



# **Intersection improvements Mona Vale Road at Forest Way, 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 Mona Vale Road at Forest Way, Terrey Hills.

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

Roads and Maritime invited feedback on the proposal in May 2017. We received feedback from 89 people, including one council, one member for parliament and two community groups. There were seven supporting the proposal, 45 supporting the proposal conditionally, 34 not stating a preference and three not supporting it.

Key topics raised included removal of the acceleration lane on Mona Vale Road, the left turn slip lane from Mona Vale Road into Forest Way and congestion on Myoora 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 the proposal unchanged.

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

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## **1. Introduction**

### **1.1. Background**

Mona Vale Road and Forest Way is a dual carriageway with two lanes in each direction separated by a median.

Currently, there is a high volume of traffic, including buses, passing through the intersection especially during morning and afternoon peak periods, as the intersection is a key access route for northern beaches residents and is close to the Belrose Super Centre. 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:

- widen into the existing median on the western side of Mona Vale Road to accommodate an extended right turn bay onto Forest Way
- widen into the existing median on the eastern side of Mona Vale Road to accommodate an additional westbound through lane on Mona Vale Road
- modify the existing westbound slip lane on Mona Vale Road from Forest Way to accommodate three through lanes on Mona Vale Road
- install 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
- widen 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
- modify the left slip lane from Mona Vale Road westbound onto Forest Way, to accommodate the construction of a traffic island and dedicated cycle way.

We have included a map to explain the proposal.

## **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 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 89 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 justification	7	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 westbound through lane and improved efficiently 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 right hand turn bay from Mona Vale Road into Forest Way, as well as northbound queuing on Forest Way.</p> <p>Further information on our Pinch Point Programs can be found here - <a href="http://www.rms.nsw.gov.au/projects/easing-sydneys-congestion/pinch-point-program/index.html">http://www.rms.nsw.gov.au/projects/easing-sydneys-congestion/pinch-point-program/index.html</a></p>
		This intersection upgrade will be redundant not long after completion.	
		The proposal appears to be a comprehensive amount of works at high cost to achieve very little improvement. It has a limited lifetime before further improvement would be needed.	
		The proposal to widen westbound on Mona Vale Road and northbound on Forest Way will provide a short term benefit but will in the long term turn the road into a large car park.	
		The proposal does not address the problem of interruption to the main flow of traffic on Mona Vale Road. It only deals with the problem today and does nothing to provide extra capacity.	

Category	Number of comments	Matter raised	Roads and Maritime's response
		<p>It won't be long until the Pinch Point's in St Ives have traffic backed up to the Forest Way intersection, filling up the third lane included as part of this proposal.</p>	<p>In February 2015, The NSW Government committed \$300 million to ease congestion on 32 of Sydney's busiest road corridors over the next 10 years. This funding includes \$10 million for improvements along Mona Vale Road from West Pymble to St Ives.</p> <p>More information on the \$300 million Urban Roads Pinch Point Program can be found here.</p> <p><a href="http://www.rms.nsw.gov.au/projects/easing-sydneys-congestion/pinch-point-program/urban-roads-pinch-point-program.html">http://www.rms.nsw.gov.au/projects/easing-sydneys-congestion/pinch-point-program/urban-roads-pinch-point-program.html</a></p> <p>Roads and Maritime has also recently installed peak period and weekend clearways on Mona Vale Road through St Ives village, which has significantly improved traffic flow in the area.</p> <p>More information on this clearway can be found here.</p> <p><a href="http://www.rms.nsw.gov.au/projects/sydney-north/mona-vale-road-clearways/index.html">http://www.rms.nsw.gov.au/projects/sydney-north/mona-vale-road-clearways/index.html</a></p>
	4	<p>What benefit will occur as a result of the addition of an extra lane on Mona Vale Road?</p> <p>Introduction of a short section of three lanes on the westbound side of Mona Vale Road will not improve the overall traffic flow on Mona Vale Road.</p> <p>Adding a third through lane on Mona Vale Road will only partially assist.</p> <p>The proposal should encourage traffic to flow rather than create larger bottlenecks.</p>	<p>Widening Mona Vale Road will allow additional capacity for vehicles travelling westbound to move through the intersection.</p> <p>Timing adjustments will also be made to existing traffic light phasing. This will optimise the operation of the intersection.</p> <p>The proposal has been modelled to understand the traffic improvements expected as a result of these changes. Improvements include:</p> <ul style="list-style-type: none"> <li>• Travel Time savings of 12.2 seconds per journey on the Mona Vale Rd intersection, equalling about 19.4 hours per day back to the economy</li> <li>• Reducing the queue length on Mona Vale Rd by 85 metres in the PM peak</li> <li>• Reducing the queue length on Forest Way by 183 metres in</li> </ul>



