



Transport
Roads & Maritime
Services



Mona Vale Road Upgrade

Community Consultation
Summary Report

APRIL 2012

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1. Introduction

1.1 Project

In 2009, Roads and Maritime Services (RMS), published the *Mona Vale to Macquarie Park Corridor Strategy*, a 25 year framework for the management of the corridor to address road safety, transport efficiency and asset maintenance issues. The corridor forms the northern segment of the Metroad 3, which generally runs north-south linking Mona Vale to Homebush and Hurstville. It includes roads such as Mona Vale Road, Ryde Road, Lane Cove Road, Homebush Bay Drive, Centenary Road, Roberts Road, King Georges Road and connects to critical roads such as Pittwater Road, Pacific Highway and Princes Highway.

A priority in the corridor strategy is to begin planning to enhance capacity and efficiency for light and heavy vehicles in the single lane sections on Mona Vale Road between Terrey Hills and Ingleside, including the identification of corridor requirements. An upgrade of this section of road is required as the existing single lane in each direction is congested particularly during peak periods. Planned development in Ingleside and the Warriewood Valley is expected to exacerbate the situation.

Preliminary technical investigations for the project began in mid 2011. The study area is a 3.5 km section of Mona Vale Road between McCarrs Creek Road, Terrey Hills and Powder Works Road, Ingleside. A separate project refers to the easterly two lane section.

The existing road traverses predominately through bushland, however residential and light industrial developments are also present along this section.

1.2 Community

Mona Vale Road passes through both Pittwater and Warringah Council areas. Pittwater Council covers a mostly coastal area; featuring nine beaches. This area predominantly consists of semi-rural properties and bushland, with planned future housing developments. The Northern part of Ingleside is within Pittwater Council. Warringah Council contains the suburbs of Terrey Hills and the southern part of Ingleside.



Figure 1 Potential upgrade area between McCarrs Creek Road and Powder Works Road

1.3 Community involvement objectives

The key community involvement objective for the Mona Vale Road upgrade is to ensure that community input is incorporated into each phase of investigation, from the development of preliminary corridor options to the refinement of a preferred option.

A Community Involvement Strategy was developed at the inception of the project with the aim to:

- Introduce the project team to the community and provide a central point of contact in RMS.
- Raise awareness of the project and build relationships with stakeholders.
- Explain the need for the upgrade, its benefits and how potential impacts would be reduced.
- Assist the community in understanding the option selection process and the next steps.
- Clearly outline how stakeholders could participate in the project and how their input would be used in decision-making.
- Clearly explain the decision-making process.
- Provide appropriate and accessible information about the project including regular updates.
- Anticipate and manage issues as early as possible.
- Manage stakeholder feedback and complaints in a timely, respectful way.
- Monitor and evaluate community feedback to measure success and review planning as necessary.

1.4 Key messages

The following messages were developed to ensure consistency across all project communication material:

- In 2009 the *Mona Vale to Macquarie Park Corridor Strategy* was released, which is a 25 year framework for the management of the corridor to address:
 - Improved travel time efficiencies for heavy and light vehicles by reducing congestion and associated delays
 - Improved road safety for all users
- Planning has begun to enhance capacity and efficiency for light and heavy vehicles in the single lane sections of Mona Vale Road between Terrey Hills and Ingleside
- Preliminary investigation work has begun for a proposal to upgrade Mona Vale Road
- Preliminary survey, design feasibility studies and environmental investigations for the proposed upgrade are underway
- The proposed upgrade is required as the existing single lane in each direction results in traffic congestion and delays, particularly during peak periods.
- Initial planning work began for the project in mid 2011

- Desired outcomes from the upgrade will be to:
 - Improve road safety for all road users.
 - Enhance the efficiency and reliability of moving people and goods.
 - Address travel demand generated by growth at Ingleside and Warriewood Valley.
 - Maintain and enhance road asset conditions to an acceptable standard.
 - Enhance public transport accessibility between centres and neighbourhoods.
 - Improve the efficiency of travel for heavy vehicles and the reliability of travel for other vehicles where there are steep grades.
 - Preserve the quality of the diverse natural, built and community environments in the corridor.
- An upgrade of Mona Vale Road will benefit both the local and the wider community.
- Recognising the importance of road network connectivity and makes every effort to minimise any cumulative impact of nearby developments on the community.

2. Approach

2.1 Consultation

This report summarises the community feedback received during an open consultation period from June to December 2011, with the most intensive period being from October 2011 when the survey and mapping tool were online. The aim of the consultation period was to obtain the local community's feedback on the project, with targeted questions in a survey and online mapping tool regarding values, constraints and issues.

2.1.1 Guiding principles

The Community Involvement Strategy for this project was developed in line with the RMS *Community Participation and Communications* resource manual (March 2010). It provides a framework for stakeholder engagement on the Mona Vale Road upgrade project, and outlines:

- The type of community involvement to be undertaken.
- The project stakeholders.
- The involvement process and suggested communication activities to facilitate input from the community.
- Potential issues and risks, and how they will be mitigated.

2.1.2 Letter

Correspondence was letterbox dropped to residents living in the project area. This correspondence provided information on the project and an invitation to provide initial feedback using either the online collaborative mapping tool or the online survey. A copy of the letter is provided in Appendix A. An area map showing the letter box drop area can be found in Appendix B.

