



Intersection improvements Forest Way at Garigal Road, Terrey Hills

Community Consultation Report

July 2017

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Executive summary

This report provides a summary of Roads and Maritime Services' consultation with the community and key stakeholders on proposed intersection improvements on Forest Way at Garigal Road, Terrey Hills.

The NSW Government is funding a proposal as part of its \$225 million Pinch Points Program, which aims to reduce delays, manage congestion and improve travel times on Sydney's main roads particularly during week day peak periods.

Roads and Maritime invited feedback on the proposal in May 2017. We received feedback from 64 people, including one council, one member of parliament and two community groups. There were seven supporting the proposal, 34 supporting the proposal conditionally, 22 not stating a preference and one not supporting it.

Key topics raised included the left turn slip lane into Garigal Road, the relocation of the bus stop on Forest Way and improvements on Garigal Road.

We thank everyone for considering the proposal and for their feedback.

The decision

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with proposal.

We will continue to keep the community and stakeholders informed as the project progresses.

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1. Introduction

1.1. Background

Forest Way, at the intersection of Garigal Road is a dual carriageway with two lanes in each direction separated by a median.

Currently, at Forest Way and Garigal Road, vehicles turning left into Garigal Road from Forest Way queue back and impede the northbound traffic flow on Forest Way and decrease the overall efficiency of the intersection to handle through and turning vehicles.

The current proposal aims to improve intersection efficiency by reducing queue lengths and altering traffic light phasing at all points of the intersection.

1.2. The proposal

Roads and Maritime proposes to:

- construct a traffic island on the south-western side of the intersection to accommodate a northbound left slip lane from Forest Way into Garigal Road
- install a zebra crossing from the newly constructed traffic island to the southern side of Garigal Road
- widen into the existing median on Forest Way to accommodate an additional northbound lane, through the Garigal Road intersection
- install a 'turn left at any time with care' sign on Forest Way at the new slip lane onto Garigal Road
- relocate the existing northbound bus stop on Forest Way to the northern side of the Garigal Road intersection
- provide a new footpath to the relocated bus stop.

2. Consultation approach

2.1. Consultation objectives

We consulted with the community and key stakeholders on the proposal to:

- Seek comment, feedback, ideas, and suggestions for us to consider when making a decision
- Build a database of interested and concerned community members with whom we can continue to engage with during the proposal's development and delivery.

2.2. How consultation was done

Community members and stakeholders were encouraged to provide their feedback and make comments via email, mail or phone contact with the project team.

We distributed 4000 letters (appendix A) to local residents, businesses (Appendix B) inviting feedback on the proposal. Copies were also provided to key stakeholders.

3. Consultation summary

3.1. Overview

We received 64 responses, with the majority in favour of the proposal with some suggestions.

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with proposal unchanged.

3.2. Feedback and Roads and Maritime's responses

Roads and Maritime has provided responses to all feedback received on this proposal. The responses are provided directly to the person who commented, as well as in this report, which will be made available to the public.

All comments have been considered to help Roads and Maritime make decisions on this proposal. Matters raised during consultation that are not within Roads and Maritime's area of responsibility have been forwarded to the relevant departments.

Table 1 - Feedback summary and Roads and Maritime's responses

| Category | Number of comments | Matter raised | Roads and Maritime's response |
|----------|--------------------|--|---|
| Proposal | 1 | These proposals do not cater for future growth. | <p>The NSW Government has committed over \$825 million to fixing pinch points across Sydney's road network. Our Pinch Point Programs aim to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads, particularly during weekday peak periods.</p> <p>A Pinch Point is a traffic congestion point, intersection or short length of road at which a traffic bottleneck exists slowing down the broader network. They cause a build-up of traffic and travel delays at these spots and on the wider road network.</p> <p>The aim of the Pinch Point Program is to provide low cost, high benefit proposals to improve congestion on Sydney's roads today.</p> <p>The aim of this proposal is to provide additional intersection capacity through the installation of an additional through lane and improved efficiency of the existing movements.</p> <p>The traffic modelling carried out for this proposal accounted for future growth over the next 10 years. The design targets queuing out of the left hand turn bay from Forest Way into Garigal Road, as well as southbound queuing on Forest Way.</p> <p>Further information on our Pinch Point Programs can be found here - http://www.rms.nsw.gov.au/projects/easing-sydneys-congestion/pinch-point-program/index.html</p> |
| | 1 | Why is this intersection considered a Pinch Point? | <p>Pinch Points are traffic congestion points, intersections or short lengths of road at which a traffic bottleneck exists, slowing down the broader network. They cause a build up of traffic and travel delays at these spots and on the wider road network.</p> <p>The intersection of Forest Way and Garigal Road is considered a Pinch Point as congestion is experienced for motorists during peak periods when travelling through the intersection.</p> |