Category	Number of comments	Matter raised	Roads and Maritime's response
			the AM peak.
	2	<p>One of the key benefits of the proposal is to provide room for 16 additional cars with the dual right turn lane. What size and type of cars? What is the recommended distance between the cars while waiting to turn right?</p> <p>The lengthening of the right turn bay from Mona Vale Road onto Forest Way needs to be extended to accommodate at least 30 additional cars.</p>	<p>The model assumes a standard passenger vehicle with a six metre spacing per vehicle. This is expected to hold about 16 cars.</p> <p>Based on traffic counts and on site observations, the proposal of about 16 cars was deemed appropriate.</p> <p>The traffic modelling shows that the length provided for the right turn and the changes to the traffic light phasing will allow for enough room to hold right turning motorists.</p>
	1	Do the Roads and Maritime have a computerised simulator to test suggested improvements?	Yes. Roads and Maritime has carried out traffic counts and on site observations, to build this traffic model. The proposal has been developed and tested based on this model.
Acceleration lane	45	<p>The acceleration lane for northbound traffic wanting to turn left from Forest Way into Mona Vale Road should not be removed.</p> <p>Removing the acceleration lane and providing a left turn at any time with care set up will cause a safety risk as motorists will now have to look for oncoming traffic, which will be blocked by the through traffic on Forest Way.</p> <p>Replacement of the current merging lanes on Mona Vale Road for westbound traffic by adding an additional lane will result in heavy traffic. These merging lanes assist traffic in getting up to speed to merge with traffic and prevents vehicles from having to stop.</p>	<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>Due to the close proximity of Duffys Forest to the intersection it was not possible to provide three lanes plus an acceleration lane without impacting a significant number of protected trees.</p> <p>Similarly, it would not be possible to provide two turning lanes due to the impact this would have on the trees.</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>A high angle left turn is being proposed for the left turn from Forest Way into Mona Vale Road as well as for the left turn from</p>

Category	Number of comments	Matter raised	Roads and Maritime's response
		<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 will not improve congestion and will cause people to cut through Garigal Road.</p> <p>The kerbside westbound lane on Mona Vale Road terminates shortly after the intersection, which may lead to queuing back into the intersection as traffic in that lane seeks to merge. The existing merge lane is over 250 meters long and could accommodate a longer merge lane. This would improve opportunities for left turning vehicles from Forest Way.</p> <p>Removing the acceleration lane will force vehicles to stop at the intersection causing more congestion.</p> <p>Removing the acceleration lane will cause a greater risk of accidents as vehicles must merge with high speed oncoming westbound traffic.</p> <p>The acceleration lane should be maintained. There is enough room in the road reserve to provide a short forth lane accommodating this. The length of the current acceleration lane should be maintained.</p> <p>The design for motorists turning left from Mona Vale Road onto Forest Way should be duplicated for motorists turning left from Forest Way into Mona Vale Road.</p> <p>Install two lanes for motorists turning left from</p>	<p>Mona Vale Road into Forest Way.</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 have a green light. During other traffic light phases the left turn movement will be able to flow freely.</p>

Category	Number of comments	Matter raised	Roads and Maritime's response
		Forest Way into Mona Vale Road.	
		The diagram on the have your say notification shows that the left turn from Forest Way onto Mona Vale Road is not a continuous curve. It appears to be straight, then an acute left turn onto Mona Vale Road. This will impede traffic flow, especially for heavy vehicles and buses that turn here. This will result in them needing two lanes to turn.	In order to provide a safe continuous curve there would need to be an acceleration lane in place. As the proposal does not include maintaining the acceleration lane it would be unsafe to create a continuous curve in the left turn slip lane. The high angle left turn in the proposal allows for a clear line of sight as motorists approach the intersection.
Left turn from Mona Vale Road into Forest Way	29	The left turn slip lane on Mona Vale Road into Forest Way should be longer to stop motorists blocking through traffic.	Widening Mona Vale Road will allow for a higher capacity of vehicles travelling westbound to move through the intersection. This will reduce queue lengths for westbound motorists and in turn left turning motorists will not block through traffic.
		The third westbound lane on Mona Vale Road before Forest Way is not needed and is better left as a turn off lane on to Forest Way.	
		Motorists turning left from Mona Vale Road into Forest Way will have to go from a standing start into the left lane and then merge within 200 metres.	The proposal allows for a high angle left turn, under a give way condition for vehicles wanting to turn left from Mona Vale Road onto Forest Way. The high angle enables motorists to safely navigate the left turn by providing an improved sight distance to oncoming vehicles.  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 onto Forest Way from either Mona Vale Road or Myoora Road have a green light.  During all other traffic light phases the left turn movement will be able to flow freely.
		More access should be provided for the westbound left turn from Mona Vale Road onto Forest Way. The current conditions allow a short but functional acceleration lane, which this proposal removes.	Roads and Maritime tested the proposal against turn paths of not only cars but also heavy vehicles. The design allows for the appropriate width so that vehicles can make the left turn with ease.  The high angle entry improves the safety and ease of this left