2.1.3 Postcard

A postcard was letter box dropped to residents living in the project area. This correspondence provided information on the project and an invitation to provide initial feedback using either the online collaborative mapping tool or the online survey. A copy of the postcard is provided in Appendix C. An area map showing the postcard drop area can be found in Appendix D.

2.1.4 Telephone and email

The project telephone number (1800 633 332) and email address monavaleroad@rta.nsw.gov.au were provided.

There were 17 emails received during the consultation process spanning from June 2011 to December 2011, with the most intensive period being from October 2011 when the survey and mapping tool were online.

2.1.5 Online Survey

Roads and Maritime Services provided an online survey to gain initial feedback for the project. The survey was available through the Roads and Maritime website from October 2011 to December 2011.

The survey requested basic information from participants such as first names, last names and postcodes, to help establish where responses were being generated.

Those completing the survey were asked to identify with one of the following user groups:

- Community group
- Local resident
- Local business
- Commuter
- Pedestrian
- Cyclist
- Other

Those completing the survey were also given an option to be placed on the distribution list to be provided with updates on the project.

A full list of the online survey questions can be found in Appendix E.

2.1.6 Online mapping tool

In addition to the provision of an online survey, Roads and Maritime Services commissioned Arup to tailor an online mapping tool (titled the Collaborative Community Mapping tool), for use on the project.

The Collaborative Community Mapping tool was a basic mapping application that could be viewed in a standard internet browser and used Google Maps interface as its source of road, property boundary, satellite imagery and address search data.¹

Those submitting comments were asked to identify with one of the users groups mentioned above in Section 2.1.5. They were also asked to group their comments in the following categories and sub categories.

Table 1 Categories for online mapping tool

Category	Sub category
Environment and Culture	Flora and Fauna
	Cultural Heritage
	Noise
Transport	Traffic / Congestion / Travel Times
	Freight Transport

¹ Arup, January 2012, Roads and Maritime Services, NSW, Mona Vale Road Upgrade, McCarrs Creek Road to Power Works Road: Collaborative Community Mapping – Output Report

Category	Sub category	
	Bus	Safety
	Cycle / Pedestrian	Other
Road Access	To Properties	To Amenities
	To Businesses	To Other
General	Traffic / Congestion / Travel Times	Safety
	Land Use and Planning	Other

2.2 Analysis of results

Community comments and feedback from the online survey, online mapping tool, and all other forms of contact during the consultation period between June and December 2011, were recorded in Consultation Manager™. Both qualitative and quantitative analysis methods were used to identify and examine the trends in community responses, the results of this analysis are discussed in Section 3 of this report.

A separate report was prepared by Arup for the analysis of the feedback gathered from the online mapping tool and can be seen in Appendix F, these results have been incorporated into the results found in Section 3.

Following the combination of community feedback, issues were then placed into the following general categories and sub categories as found in Table 2.

Table 2 Categories and sub categories of feedback

Category	Sub category	
Asset	Buildability	Landscaping
	Cost Effectiveness	Maintainability
	Form Function	
Build Environment	Access During Operation - Amenities	Property Adjustment
	Access During Operation - Properties	Property Values
	Access During Operation - Businesses	Sensitive Site
	Air Quality	Social Amenity
	Business Exposure	Trade Loss
	Emergency Services Access	Utility Interruptions
	Lighting	Visual Amenity

Category	Sub category	
	Noise/Vibration - Operational	
Heritage	European	Indigenous
Natural Environment	Aquatic	Flora
	Compensatory Habitat	Habitat
	Fauna	Water Quality
	Weeds	
Road User	Cycle Facilities	Public Transport Facilities
	Heavy Vehicle Facilities	Public Transport Operations
	Movement Control	Road Safety
	Pedestrian Facilities	Traffic Capacity
	Traffic Disruption	
Support	Does Not Support	Support Upgrade

3. Issues

3.1 General

3.1.1 Introduction

This section highlights the issues raised by the stakeholders relating to the Mona Vale Road upgrade project during the initial consultation period from June to December 2011, with the most intensive period being from October 2011 when the survey and mapping tool were online.