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| Traffic | 10 | A left hand turning lane needs to be created on Forest Way into Garigal Road. | Traffic modelling shows that the maximum left turn queue is 35 metres and the average queue is 20 metres, occurring in the AM peak hour. This would therefore be contained by the proposed 40 metre left turn bay. |
| | | The northbound left turn slip lane from Forest Way into Garigal Road should be longer. | |
| | | The proposed new slip lane should accommodate at least 10 cars. | |
| | | The northbound left turn slip lane from Forest way into Garigal Road needs further space on the shoulder of the road to allow less congestion of left turning traffic. | |
| | 3 | The left turn from Forest Way into Garigal Road is likely to increase the volume of traffic on Garigal Road by creating a rat run. With the removal of the acceleration lane on Mona Vale Road many motorists will use the left turn onto Garigal Road to avoid being stuck in traffic further along Forest Way. | <p>The aim of the proposed improvements at the intersection is to reduce congestion at all points of the intersection including the left turn from Forest Way onto Mona Vale Road.</p> <p>The proposal allows for a high angle left turn, under a give way condition for vehicles wanting to turn left from Forest Way into Mona Vale Road. The high angle enables motorists to safely navigate the left turn by providing an improved sight distance to oncoming vehicles.</p> <p>Vehicles will need to give way when there is oncoming through traffic however, with the upgrade to the traffic light phasing this will only be required when vehicles travelling westbound on Mona Vale Road or Myoora Road have a green light.</p> <p>During other traffic light phases the left turn movement will be able to flow freely.</p> <p>It is therefore not expected that motorists will choose to turn left at Garigal Road rather than at Mona Vale Road.</p> |
| | | Providing an extra lane on Forest Way will do nothing if motorists have to sit and wait for westbound traffic to turn left onto Mona Vale Road, this will not improve congestion and will cause people to cut through Garigal Road. | |
| | 4 | The right turn lane from Forest | Traffic modelling was carried out and demonstrates that the proposed |

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| | | Way into Garigal road should be longer extending into the median. | additional right turn bay capacity will contain the maximum number of cars wanting to make the right turn. |
| | 1 | The third lane on Forest Way travelling northbound should be left turn only for motorists wanting to turn left onto Mona Vale Road. | The northbound left lane on Forest Way will be dedicated for left turning motorists. 'Left Lane must turn Left' signage will be included as part of this proposal. |
| | 3 | Forest Way should be at least three lanes in each direction with an extra left turn only lane into Garigal Road. | In order to provide an additional lane on Forest Way further widening would be required. This was not considered as part of this proposal due to the close vicinity to Duffys Forest. Widening would require the removal of a number of protected trees. Traffic modelling was carried out and demonstrates that the capacity being provided through this proposal will ease congestion. |
| | | The number of lanes on Forest Way (northbound) should be increased to four prior to Garigal Road. The left lane should be lengthy and only available for traffic wanting to turn left. This should be signed well before the junction of Garigal Road so motorists know which lane to be in. | |
| Garigal Road | 16 | A dedicated left turn filter, allowing traffic turning left from Garigal Road into Forest Way should be installed. Currently both lanes out of Garigal Road can turn right. Often motorists use the left lane to turn right, which means those waiting to turn left get stuck and have to wait for the left turn signal. | Garigal Road is a local road and is managed by Council. Your comments have been forwarded onto Northern Beaches Council for their consideration. |
| | | There should be a separate left turn only lane out of Garigal Road onto Forest Way. This | |

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| | | would reduce congestion for those trying to get out of Garigal Road. | |
| | | There should be one left turn lane and two right turn lanes out of Garigal Road. | |
| | | The left turn from Garigal Road onto Forest Way should be 'left turn at any time'. | |
| | | Many vehicles, when exiting the supa centre or the commercial building opposite, cross the double lines. The concrete traffic island should be extended to stop this. | |
| | | The left turn from Garigal Road onto Forest Way should be "left turn at any time after stopping" | |
| | | There should be a short run in lane on Garigal Road for vehicles turning left from Forest way. This will improve the flow of left turning traffic. | |
| | | There should be a third 60 metre left turn lane added onto Garigal Road for traffic turning left onto Forest Way. | |
| Pedestrians | 2 | There is a new zebra crossing in the proposal from Gargial Road going no where. | The zebra crossing connects those on the southern side of the intersection to the existing traffic lights which provide access the super centre and northbound bus stop. |
| | | Commuters will not use the pedestrian crossing as the | Pedestrian crossings are put in place to provide a safe crossing point for |