Category	Number of comments	Matter raised	Roads and Maritime's response
		The left turn slip lane is very narrow.	turn by providing a better line of sight. This makes it easier for motorists wanting to turn left to pick a safe gap to merge into the through lanes. The proposed design also encourages a slower approach speed giving motorists more time to consider their merge.
		Building a traffic island on the left hand turn from Mona Vale Road into Forest Way will slow down traffic causing a back log on Mona Vale Road.	Crash data from 2011 to 2015 demonstrated that there have been six reported crashes on Forest Way at the merge from Mona Vale Road.  The aim of providing a high angle left turn is to encourage a slower approach speed and a better line of sight to reduce the risk of a crash.
		Motorists often travel illegally in the shoulder when wanting to turn left from Mona Vale Road into Forest Way due to congestion.	Chevron road marking is being installed in the shoulder on the approach to the left turn slip lane as part of this proposal. This should provide a visual so that motorists are aware that the shoulder is not an available lane.
		Police now sit in the breakdown lane on Mona Vale Road fining anyone who breaks from the left lane to get past the built up traffic before the unbroken line becomes broken to allow access to the slip lane. This is a money grabbing exercise.	The enforcement of traffic laws remains a primary responsibility of the NSW Police Force. This includes motorists disobeying road rules. Roads and Maritime encourages you to contact The Hills Local Area Command on (02) 9680 5399, who will determine whether targeted enforcement activities may be appropriate. We have also forwarded your comment to NSW Police.
		There should be traffic lights installed at the slip lane from Mona Vale Road into Forest Way, as it is difficult to merge safely.	The proposal of a high angle left turn will provide a safer and easier left turning condition. The high angle allows for better line of sight on the approach to the turn. It also encourages motorists to slow down on their approach.
		The left turn slip lane from Mona Vale Road into Forest Way is too close to the junction. It should be moved 40 metres south as motorists often travel at speed when heading southbound on Forest Way.	Moving the junction would require widening the road into Duffys Forest and require the removal of a number of protected trees.

Category	Number of comments	Matter raised	Roads and Maritime's response
		An acceleration lane on Forest Way for traffic coming off Mona Vale Road would help to facilitate the flow of traffic.	<p>Providing an acceleration lane would require further widening of Forest Way. This would require widening into Duffys Forest and the removal of a number of protected trees.</p> <p>Motorists making this left turn should be able to flow freely when the traffic lights are green for westbound through traffic on Mona Vale Road and for northbound right turning traffic on Forest Way.</p>
		As Mona Vale Road is 90km/h motorists have to keep left unless overtaking. In order to turn right into Forest Way motorist have to keep right for the turning lane. This is contradictory as to change lanes close to the intersection at peak hour is sometimes not possible and can be dangerous.	On New South Wales roads with a speed limit of more than 80km/h, or a 'Keep Left Unless Overtaking' sign, motorists must drive in the left lane unless overtaking or turning right.
Traffic light phasing	4	<p>The traffic lights cause the main disruption to traffic at this intersection.</p> <p>Will motorists travelling east-west be given less green time to allow better movement of other directions given the extra capacity they will receive as a result of this proposal?</p> <p>There should be more green time given to motorists travelling westbound on Mona Vale Road. Often only four cars can get through the green light in the morning.</p> <p>None of the widening will solve the congestion caused for motorists wanting to turn right from Forest Way into Mona Vale Road. As a result of this work the will the traffic light phasing be adjusted to allow for more green time for motorists travelling in this direction?</p>	<p>Creating extra capacity for vehicles travelling west on Mona Vale Road by providing an additional lane will allow for more westbound motorists to get through the intersection and also for the traffic light phasing to be altered.</p> <p>The change in the phasing will make the intersection more efficient for all users.</p> <p>Changes to the traffic light phasing made possible by this intersection improvement will reduce congestion for motorists making a right turn from Forest Way into Mona Vale Road.</p>