3.1.2 Stakeholders consulted

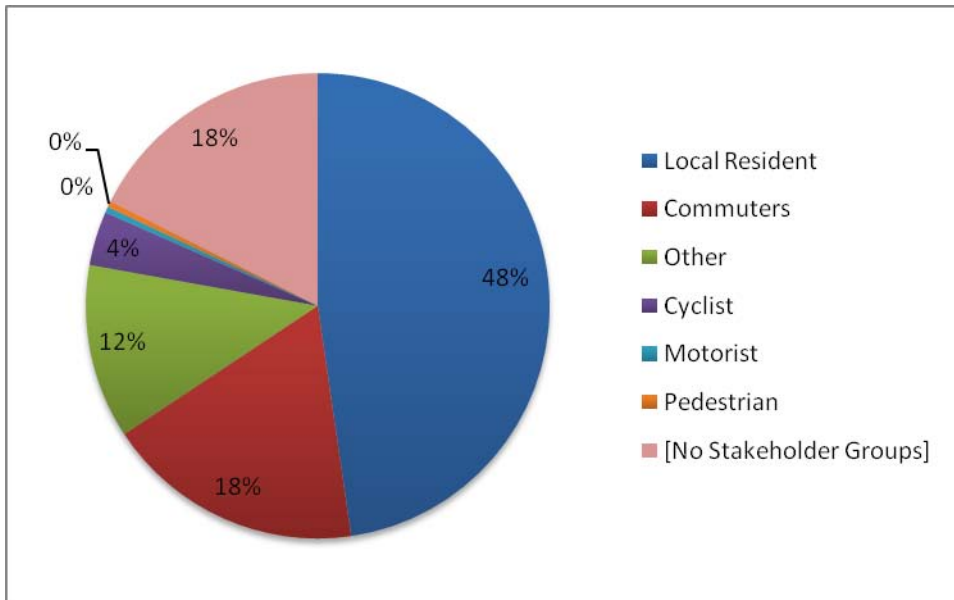
The number of comments received from the top seven postcodes and corresponding suburbs of respondents can be found below in Table 3.

The majority of comments were received from the suburbs immediately surrounding the project area. This corresponds with the Stakeholder Groups identified throughout the consultation with the local resident group most strongly represented as seen below in Figure 2.

Table 3 Stakeholder postcodes

Postcode	Suburb	Online Survey	Online Mapping Tool	Total
2101	Elanora Heights, Ingleside, Narrabeen, North Narrabeen	19	28	47
2103	Mona Vale	5	30	35
2084	Cottage Point, Duffy's Forest, Terrey Hills	8	22	30
2107	Avalon, Avalon Beach, Bilgola, Clareville, Whale Beach	4	22	26
2106	Newport, Newport Beach	4	21	25
2102	Warriewood, Warriewood Shopping Square	3	13	16
2104	Bayview	5	9	14

Figure 2 Stakeholders consulted

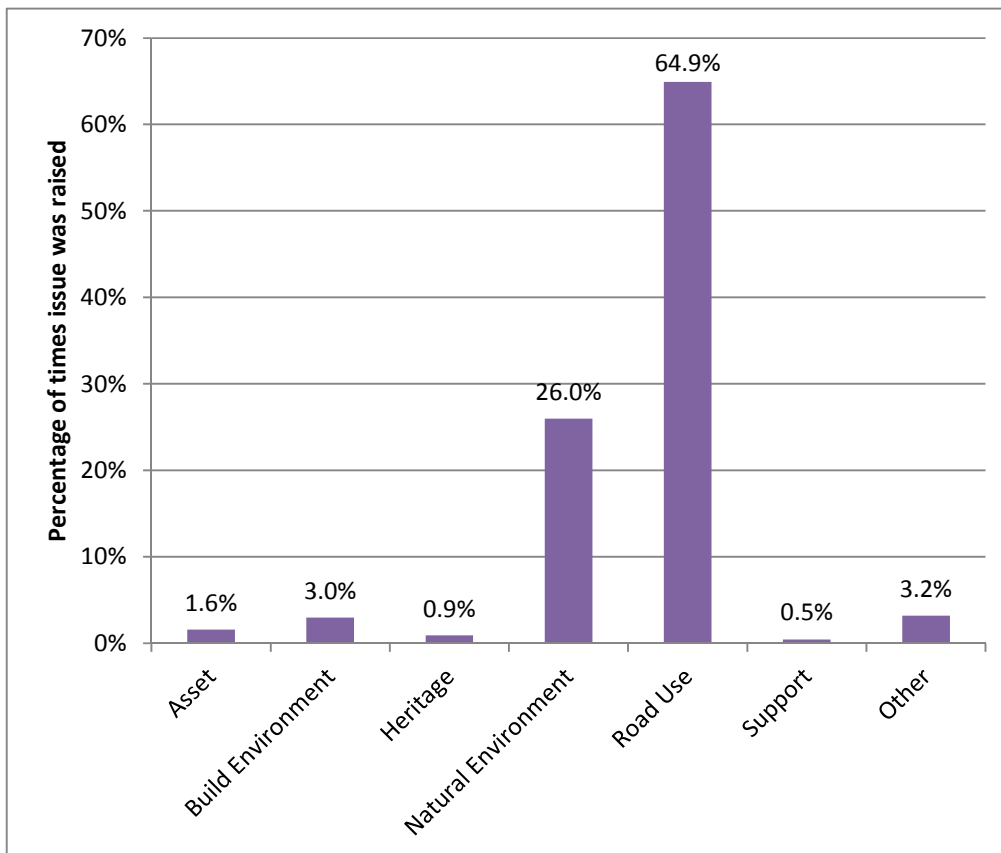


3.2 Issues and suggestions raised

3.2.1 Comments by categories

All comments submitted were placed into the categories and sub categories mentioned in Table 2. It should be noted that each participants comment could be placed into multiple categories if their comments specifically mentioned a number of categories. Figure 3 below shows the distribution of comments over the various categories.

