRAFFIC ARRANGEMENTS

Discussions with Council have indicated that the existing carriageway width of Dillon Street is sufficiently wide enough to accommodate one-way traffic flow and 60° ("nose-to-kerb") parking along the northern side of Dillon Street, whilst retaining the existing parallel parking along the southern side of Dillon Street.

The purpose of the proposed one-way restriction is to ensure sufficient on-street parking is provided for surrounding businesses during the construction of a new mixed use development located at 78-80 Ramsgate Road. The existing development site currently provides 12 public car parking spaces which will be inaccessible during construction works. As such, the proposed one-way restriction will allow angled parking to be implemented along the northern side of Dillon Street, in between Rocky Point Road and Campbell Street, thereby providing the public parking spaces temporarily lost during construction works. In addition, Cleland Lane will also be restricted to one-way southbound only, between Dillon Street and Ramsgate Road.

It is expected that drivers who regularly use Dillon Street will become accustomed to the proposed arrangements after a relatively short period of time.

A recent aerial image of the site and its surroundings is reproduced below.

It should be noted that Dillon Street, east of Campbell Street, will remain *unchanged* and continue to permit two-way traffic flow.

Furthermore, the only vehicles that will be affected by the proposed one-way conversion will be those that currently turn left/right into Dillon Street from Rocky Point Road *and* those properties with vehicular access to Dillon Street, in between Rocky Point Road and Campbell Street.

The associated traffic implications on the surrounding road network as a consequence of the proposed change is expected to be *negligible.*

Appropriate signage and linemarking will be installed at the commencement of the proposed changes, as indicated on the attached plan.

Traffic Assessment

On-site observations indicate that existing traffic flow along Dillon Street is relatively low, including during peak periods. Notwithstanding, Council has indicated that due to the existing no-right turn restriction for westbound traffic on Ramsgate Road turning onto Rocky Point Road, that some local traffic turns right onto Campbell Street, left onto Dillon Street and right onto Rocky Point Road, particularly outside of peak periods.

Accordingly, whilst both directions of traffic flow were considered as part of the assessment, maintaining the westbound traffic flow was ultimately considered the best outcome in traffic terms, as it would result in the *least change* to the existing conditions.

Whilst the temporary measures are in place, it is anticipated that the majority of southbound traffic on Rocky Point Road that currently turns left into Dillon Street will choose to turn left beforehand into Meurants Lane, then right onto Campbell Street. If those southbound drivers are not aware of the proposed change to traffic flow and will have passed Meurants Lane, they will likely turn left onto Ramsgate Road.

Conversely, it is anticipated that the majority of northbound traffic on Rocky Point Road that currently turns right into Dillon Street will choose to turn right beforehand into Park Road, then left onto Campbell Street. If those northbound drivers are not aware of the proposed change to traffic flow and will have passed Park Road, they will likely turn right onto Meurants Lane.

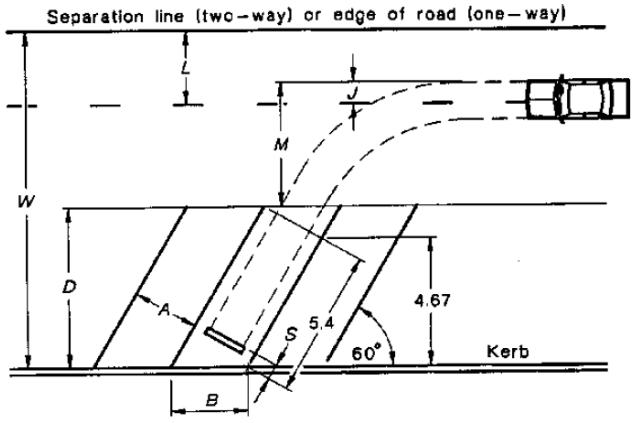
Again, westbound traffic flow on Dillon Street, in between Rocky Point Road and Campbell Street will be retained, such that existing traffic that currently choose this route will be *unaffected* by the proposed changes.

Accordingly, the traffic expected to be affected by the proposed temporary one-way conversion is expected to be *minimal*.

The proposed temporary redirection of these existing vehicles is expected to be relatively minor and will not result in any unacceptable traffic implications in terms of road network capacity.

AS2890.5:1993 Compliance

The geometric design layout of the proposed angled on-street car parking spaces have been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 5 – On-Street Car Parking AS2890.5:1993* in respect of parking bay dimensions and aisle widths, as per the extract reproduced on the following page.