Category	Number of comments	Matter raised	Roads and Maritime's response
Traffic	1	What part of this proposal would allow northbound traffic turning right from Forest Way onto Mona Vale Road to move easier?	<p>Providing an additional lane on Mona Vale Road will allow for more westbound vehicles to travel through the intersection. This will enable more green time to be given to other movements through the intersection including the right turn from Forest Way onto Mona Vale Road.</p> <p>Providing an additional lane on Forest Way will also improve this right turn. The extra capacity will deliver shorter queue lengths on Forest Way and in turn reduce congestion for vehicles turning right into Mona Vale Road.</p>
	4	Providing an extra lane only through the intersection will cause more problems, as cars will get congested again as they have to merge back into two lanes.	<p>The aim of this proposal is to reduce congestion through the intersection.</p> <p>Traffic modelling demonstrates that the merge back into two lanes is far enough away from the intersection to not impact congestion.</p>
	3	The proposal does not allow for a right turn from Mona Vale Road into Myoora Road.	This proposal does not include providing a right turn from Mona Vale Road into Myoora Road.
		As there is no right turn from Mona Vale Road into Myoora Road motorists are forced to come in through either Aumuna Road or further down to access Myoora Road, which creates congestion.	Adding this right turn would increase congestion for all other movements of the intersection and is therefore not included as part of this proposal.
1	Forest Way should be at least three lanes in each direction with at least two lanes/holding lanes to Mona Vale Road.	<p>Additional widening is not feasible in this location due to the closeness of the site to Duffys Forest. Any additional widening would require significant removal of protected trees.</p> <p>Traffic modelling shows that a third lane on Forest Way does not offer significant traffic benefits. The proposal will allow for a reduction in congestion.</p>	
Myoora Road	12	A left turn filter lane allowing motorists to turn at any time with care should be installed on Mona Vale Road into Myoora Road.	<p>A left turn filter allowing motorists to turn left at any time into Myoora Road is not being installed as part of this proposal.</p> <p>Traffic modelling was carried out and it did not demonstrate a</p>

Category	Number of comments	Matter raised	Roads and Maritime's response
			demand for this movement.
		There is not enough green time in the traffic light phasing for motorists getting out of Myoora Road. Particularly for right turning motorists.	<p>The traffic lights at the intersection are linked to Sydney Coordinated Traffic System (SCATS). SCATS synchronises nearby traffic signals to optimise traffic flow across the road network. It evaluates all traffic approaches on a cycle by cycle basis and automatically distributes the green light phases in an equitable arrangement.</p> <p>Under this arrangement priority is often given to the through traffic on the main road, which is carrying the bulk of vehicles.</p>
		Myoora Road is becoming a serious traffic problem. This needs to be addressed.	<p>Myoora Road is a local road under the care and control of Northern Beaches Council. It is noted that congestion at this intersection is currently experienced on all legs of this intersection.</p> <p>Although the primary focus of this project is to alleviate traffic congestion on the state roads of Mona Vale Road and Forest Way, a number of options were investigated as part of the development of this project that may address the concerns relating to congestion on Myoora Road.</p> <p>At this time, there is no proposal to install a left turn slip lane or an additional left turn lane from Mona Vale Road eastbound into Myoora Road. Additionally there is no proposal to increase the capacity of Myoora Road where it exits onto Mona Vale Road and Forest Way at this time.</p>
		Myoora Road needs to be widened to allow three lanes to exit Terrey Hills.	
		There is a land holding on Myoora Road, which was intended for future creation of a slip lane from Myoora Road onto Mona Vale Road. This should be included as part of this proposal to alleviate the pressure on Myoora Road.	
		There has been little thought put into easing congestion on Myoora Road. Cars wanting to turn right onto Mona Vale Road from Myoora Road often bank up to the small round about causing long delays.	

Category	Number of comments	Matter raised	Roads and Maritime's response
		<p>Motorists should be able to turn right from either lane on Myoora Road.</p> <p>There should be a third lane added on Myoora Road to match the newly constructed third lane opposite on Forest Way. This lane should be "turn left at any time with care".</p>	<p>There are no proposed works on this corner of the intersection as part of the current Roads and Maritime proposal, however we would not object to Council increasing the capacity of these turn movements into the future to better manage the current and future traffic growth in Terrey Hills and Duffys Forrest</p> <p>In the interim it is expected that the proposed intersection improvements will provide an overall improvement in the traffic efficiency at the intersection of Mona Vale Road, Forest Way and Myoora Road, which is expected to benefit all motorists.</p>
Safety	1	As motorists fill the right turn lanes during peak hour, motorists travelling straight through on Mona Vale Road have to stop behind right turning traffic, which increases the risk of a rear end crash.	<p>This safety concern is being addressed through extending the right turn bay on Mona Vale Road.</p> <p>The capacity of the right turn bay is being increased as part of this proposal to reduce the occurrence of vehicles queuing out into the through lanes, reducing the risk of a rear end crash.</p>
Pedestrians and cyclists	2	<p>There is still no pedestrian crossing. There should be a crossing over Mona Vale Road.</p> <p>When you cycle from Belrose to Terry Hills it is very dangerous to get across Mona Vale Road.</p> <p>Has bike traffic continuing through the intersection further along Mona Vale Road been considered? There is currently a full car width section for cyclists however; will this be</p>	<p>The proposal makes no change to the existing conditions. The intersection is in an isolated area surrounded predominantly by bushland, with no observed or demonstrated demand for a pedestrian crossing.</p> <p>The proposal includes designated westbound and eastbound cycle shoulders next to each traffic island, which will allow cyclists to move easily through the intersection.</p> <p>All existing cycle infrastructure will remain as part of this proposal.</p> <p>During construction there will be some impacts to cycle access. The community will be informed of any impacts prior to start of</p>