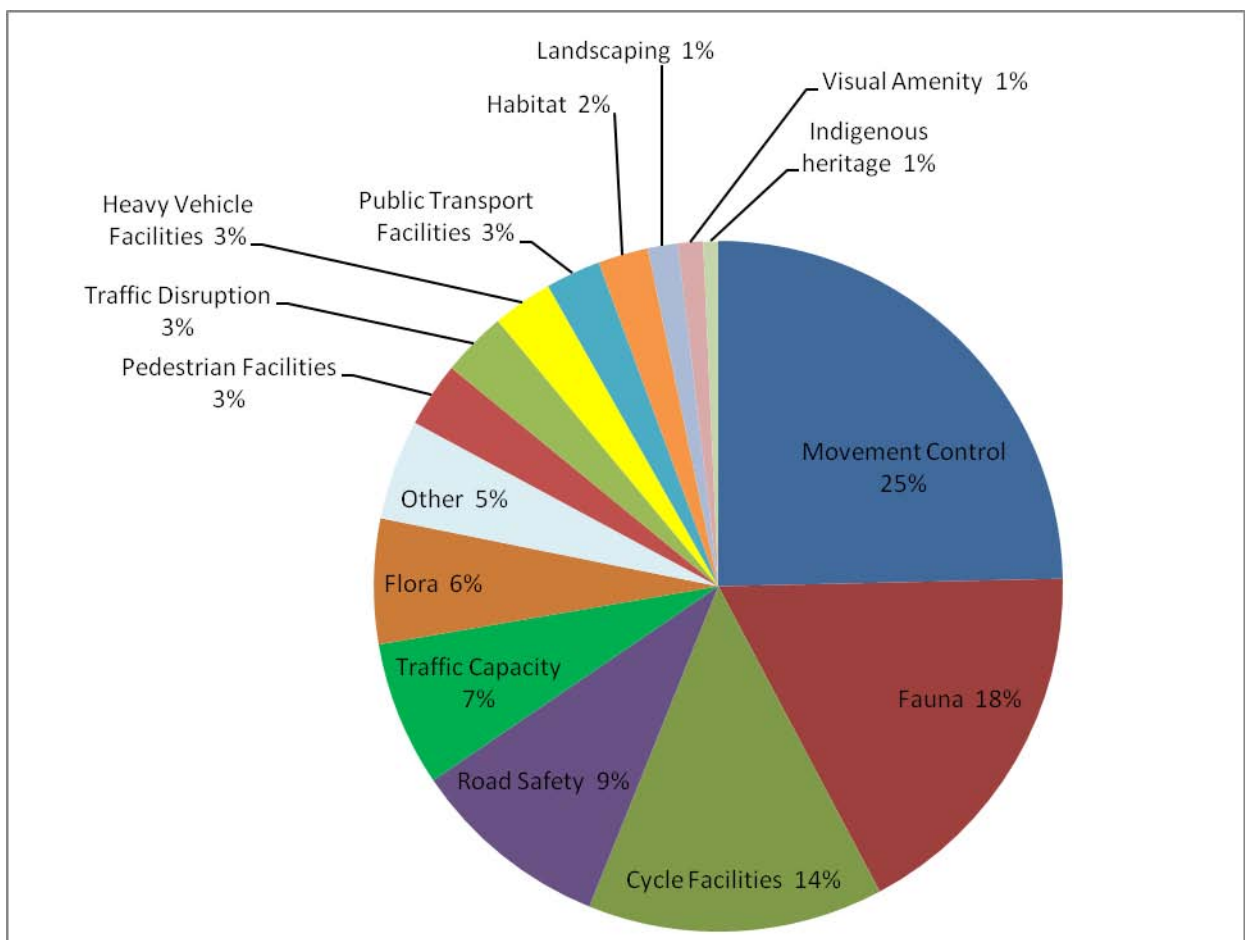
Figure 3 Percentage of total comments received in each subject category



3.2.2 Comments by subcategory

The comments were also placed into sub categories, Figure 4 shows the top 15 issues raised throughout the consultation period. As seen in the graph a number of the top issues relate to issues concerning road users including, movement control, cycle facilities, road safety and traffic capacity, another issue of particular concern is the potential fauna affected by the project.

Figure 4 Top 15 Issues raised through all consultation activities



Below, Figure 5 and Figure 6 outline the breakdown of the top 15 issues from the online survey, emails and the online mapping tool. For all engagement activities the three top issues were identified as movement control, fauna and cycle facilities. However the graphs show that for those that participated in the online survey fauna is the greatest concern with almost 20 per cent of people raising this as an issue whilst for the online mapping tool the issue of greatest concern was movement control with almost 40 per cent of people raising this issue. This difference could be explained by a higher percentage of commuters responding to the online mapping tool 21 per cent compared to 18 per cent for the online survey. The increase in concern for the fauna could also relate to the higher amount of local residents who responded to the online survey 62 per cent compared to 46 per cent for the online mapping tool.