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| | | arrangement is inefficient. This will cause a safety issue. | pedestrians across busy roads. While walking to the pedestrian crossing may not always be the most convenient route it is important for pedestrians to use the designated crossing to ensure their own personal safety. |
| Bus Stop | 1 | Relocation of the northbound bus stop on Forest Way has not been shown on the map. | We apologise for any confusion caused by the map. The new bus stop will be relocated on the northern side of Garigal Road about 50 metres from the intersection. |
| | 12 | Could the bus stop that is being relocated to the north of Garigal Road be located on a bus bay? | In order to provide a bus bay here further widening would be required. This was not considered as part of this proposal due to the close vicinity to Duffys Forest. Widening to provide a bus bay would require the removal of a number of protected trees. The number of buses observed using this bus stop was not high enough to have any significant impact on congestion. |
| | | The bus stop south of Garigal Road does not need to be relocated but does need a bus bay. This will free up the left turn lane from Forest Way into Garigal Road and remove the need for a traffic island and a pedestrian crossing. The pedestrian crossing, if required to provide access to the Supa Centre could be located in Garigal Road near the bus stop. | |
| 3 | When motorists turn right from Garigal Road into Forest Way immediately at the intersection there is a bus stop. When a bus heading southbound on Forest Way stops here it can be very dangerous as all traffic has to merge quickly into one lane. There needs to be a bus bay here. | The southbound bus stop on Forest Way will not be relocated as part of this proposal. The number of buses observed using this bus stop was not high enough to have any significant impact on congestion. Motorists should be making the right turn out of Garigal Road at a low speed which enables enough time to stop behind a bus or merge safely into the next lane. | |

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| | | The southbound bus stop should be relocated to a similar position as the new northbound bus stop. The current location can feel unsafe as vehicles accelerate to turn from Gargial Road. | |
| | 1 | The bus stop should be located to the northern side of Garigal Road. This would negate the need for the zebra crossing, the northbound traffic lights for pedestrians and the traffic island on Forest Way. | The zebra crossing is not in place solely to cater for those using the bus stop. It allows all pedestrians access to the existing traffic lights with the addition of the left turn slip lane. |
| | 1 | Relocating the bus stop to the north of Garigal Road may cause more congestion for motorists travelling northbound wanting to turn left. | The number of buses observed using this bus stop was not high enough to have any significant impact on congestion. |
| | 1 | Relocating the bus stop will create extra commute time for those who have to swap buses from the northbound bus stop on Forest Way to the bus stop opposite the Supa Centre as they will now have to wait for traffic lights to cross the road. | We recognise that moving the bus stop may create extra commute time for some bus users. The bus stop is being relocated due to the addition of the left turn slip lane into Garigal Road. Moving the bus stop allows for a better flow of vehicles through the intersection and creates a safer environment for any buses to stop. |
| Design development and construction | 1 | Is final design underway? | Yes, design is continuing and we will continue to keep the community updated as the proposal progresses. |
| | | Will these projects be completed by Christmas 2017? | At this stage the aim is to complete construction by June 2018. The project team are working with other projects within the area to coordinate |

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| | | It would be helpful if at least the major intersection work were completed before any widening or upgrade of Mona Vale Road to the north. | construction. The community will be notified before construction starts. |
| | | Are there any major public utility adjustments required? | Some utilities will be diverted as part of the widening. This will be carried out in consultation with the relevant service provider. |
| | | Are there any adjustments needed to road boundaries and has any access requirements to adjacent land being organised? | There is some property acquisition required on the corner of Forest Way and Garigal Road. The relevant parties have been contacted. |
| Out of scope | 4 | Further south along Forest Way at the intersection of Adams Street motorists wishing to turn left into Adams Street, with a green arrow, are blocked by through traffic. Adams Street is a major access round into West Belrose, West Frenchs Forest and Davidson. The left lane here used to be left turn only. Why can't something be done here as well? | Thank you for providing comments and feedback regarding other areas on the state road network. While your suggestions are not included as part of this proposal they have been noted for any future upgrades in the area. |
| | | The right turn from Forest Way into Adams Street is a problem and should be either no right turn during peak hours or a dedicated right turn only lane. | |
| | | The right turn from Forest Way into Frenchs Forest Road is a problem. This should be prohibited during peak times. | |

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| | | All bus stops on Forest Way need stopping bays to reduce congestion. | |
| | 1 | Is it possible to change the name of the southern end of Narrabang Way to Narrabang Close. Many people get lost due to the bend in the road. | Narrabang Way is a local road and is managed by Council. Your comments have been forwarded onto Northern Beaches Council for their consideration. |

4. Decision

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

After reviewing the feedback, we have decided to proceed with the proposal unchanged.