Category	Number of comments	Matter raised	Roads and Maritime's response
		removed with the widening of Mona Vale Road? For cyclists travelling west on Mona Vale Road it appears continuity through the intersection is compromised.	work.
	2	What purpose is there for the dedicated left turn lane for cyclists into Forest Way? Given there is an existing cyclist lane, which maintains its width all the way around the corner. Installing additional traffic islands on the south – eastern corner of Mona Vale Road and forest Way is more of a risk than a safety improvement as cyclists approach the corner at speed.	The traffic island was put in place to facilitate the high angle left turn. The cycle path was put on the other side of the traffic island as if it was positioned directly adjacent to the lane the high angle turn would have been compromised.
	7	The cycle lane going left from Mona Vale Road onto Forest Way should extend further along Forest Way. The cycle lane for riders turning left from Mona Vale Road into Forest Way should be wider. There should be a cycle lane for cyclists travelling left from Forest Way into Mona Vale Road. Similar to the one for cyclists turning left from Mona Vale Road into Forest Way. There should be a tunnel under the intersection for cyclists heading west along Mona Vale Road. This would improve safety and the flow of traffic turning left onto Mona Vale Road. There should be a wider stopping lane at the lights for cyclists travelling west on Mona Vale	The new cycle lane from Mona Vale Road in to Forest Way connects to the existing cycle lane. There is currently no proposal to extend or widen the existing cycle lane on Forest Way as it is considered out of the scope of this project. The cycle shoulder on Mona Vale Road currently finishes shortly after the merge. Cyclists would be required to utilise the high angled left hand slip lane to safely turn onto Mona Vale Road westbound. Roads and Maritime are not proposing to provide a dedicated cycle tunnel as part of this proposal, however the existing cycle lanes are being retained and enhanced where possible. This suggestion has been noted. There is a shoulder in place for cyclists travelling west on Mona Vale Road. This will be retained as part of the proposal but will

Category	Number of comments	Matter raised	Roads and Maritime's response
		Road.	not be made wider.
		Turning into Forest Way off Mona Vale Road cyclists often have challenges from drivers not stopping or under estimating our speed as they merge onto Forest Way.	A high entry angle intersection is being installed as part of this proposal which will require motorists turning left from Mona Vale Road onto Forest way to give way to traffic already on Forest Way.  The cycle lane has been separated from these left turning vehicles.
		The bike lane from this intersection to Glenaeon Avenue or Morgan Road is unsafe. It seems narrower and has a ridge in the middle.	Upgrading or widening this area is not included as part of this proposal.  Your comment has been forwarded to the Network and Safety team within Roads and Maritime for their consideration.
		It appears that cyclists travelling east on Mona Vale Road may lose the dedicated cyclist lane that they currently have. There will need to be at least a 1.5 metre shoulder lane remaining on the approach to the traffic lights and that same width or greater must be available for continuity of access to the east of Myoora Road.	The existing cycle lane will be maintained as part of the proposal.
		It appears there is a kerb nib where Myoora Road meets Mona Vale Road, which will force eastbound cyclists into the through traffic lane before they can access the shoulder. This should be cut back or removed.	The existing conditions here will be maintained. There will be no kerb nib created as part of this proposal.
		It appears that northbound cyclists on Forest Way turning right into Mona Vale Road will have to ride up the shoulder lane and may be squeezed as they turn right as they will have to ride into the traffic lane to pass around the kerb nib on the east side of Myoora Road. Removal or cutting back the kerb nib to allow right turn	Yes, cyclists will have to ride up the shoulder lane. Currently there is no shoulder for cyclists, which means the current situation will be improved as a result of the proposal.  The departure cycle lane will be maintained as part of the proposal.