Figure 5 Top 15 issues – online survey

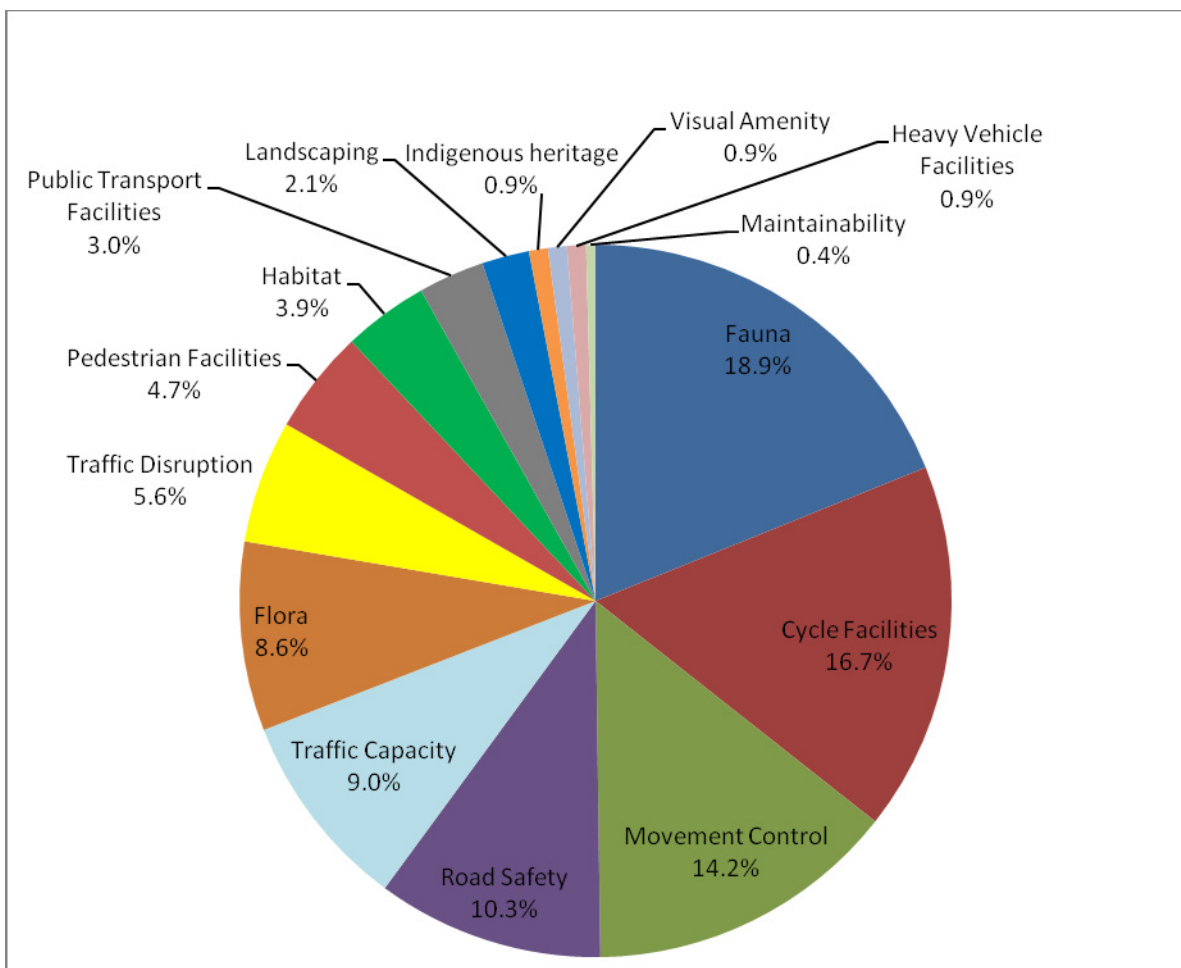
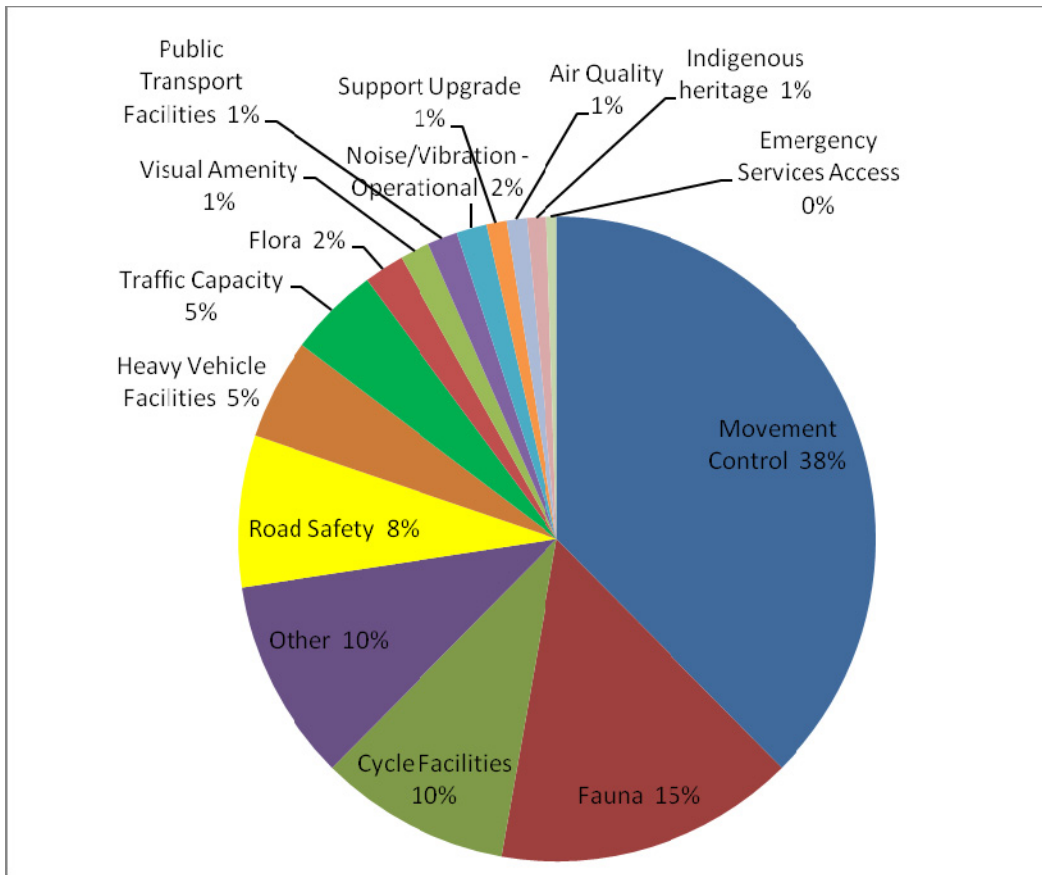