5. Next steps

We have considered all submissions and will ensure our team is aware of concerns raised by the community. We will ensure that issues highlighted by stakeholders and the community are appropriately addressed throughout the delivery of the project.

We will continue to keep the community informed of the project progress.

6. Appendices

6.1. Appendix A – ‘Have your say’ letter May 2017



Intersection of Mona Vale Road and Forest Way

HAVE YOUR SAY

Proposed intersection improvements on Mona Vale Road and Forest Way at Terrey Hills

May 2017

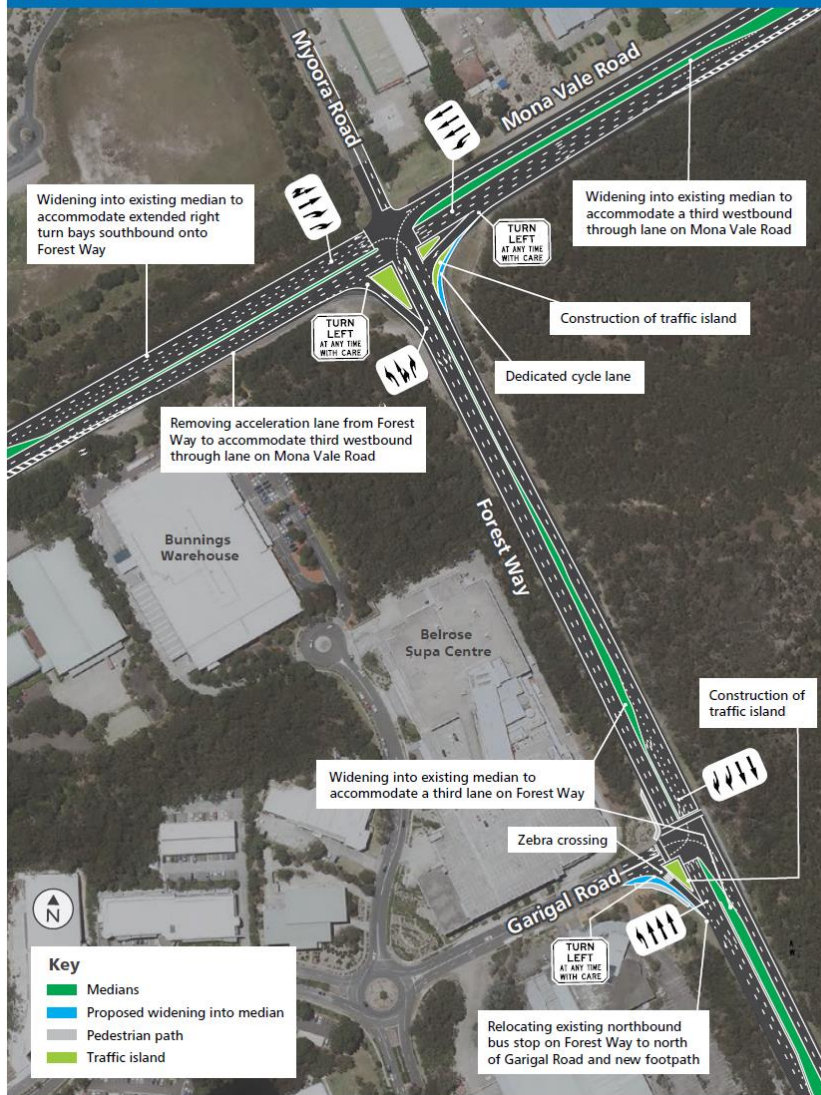
The NSW Government is funding two intersection upgrades on Mona Vale Road and Forest Way as part of its Pinch Points Programs.

Roads and Maritime Services invites your feedback by **Friday, 26 May 2017** on these proposals at the intersection of Mona Vale Road and Forest Way, and Forest Way and Garigal Road, Terrey Hills.

We propose to improve traffic flow and safety at these intersections by widening sections of the road, adding turning lanes, and providing new footpaths and a cycle bypass lane.