60°
PARKING

Dimensions		Use category (see Table 2.2)			
		Low	Medium	High	Disabled
A—space width		2.4	2.5	2.6	3.2
B—space width parallel to kerb		2.8	2.9	3.0	3.7
D—lateral depth of spaces (Note 1)	D_1	5.7	5.7	5.7	5.7
	D_2	5.1	5.1	5.1	5.1
	D_3	5.9	6.0	6.0	6.3
M—manoeuvre space (Note 3)		4.9	4.6	4.3	4.3
J—allowable encroachment into adjacent traffic lanes (Note 4)		2.5	2.5	2.5	2.5
Minimum width required, kerb line to outer edge of a moving traffic lane = $D + M - J$		8.3	8.1	7.8	7.8
L—width of lane(s) for moving traffic:					
0-800 vehicles/hour (Note 5)		3.5	3.5	3.5	3.5
800-1600 vehicles/hour (Note 5)		6.5	6.5	6.5	6.5
W—minimum overall width required, kerb line to separation line = $D + M - J + L$;					
0-800 vehicles/hour (Note 5)		11.8	11.6	11.3	11.3
800-1600 vehicles/hour (Note 5)		15.3	15.1	14.8	14.8
S—wheelstop distance:					
Nose-in parking		0.6	0.6	0.6	0.6
Rear-in parking (Note 6)		0.9	0.9	0.9	0.9

DIMENSIONS IN METRES

NOTES:

1 Dimension *D* is selected as follows (see Note 2):
- D_1—where parking is to a wall or high kerb not allowing any overhang.
- D_2—where parking is to a low kerb which allows 600 mm overhang.
- D_3—where parking is controlled by wheelstops installed at right angles to the direction of parking.

2 Formulae from which values of D_1, D_2 and D_3 have been calculated are given in AS 2890.1.

3 Dimension *M* gives the lateral space required when manoeuvring into or out of a parking space. Roadway width limitations are dealt with further in Clause 2.4.

4 Dimension *J* is the extent to which a vehicle can be allowed to obstruct the adjacent moving traffic lane while manoeuvring into or out of a parking space. The value $J = 2.5$ m is appropriate to traffic speeds of 60 km/h or less past the site. At higher speeds it is recommended that *J* be reduced by 1.0 m for each 10 km/h by which the speed exceeds 60 km/h, with a minimum value of $J = 0$.

5 The quoted traffic volumes are one-way maximum hourly volumes, total of all lanes, during the times parking is permitted.

6 Rear-in angle parking spaces slope in the opposite direction.

FIGURE 2.4 LAYOUT AND MINIMUM ROADWAY WIDTH FOR 60 DEGREE ANGLE PARKING SPACES

4. TRAFFIC MANAGEMENT PLAN

A. Description of Proposed Measures

Is a detailed plan of the proposed measures necessary?

Yes.

An indicative parking and signage plan of the proposed one-way conversion has been provided in Appendix A.

B. Identification and Assessment of Impact of Proposed Measures

Is a detailed assessment required?

No.

The proposed one-way conversion applies to Dillon Street, in between Rocky Point Road and Campbell Street *only*. Existing westbound traffic along this section of Dillon Street will be *unaffected.*

The proposed volume of redirected traffic is relatively minor and will not result in any unacceptable implications in terms of road network capacity.

C. Measures to Ameliorate the Impact of Reassigned Traffic

Is an assessment required?

No.

The proposed volume of redirected traffic is relatively minor and will not result in any unacceptable implications in terms of road network capacity.

D. Assessment of Public Transport Services Affected

Is an assessment required?

No.

Dillon Street is not located a on public transport route, nor will any public transport services be affected.

E. Details of Provision Made for Emergency Vehicles, Heavy Vehicles, Cyclists and Pedestrians

Are these details required?

Yes.

Heavy vehicles and cyclists will be required to enter Dillon Street from the eastern end via Campbell Street, just like passenger vehicles. Notwithstanding, on-site observations indicate that existing heavy vehicle traffic flow along Dillon Street is very low. New signage will be installed at the western end of Dillon Street as per the plan provided in Appendix A, advising heavy vehicles and cyclists that there is "No Entry" from Rocky Point Road.

The proposed one-way conversion will *not* affect emergency service vehicles or pedestrians.

F. Assessment of Effect on Existing and Future Developments with Transport Implications

Is an assessment required?

No.

Dillon Street is not on a transport route for existing or proposed developments.

G. Assessment of Effect of Proposed Measures on Traffic Movements in Adjoining Council Areas

Is an assessment required?

No.

There will be no effect on adjoining Council areas.

H. Public Consultation Process?

Is a public consultation process required?

Yes.

The proposed one-way conversion will need to be referred to Council's Local Traffic Committee and the RMS for approval, where local tenants and property owners can provide comment, if any. Council have provided a map of the surrounding area required for consultation which is reproduced in Appendix B.