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		<p>cycle access is required.</p> <p>Ideally a green bicycle lane and bicycle headstart box on all approaches to the traffic lights should be provided.</p> <p>Consideration should be given to providing cyclist crossing points at slip lanes. For example, for northbound cyclists on Forest Way to cross the left turn slip lane should they wish to cross or turn right at Mona Vale Road.</p>	<p>As cyclist headstart boxes are not commonly used within Sydney they will not be installed as part of this proposal.</p> <p>This suggestion has been noted for any future upgrades in the area.</p> <p>Cyclists crossing points will be provided on both left turn slip lanes as part of the proposal.</p>
Alternative measures	12	<p>The correct way to upgrade this intersection would be to provide an over or under pass for traffic travelling eastbound and westbound on Mona Vale Road.</p> <p>Traffic through this intersection is increasing rapidly. This is an interim step before an overpass is put in.</p> <p>An overpass similar to the one on Epping Road, which goes over Ryde Road would be a better long term fix. The proposed work has a short term view and will be redundant not long after completion with the expected growth in the area.</p> <p>An underpass like the one at Mona Vale Road and Pacific Highway would be much better, given exiting traffic volumes and future volumes with the proposed upgrade of Mona Vale Road.</p>	<p>Roads and Maritime are not proposing to provide an overpass, underpass, a two way connection or a roundabout as part of the Pinch Point Program.</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>These suggestions have been noted for any future upgrades considered for the area.</p>

Category	Number of comments	Matter raised	Roads and Maritime's response
		<p>An underpass system would far exceed the cost of the upgrades currently proposed but would future-proof the intersection.</p> <p>A better solution would be to provide a two lane roundabout at the intersection, with a central fly-over to carry the main flow of traffic on Mona Vale Road.</p> <p>Establishing a two lane connection using the Narabang Way and connections to Mona Vale Road and Forest Way would separate the through and crossing traffic flows. The cross-over infrastructure exists now but may encourage mixing high traffic flows into the local precinct traffic.</p>	
Design development and construction	1	<p>Is final design underway?</p> <p>Will these projects be completed by Christmas 2017?</p> <p>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.</p> <p>Are there any major public utility adjustments required?</p> <p>Are there any adjustments needed to road boundaries and has any access requirements to adjacent land being organised?</p>	<p>Yes, design is continuing and we will continue to keep the community updated as the proposal progresses.</p> <p>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 construction.</p> <p>The community will be notified before construction starts.</p> <p>Some utilities will be diverted as part of the widening. This will be carried out in consultation with the relevant service provider.</p> <p>There is some property acquisition required on the corner of Forest Way and Garigal Road. The relevant parties have been contacted.</p>

Category	Number of comments	Matter raised	Roads and Maritime's response
Consultation	1	A broader engagement with the community should be carried out.	<p>Roads and Maritime provided the Have Your Say notification to the local community as well as to key stakeholders.</p> <p>Community members and stakeholders were encouraged to provide their feedback and make comments via email, mail or phone contact with the project team.</p> <p>We distributed 4000 letters (appendix A) to local residents, businesses (Appendix B) inviting feedback on the proposal.</p>
Out of scope	8	<p>The right turn out of Cooyong Road is treacherous, given there are no traffic lights and it is almost impossible to turn onto Mona Vale Road.</p> <p>Traffic heading east on Mona Vale Road is backed up at the lights turning into Booralie Road.</p> <p>Morgan Road is a huge rat run for motorists wishing to avoid the farce known as Powderworks Road or beyond.</p> <p>Consideration should be given to providing a left turn arrow into Crozier Road for motorists travelling north and turning left into Crozier Road.</p> <p>The intersection of Mona Vale Road and Booralie Road should be upgraded as it is very congested.</p> <p>The intersection of Pittwater Road and Condamine Street, Brookvale should be upgraded.</p>	<p>Thank you for providing comments and feedback regarding other areas on the state road network.</p> <p>While your suggestions are not included as part of this proposal they have been noted for any future upgrades in the area.</p>