These changes would improve travel times for motorists by reducing the congestion and traffic queues at these intersections. Delays are caused by the large numbers of vehicles turning right from Mona Vale Road onto Forest Way, and turning right from Forest Way onto Mona Vale Road.

Proposed intersection improvements on Mona Vale Road, Forest Way and Garigal Road



Proposed intersection improvements on Mona Vale Road at Forest Way, Terrey Hills

The NSW Government is funding a proposal as part of its \$300 million Urban Roads Pinch Point Program which aims to reduce congestion and improve travel times on Sydney's busiest corridors.

Key benefits

- less congestion and improved safety on Mona Vale Road, with the extended dual right turn lanes providing room for about 16 additional cars, and reducing the incidence of rear-end and lane change crashes
- increased safety for bicycle riders, with a dedicated cyclist left turn lane from Mona Vale Road onto Forest Way
- improved access to the left turn lane from Forest Way onto Mona Vale Road, allowing left turning vehicles to bypass queued traffic on Forest Way
- reduction in queue lengths for motorists travelling westbound on Mona Vale Road.

Proposed work

- widening into the existing median on the western side of Mona Vale Road to accommodate an extended right turn bay onto Forest Way
- widening into the existing median on the eastern side of Mona Vale Road to accommodate an additional westbound through lane on Mona Vale Road
- modifying the existing westbound slip lane on Mona Vale Road from Forest Way to accommodate three through lanes on Mona Vale Road
- installing a 'turn left at any time with care' sign at the westbound slip lane from Mona Vale Road onto Forest Way and at the northbound slip lane from Forest Way onto Mona Vale Road
- widening into the existing median on Forest Way between Mona Vale Road and Garigal Road to accommodate a dedicated left turn lane northbound onto Mona Vale Road
- modifying the left slip lane from Mona Vale Road westbound onto Forest Way, to accommodate the construction of a traffic island and dedicated cycle lane.

Proposed intersection improvements on Garigal Road at Forest Way, Terrey Hills

The NSW Government is funding a proposal as part of its \$225 million Pinch Points Program, which aims to reduce delays, manage congestion and improve travel times on Sydney's main roads particularly during week day peak periods.

Key benefits

- less congestion and improved safety on Forest Way, with the additional northbound lane reducing queue lengths in peak periods, and reducing the incidence of rear-end and lane change crashes
- improved access to Garigal Road and to the Auslink Business Park with the new left slip lane from Forest Way
- improved overall intersection efficiency.

Proposed work

- construction of a traffic island on the south-western side of the intersection to accommodate a northbound left slip lane from Forest Way into Garigal Road
- installing a zebra crossing from the newly constructed traffic island to the southern side of Garigal Road
- widening into the existing median on Forest Way to accommodate an additional northbound lane, through the Garigal Road intersection
- installing a 'turn left at any time with care' sign on Forest Way at the new slip lane onto Garigal Road
- relocating the existing northbound bus stop on Forest Way to the northern side of the Garigal Road intersection
- providing a new footpath to the relocated bus stop.



Next Steps


We will consider all feedback before deciding whether to proceed with the proposals.


The two projects would be constructed separately in order to minimise traffic impacts during construction. Two separate community consultation reports will be prepared summarising the matters raised during the consultation period, and will be made available on our website.


Please note that improvements at the intersection of Mona Vale and Forest Way would be completed first if the proposals proceed. We will keep you updated as the proposals progress.


Have your say

We encourage you to send us your comments on our proposal by **Friday, 26 May** to:

 02 8843 3020 (during business hours)

 pinchpoints@rms.nsw.gov.au

 Roads and Maritime Services
PO Box 973, Parramatta NSW 2124

 rms.nsw.gov.au/pinchpoints



Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Roads and Maritime Services on 02 8843 3020.

Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطية والشفهية (TIS National) على الرقم **131 450**.
والطلب منهم الإتصال بوكالتكم على الرقم 02 8843 3020.

Cantonese

若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)，要求他們致電 02 8843 3020 聯絡 Roads and Maritime Services。

Mandarin

如果你需要口译员，请致电 **131 450** 联系翻译和口译服务署 (TIS National)，要求他们致电 02 8843 3020 联系 Roads and Maritime Services。

Greek

Αν χρειάζεστε διερμηνέα, παρακαλείσθε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (Εθνική Υπηρεσία TIS) στο **131 450** και ζητήστε να τηλεφωνήσουν Roads and Maritime Services στο 02 8843 3020.