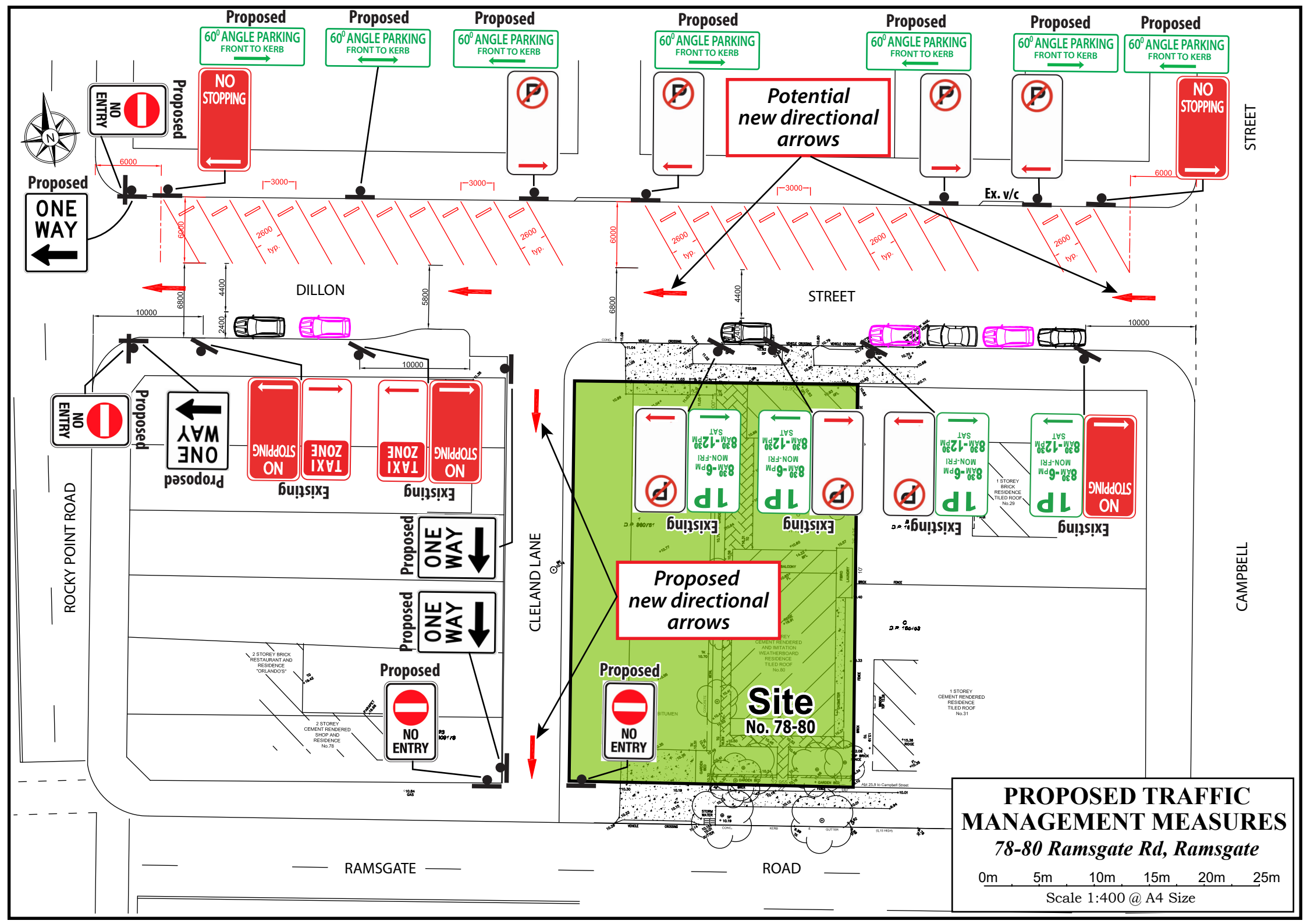
CONCLUSION

The foregoing assessment has found that the proposed temporary change to traffic flow in Dillon Street to one-way westbound only, will have *minimal* effect on the surrounding road network and adjoining property owners.

It is therefore recommended that the proposed temporary one-way conversion of Dillon Street *and* Cleland Lane, as well as the proposed 60° "nose-to-kerb" parking and associated signage and linemarking be approved.

APPENDIX A

PROPOSED TRAFFIC & PARKING SIGNAGE PLAN


Proposed
60° ANGLE PARKING
FRONT TO KERB
NO STOPPING
NO ENTRY
Proposed
ONE WAY
Potential new directional arrows
STREET
Ex. v/c
DILLON
STREET
ROCKY POINT ROAD
CLELAND LANE
CAMPBELL
Proposed new directional arrows
Site
No. 78-80
Existing
TAXI ZONE
1P
8.30AM-6PM MON-FRI
8.30AM-12PM SAT
RAMSGATE
ROAD
PROPOSED TRAFFIC MANAGEMENT MEASURES
78-80 Ramsgate Rd, Ramsgate
0m 5m 10m 15m 20m 25m
Scale 1:400 @ A4 Size

APPENDIX B

CONSULTATION AREA MAP

DILLON STREET, RAMSGATE CONSULTATION AREA MAP

Temporary one-way westbound traffic restriction and angled parking along Dillon Street between Rocky Point Road & Campbell Street, Ramsgate