Figure 6 Top 15 issues – online mapping tool



3.3 Assets

The results indicated that there were fewer comments relating to asset concern than the other categories (less than 2 per cent), comments raised under this category mainly related to the landscaping of the road. This can be seen in Table 4.

Table 4 Comments relating to assets

Sub Category	# of comments	Key Comment / Opinion
Landscaping	6	Stakeholders value the scenic aspect of the road
Maintainability	1	Road needs to be well maintained

3.4 Built environment

There were fewer comments relating to the built environment than the other categories (with only 3 per cent). Comments raised under this category mainly concerned the visual amenity of the area this is shown in Table 5

Table 5 Comments relating to build environment

Sub Category / Issue	# of Comments	Key Comments
Visual Amenity	5	Minimise visual impact of project on the views of the natural vegetation and ocean
Noise/Vibration - Operational	3	Increases in traffic will lead to increase in noise and affect Terry Hills residents Desire for noise to be addressed without the use of large concrete walls
Air Quality	2	Increases in traffic will lead to increase in pollution and affect Terry Hills residents
Property Values	1	Hope that this upgrade was related to the land release in Ingleside
Access During Operation - Businesses	1	Need both west and east access to business along Mona Vale Road
Emergency Services Access	1	Need to maintain access to fire trail

3.5 Heritage

The category of heritage related to both European and Indigenous heritage, again there were very few comments from the stakeholders relating to this issue (less than 1 per cent). The comments received are shown in Table 6.

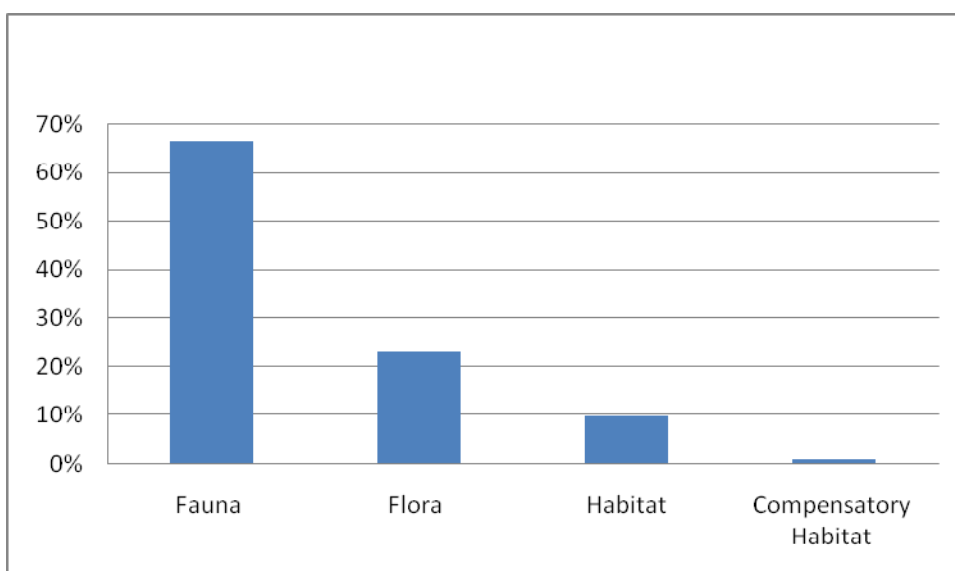
Table 6 Comments relating to heritage

Sub Category / Issue	# of Comments	Key Comments
Indigenous Heritage	4	Aboriginal sites should be protected Aboriginal rock carvings found along Mona Vale Road
European Heritage	1	Preservation of the Bahai Temple

3.6 Natural environment

The natural environment accounted for 26 per cent of the comments raised during the specified consultation period. The natural environment was of particular interest to the local residents with 40 per cent of local residents raising it as an issue compared with only 25 per cent of commuters. The distribution of comments relating to the natural environment as group by sub categories can be found in Figure 7.

Figure 7 Natural environment sub categories



Further exploration of these comments can be seen in Figure 7.