Category	Number of comments	Matter raised	Roads and Maritime's response
		<p>The intersection at Terrey Hills pub is becoming very difficult to navigate.</p> <p>The lights at McCarrs Creek Road intersection are extremely dangerous as the merge lane is too short. Many drivers get stuck while traffic heading westbound on Mona Vale Road speeds around the corner, this area is a significant accident waiting to happen.</p>	
	1	<p>The school zones involving Christian Covenant and Frenchs Forest Public School should be removed to increase traffic flow. Pedestrian movements have changed on Forest Way as a result of these schools. Warringah Road, Frenchs Forest, involving Forest High School and two other schools have 40km/h zones, in which pedestrian movements have changed. These locations cause a great bank up.</p>	<p>In NSW, more than a million school students travel to and from school each day. Road safety around schools is a major concern.</p> <p>40km/h school zones help protect children on their way to and from schools at the times and places where they are often in high numbers. This lower speed limit reduces the risk and potential severity of a crash. School zone signs, dragon's teeth road markings and flashing lights improve the visibility of school zones.</p> <p>As part of the Northern Beaches Hospital works Roads and Maritime will review all existing school zones in the surrounding area. We will rationalise school zones, where possible.</p>
	1	<p>The Roads and Maritime should spend money on drivers education. NSW has the most undereducated, ignorant drivers without knowledge of proper driving. Encourage drivers to drive to the speed limit.</p>	<p>The NSW Government are investing in not only improving and maintaining NSW roads but also in providing driver education.</p> <p>The Centre for Road Safety develops practical solutions to reduce deaths and serious injuries on NSW roads. One of the main responsibilities for the Centre is to produce road safety education material for schools and local communities.</p> <p>For more information please visit the Centre for Road Safety's website here <a href="http://roadsafety.transport.nsw.gov.au/index.html">http://roadsafety.transport.nsw.gov.au/index.html</a></p>

Category	Number of comments	Matter raised	Roads and Maritime's response
	1	Install digital timers on major traffic lights for drivers so that they know how long until the green light. Valuable time is lost on green lights as people aren't paying attention.	Thank you for providing this suggestion. While your suggestion is not included as part of this proposal they have been noted for any future upgrades in the area.

## **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

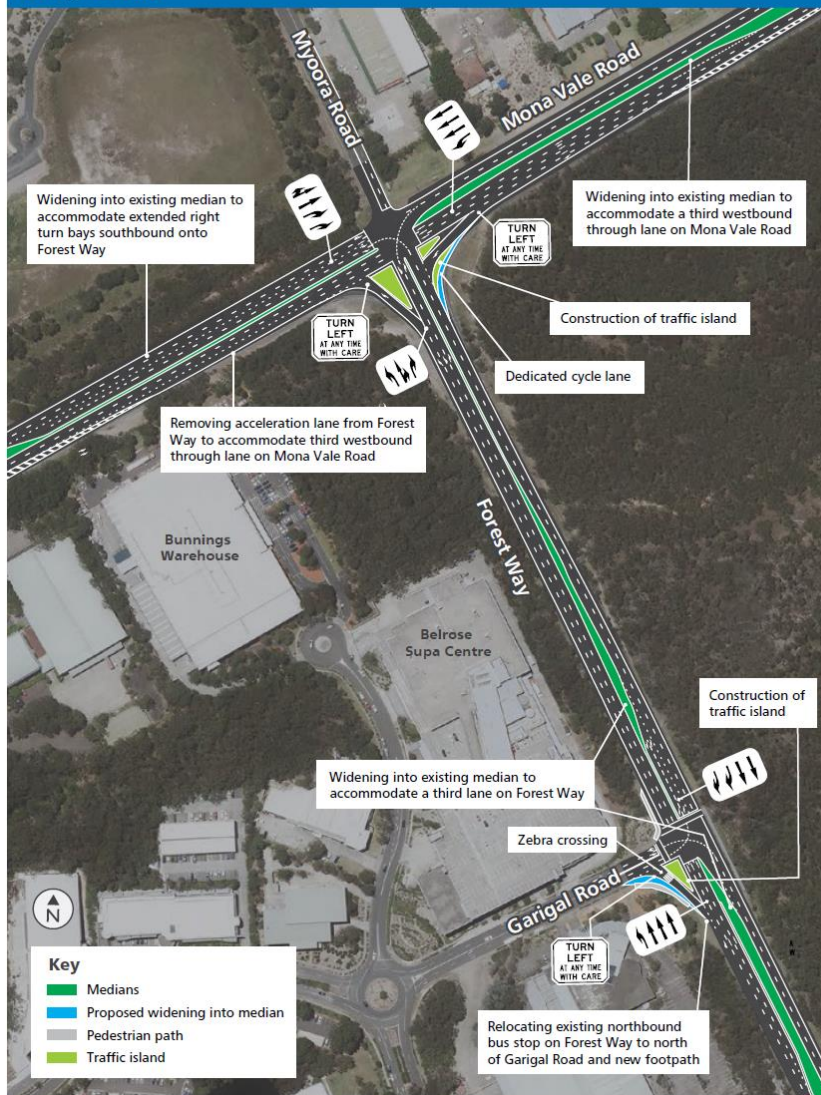
The NSW Government is funding two intersection upgrades on Mona Vale Road and Forest Way as part of its Pinch Points Programs.

