

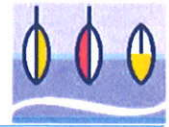


Environmental Assessment

Dolans Bay Marina

Appendix 7

**Traffic and Parking Assessment
by Christopher Hallam & Associates Pty Ltd
(incl. Supplementary Traffic Report)**



APPENDIX 7 - Traffic & Parking Assessment by Christopher Hallam & Associates Pty Ltd

DOLANS BAY MARINA

**TRAFFIC AND PARKING IMPACT
ASSESSMENT OF PROPOSED
ALTERATIONS TO DOLANS BAY
MARINA, 72-74 PARTHENIA
STREET, DOLANS BAY**

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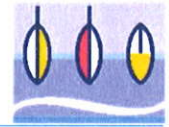


CONTENTS

	Page
1.0 INTRODUCTION	1
2.0 CURRENT SITUATION	
2.1 Road Network	2
2.2 Parking Demand	2
2.3 Operation of Dolans Bay Marina	4
3.0 TRAFFIC AND PARKING ASSESSMENT OF PROPOSAL	
3.1 Description	6
3.2 Parking Assessment	6
3.3 Traffic Assessment	9
4.0 CONCLUSIONS	10

APPENDIX MARINA PARKING ANALYSIS

FIGURE On-Street Parking Inventory



1.0 INTRODUCTION

Dolans Bay Marina is located at 72-74 Parthenia Street, Dolans Bay. The marina currently provides 29 marina berths and 22 swing moorings, located in Dolans Bay. The marina provides boating support services, including a workshop and fuelling facilities. The proposal is to remove the 22 swing moorings, and add 62 marina berths. This would increase the total boats accommodated from 51 to 91.

Christopher Hallam & Associates Pty Ltd were commissioned by Dolans Bay Marina to prepare a traffic and parking impact assessment. We previously prepared the report *"Traffic and Parking Impact Assessment of Proposed Alterations to Dolans Bay Marina, 72-74 Parthenia Street, Dolans Bay"*, in February 2001, for a previous minor expansion of the marina.

The findings of this current report are set out through the following Sections:

- Section 2 briefly reviews the existing situation in relation to the road network, parking demand and the operation of the marina;
- Section 3 assesses the traffic and parking implications of the proposed expansion of the marina, taking into account extensive surveys and analysis undertaken by the author;
- Section 4 sets out the conclusions;
- The Appendix presents the results of extensive surveys at marinas, in regard to boat usage and parking demands, to provide the basis for the impact assessment.



2.0 CURRENT SITUATION

2.1 Road Network

The site is accessed off Parthenia Street, Dolans Bay. Parthenia Street is a local road providing access to properties in the area. It has a sealed carriageway width of 9.3 m between kerbs, and is subject to a 50 km/hr speed limit. Traffic is generally able to park on the kerbside, leaving one travel lane per direction. Access to the site is located near a bend in the road, where parking restrictions opposite the site improve sight distance.

Caringbah Bus Service operates routes 977 and 978 along Parthenia Street.

General traffic conditions in the area are relatively quiet.

2.2 Parking Demand

Dolans Bay Marina has its own on-site carpark, to serve patrons of the site. It does not currently rely on on-street parking. As part of the assessment of the previous marina expansion proposal in Summer 2000/2001, surveys were undertaken of on-street parking demand, on a weekend in January 2001, to look for any overflow from the marina carpark, and to generally review on-street parking demand. A weekend was chosen because marinas are traditionally busier on weekends than on weekdays. The Figure sets out an inventory of the on-street parking, showing the location of driveways, the numbers of parking spaces and the parking survey zones, as surveyed in August 2008.

Table 2.1 summarises the results of these parking surveys, indicating the number of cars parked in each half hour period during the surveys. The zone capacities were as surveyed at the date of the survey.



**TABLE 2.1 Parthenia Road Parking Demand Survey –
Number of Vacant Parking Spaces**

Zones	Saturday 6/1/01		Sunday 7/1/01	
	A,D,E,H	All	A,D,E,H	All
(Supply)	(39)	(96)	(39)	(96)
0900	31	79	32	83
0930	32	79	31	82
1000	30	79	28	79
1030	26	77	26	77
1100	27	78	26	77
1130	27	76	27	77
1200	26	73	29	78
1230	24	75	30	79
1300	24	75	30	79
1330	27	78	34	83
1400	27	78	32	81
1430	26	76	33	82
1500	26	77	32	81
1530	27	78	32	81
1600	27	78	31	81
1630	26	76	31	79
1700	27	77	31	81

It is clear from the results in Table 2.1 that on the Summer weekend days surveyed, there was ample on-street parking available on Parthenia Street.

These surveys were repeated in August 2008. This was not Summer. They nevertheless show the current on-street parking demands at another time of the year. Table 2.2 sets out the results. The on-street parking supply was checked and adjusted as appropriate.