Table 7 Comments relating to natural environment

Sub Category / Issue	Key Comments
Fauna	<p>Use of overpasses, underpasses, ropes, fencing and arboreal bridges to allow for safe wildlife crossing</p> <p>Too much road kill along this road, wallabies, bandicoots, possums etc</p> <p>Road separates two National parks, the Garigal National Park and Ku-ring-gai National Park, need for these to be connected</p> <p>There is also danger relating to drivers trying to avoid accidents with fauna</p>
Flora	<p><i>Grevillea caleyi</i> R.Br (Proteaceae) is listed as an endangered species on Schedule 1 of the TSC Act and should be protected</p> <p>Angus Onion Orchid is unique to this stretch of the road</p> <p>Protection of bushland</p> <p>Stakeholder holders value the beauty of the vegetation</p>

Sub Category / Issue	Key Comments
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Habitat	Need to minimise project impact on wildlife Need to protect threatened species Stakeholders highly value the habitat
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Compensatory Habitat	Need to leave land in the condition which we received it
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3.7 Road use

Road Use accounted for approximately 65 per cent of the comments raised during the specified consultation period. Road Use was a common issue across all of the main stakeholders with commuters, and local residents raising the issues 61 per cent and 80 per cent of the time respectively. The distribution of comments relating to the Road Use as grouped by sub categories can be found in Figure 8.

Figure 8 Road use by sub category

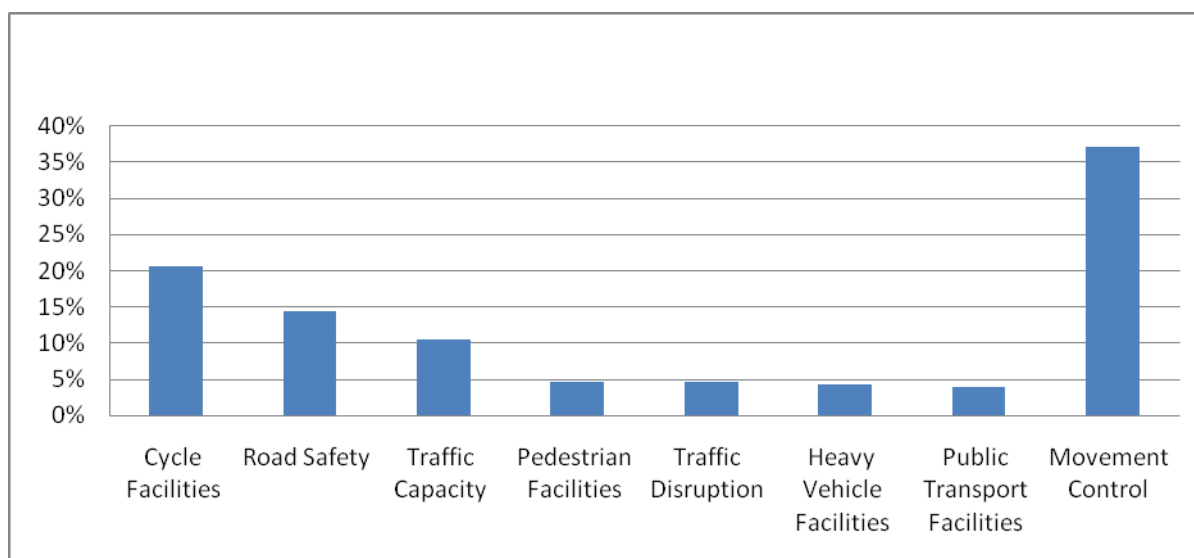


Table 8 Comments relating to road use

Sub Category / Issue	Key Comments
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Cycle Facilities	Provision of cycle lanes in both directions, preferably physically separated facilities Need safe cycle facilities, current facilities often too narrow to promote safe riding Consideration of underpasses for cyclists Cycle path does not necessarily need to follow the road
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Sub Category / Issue	Key Comments
	Very popular area with cyclists
Road Safety	<p>Roads very crowded, currently frustrated drivers are overtaking in potentially unsafe areas, need for safe area to overtake slower vehicles</p> <p>A number of perceived unsafe intersections, McCarrs Creek Road, Kimbriki</p> <p>Speed restrictions could help increase safety</p> <p>Road users may have an accident involving wildlife and cyclists</p> <p>Some hazards on the road include impacts for sunlight at varying times of the day, various dips in current road and some fog issues</p>
Traffic Capacity	<p>Increase in population from new developments using this road, Mona Vale Road needs to accommodate for this</p> <p>Traffic currently impacted by slower vehicles on various parts of the road</p> <p>Need for a safe area to overtake heavy vehicles</p> <p>Kimbriki becomes the main site for all the northern regions rubbish and recycling will lead to more heavy vehicles</p> <p>High volume of cars during commuter period and also during summer</p>
Pedestrian Facilities	<p>Pedestrian walk way to be provided</p> <p>Pedestrian lights to be pedestrian friendly</p> <p>Improve pedestrian facilities e.g. crossways and lights</p> <p>Pedestrian underpass at Tumburra Road would allow safe access to bus stops on Mona Vale Road</p>
Traffic Disruption	<p>Traffic lights to be coordinated with traffic flow</p> <p>Slow vehicles on uphill sections cause disruption</p> <p>Breakdowns/ accidents in single lanes cause issues</p>
Heavy Vehicle Facilities	<p>Uphill sections lead to heavy vehicles travelling at slower pace, need to improve grades for trucks</p> <p>Roads narrow for B double trucks</p> <p>Include safety feature for trucks along road e.g. sand trap</p>
Public Transport Facilities	<p>Limited public transport in this area, improved public transport could reduce vehicles on the road</p> <p>Need to have appropriate pedestrian access to allow use of the public transport system in place</p> <p>Greater linkage of public transport within the area – Bus 182 to connect with Mona Vale Road</p>