Italian

Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Roads and Maritime Services al 02 8843 3020.

Korean

통역사가 필요하시면 번역통역서비스 (TIS National)에 **131 450** 으로 연락하여 이들에게 02 8843 3020 번으로 Roads and Maritime Services 에 전화하도록 요청하십시오.

Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Roads and Maritime Services qua số 02 8843 3020.

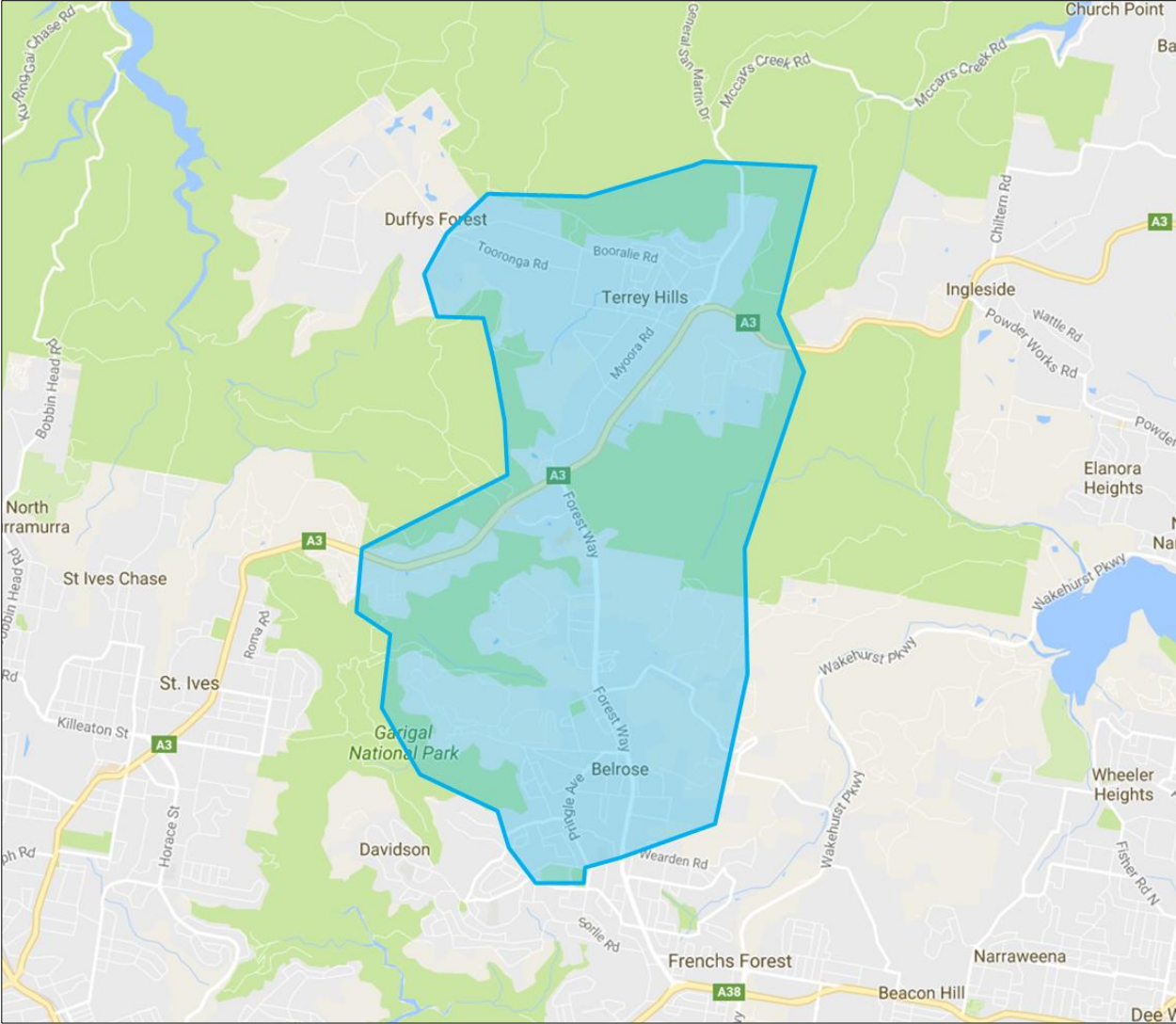


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RMS 17.223



Privacy Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at 27 Argyle Street, Parramatta NSW 2150. You have the right to access and correct the information if you believe that it is incorrect.

6.2. Appendix B – Distribution map





rms.nsw.gov.au/pinchpoints



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