**TABLE 2.2 Parthenia Road Parking Demand Survey -
Number of Vacant Parking Spaces**

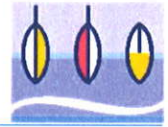
Zones	Saturday 2/8/08			Sunday 3/8/08		
	A,D,E,H	All On-street	Marina	A,D,E,H	All On-street	Marina
(Supply)	(33)	(88)	(12)	(33)	(88)	(12)
0900	22	68	6	20	66	6
0930	25	70	6	19	65	6
1000	22	67	7	19	66	7
1030	23	71	6	19	65	7
1100	21	66	5	21	69	7
1130	19	65	6	21	70	6
1200	19	65	8	20	67	8
1230	19	67	8	22	70	8
1300	22	68	7	23	72	7
1330	22	68	7	23	74	7
1400	21	67	7	19	68	7
1430	23	69	8	18	64	6
1500	23	70	8	20	65	6
1530	22	70	8	20	66	6
1600	24	71	6	21	68	7
1630	21	67	8	21	69	8
1700	22	69	9	19	67	7

Table 2.2 indicates ample vacant parking in the on-street zones close to the marina on both days, in the wider on-street area on both days and even at the marina itself, where over both days there was always at least 5 vacant spaces, and usually 6. The peak parking demand at the marina might have been lower compared with Summer, but the on-street parking demand would have been more consistent, with ample spare capacity.

2.3 Operation of Dolans Bay Marina

Dolans Bay Marina currently has 29 marina berths and 22 swing moorings, providing anchorage for 51 boats. The marina provides workshop facilities, with a slipway. For those patrons with boats on swing moorings, the marina provides a dinghy service, with dinghies being available for patrons to row out to their boats. After reaching their boats, patrons motor into the wharf to return the dinghy. On return, patrons motor to the wharf, drop off passengers and any goods, pick up a dinghy and motor out to their mooring. After securing their boat, patrons row the dinghy back to the wharf. The peak days of operation are Saturdays and Sundays.

The marina provides fuelling facilities for boats. On the ground level of the marina building there is the slipway and shipwright's workshop, the marina office, toilets and other facilities. There is an external bar-be-queue area and seating. On the next level there is a common lounge area, plus a small office for the boat broker.



Above this level there is a residence, No.72A. This residence has a separate garage for parking, next to the marina carpark. There is also another separate residence, again with separate parking, used by the marina owners. The marina is accessed from the marina carpark by both stairs and a mechanical travelator. The carpark has a total of 10 parking spaces for marina patrons, accessed off a ramp from Parthenia Street. A total of 4 parking spaces serve the staff and dwellings.

In terms of the actual boats moored at the site, on the swing moorings the average length is about 26 foot. In the marina berths the average length is about 30 foot (9 metres). These figures can vary with different patrons at different times.



3.0 TRAFFIC AND PARKING ASSESSMENT OF PROPOSAL

3.1 Description

The proposal is to utilise the existing marina wharf and to extend it to accommodate additional berths. The berths will increase from 29 to 91. The 22 swing moorings controlled by the marina will be relinquished. The additional 62 berths will be mainly in the <12 m size range, plus some 12-14 m and 14-16 m.

3.2 Parking Assessment

We note that Sutherland Shire *Development Control Plan 2006* recommends car parking for marinas in the following terms:

- 1 space for every 3 berths (wet and dry)
- 1 space for every 2 employees on duty at any one time

If the above rate for marina berths (and moorings) is applied to the current and proposed situation, the figures are:

- Current $51 \times 0.333 = 17.0$ spaces
- Proposal $91 \times 0.333 = 30.3$ spaces (+13 spaces)

The marina currently has 10 parking spaces for the boat users, plus additional parking for staff and residents. The surveys of the current parking demands, summarised in Table 2.2 showed that the marina parking area had a maximum of 7 cars parked by boat users on the August 2008 weekend surveyed (taking into account the supply and demand).

Our February 2001 report set out the assessment of parking needs based on surveys of Dolans Bay, Rose Bay and Point Piper marinas, rather than using either the Council DCP parking rates or the rates recommended by the Roads & Traffic Authority of NSW. The *Assessment Report* by the [then] Department of Urban Affairs and Planning for this 2001 proposal agreed with the parking assessment set out in our February 2001 report. This included the comments:

"The report [by Christopher Hallam & Associates] demonstrates that there is ample on-street parking available in Parthenia Street during peak periods, and that over the six weekends surveyed, only 5 of the 135 cars generated by the marina parked in Parthenia Street.

The report also demonstrates that the peak parking demand of the swing moorings (0.197 cars/mooring) is roughly the same as the peak parking demand of the permanent berths (0.188 cars/berth), which is consistent with the findings of recent surveys at Rose Bay Marina and Point Piper Anchorage.