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](mailto:pinchpoints@rms.nsw.gov.au)

 Roads and Maritime Services  
PO Box 973, Parramatta NSW 2124

 [rms.nsw.gov.au/pinchpoints](http://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 والشفوية (TIS National) على الرقم **131 450**، والطلب منهم الاتصال 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 번호로 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.



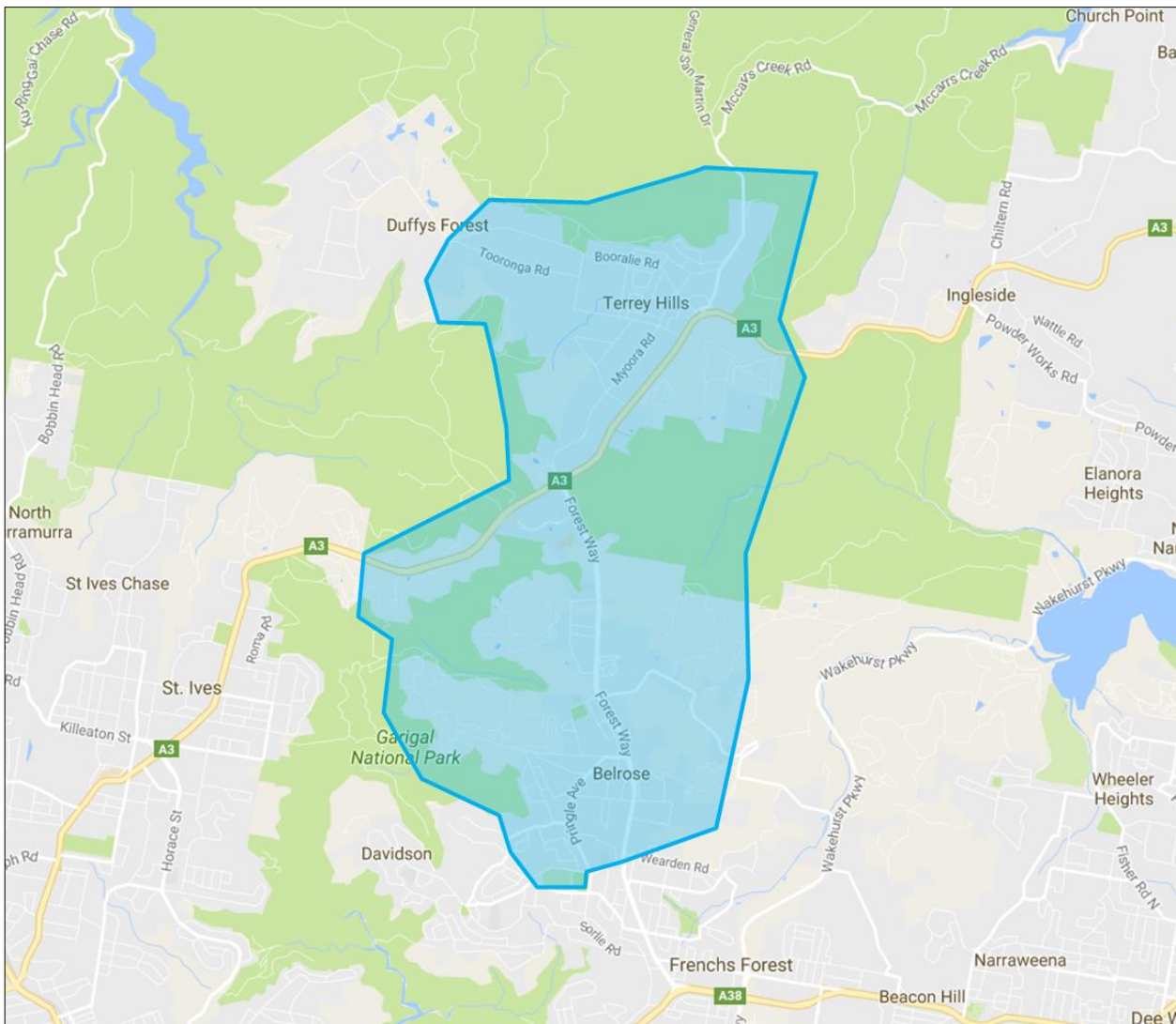
May 2017  
RMS 17.223



Transport  
Roads & Maritime  
Services

**Privacy** Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PIIP Act") which requires that we comply with the Information Privacy Principles set out in the PIIP 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](https://rms.nsw.gov.au/pinchpoints)



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Customer feedback  
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