Sub Category / Issue	Key Comments
Movement Control	<p>There is frustration from road users with the single lanes</p> <p>Provision of extra lane each way for slower moving vehicles</p> <p>Mona Vale Road receives traffic from road with multiple lanes and combine this to one lane, creates a need for a wider road</p> <p>Road needs to accommodate for increase in traffic relating to industrial zones and increased residential use</p> <p>Perceived safety issues relating to a number of intersections, including Powder Works Road, McCarrs Creek Road</p> <p>Provision of slip lanes, roundabout, larger merge lanes, bridged underpasses, large right hand turn lanes at intersection to help improve flow</p> <p>Varying opinions on the speed limit i.e. some say to increase it however, others want it decreased</p> <p>Improvement in Mona Vale Road could reduce car usage of side streets as 'rat runs'</p> <p>Travel times along the road vary by half an hour</p>

3.8 Support

Two comments were received describing their direct support for the upgrade of Mona Vale Road; this was less than 1 per cent of the total comments received. However these comments should not be considered as the only comments in support of the project as there was no questions directly asked to participants if they supported the project. Comments were only placed into this category if they stated verbatim that they were in support of the project. Various other comments also showed support for the idea of an upgrade to Mona Vale Road these comments were not included in this section, as they were more directly related to one of the other categories mentioned in the previous sections.

3.9 Other

A number of comments received fell outside of the categories, (approximately 5 per cent). These comments have been collected and can be found below in Table 9.

Table 9 Other Comments

Sub Category / Issue	# of Comments	Key Comments
Horse trails in the area	3	<p>Need to retain horse trail near Mona Vale Road</p> <p>Previously when horse trail removed horses used road and blocked traffic</p>

Sub Category / Issue	# of Comments	Key Comments
Trucks on Mona Vale Road	3	Less trucks on the road Concern about how often trucks are inspected Concern about truck driver habits
Importance of upgrading other infrastructure	5	Other areas nearby also need upgrading Fixing this area will not solve the problem
Individual comments	2	What a dump! I think a bridge starting here and finishing after the Baha'i temple would be the best solution. This would minimise environmental impact

4. Findings and conclusions

There were 272 comments provided into the specified consultation process, from June to December 2011, with the most intensive period being from October 2011 when the survey and mapping tool were online. 241 of these comments were from individual stakeholders. 182 people participated in the online mapping tool, 73 in the online survey with the remaining feedback coming in via email. This shows that the participants are interested, informed and also very active. This also indicates that the community will have a desire to be engaged at future stages on the project.

The comments captured throughout the specified consultation using the online survey and the online mapping tool in general recognises the need for an upgrade to Mona Vale road, however there are varying opinions on what the upgrade should involve.

The most common feedback relating to the project is listed below:

- Movement control - conflict between slower and faster vehicles, increased number of users
- Fauna - protection of fauna
- Road safety - increased number of users on the road, use of heavy vehicles
- Cyclist facilities – provision of suitable cyclist facilities

These issues directly correlate with the values and opportunities that the stakeholders identified when completing the online survey. There was a large cross over with the participant's responses when asked about their perceived issues, what they value, opportunities and what the road upgrade should consider. The summary outlined in this report reflects the main areas of concerns for the local community and the areas that the next stage of the planning process should consider as progress is made with the proposed upgrade.

It was evident that many people valued the visual amenity, wildlife and natural habitat along Mona Vale Road; this is reflected by the high percentage of feedback relating to fauna. The stakeholders perceived that an upgrade to the road should include a number of provisions to allow for protection of the fauna in the area, this would be paramount to decreasing the number of road kills, e.g. wallabies, possums and bandicoots, which many stakeholders believed were excessive for the area.

Another highly valued aspect relating to Mona Vale Road is the ability to travel without frustration. Speed limits were mentioned though there was a split of opinions on what these should be. Some participants thought an increased speed limit would improve the road, whilst others thought decreasing the speed limit would protect the fauna. This was evident in the feedback around movement control with comments in this category also outlining the participant's frustration of being stuck in traffic behind heavy vehicles with an inability to overtake. Relating to this point, another common comment received was the need to widen the road to increase the number of lanes, allowing for slow traffic to travel along the road with minimal disruption to those vehicles which can travel faster along Mona Vale Road. Therefore, showing direct support for the upgrade and the proposed improved travel time efficiencies for heavy and light vehicles by reducing congestion and associated delays in the single lane sections of the road.

Movement control also ties in with the issue of road safety, in addition to people wanting wider roads for the ability to travel safely, others mentioned that provision of extra lanes could prevent accidents as currently people travelling overtake slow moving vehicles at dangerous parts of the road. Some also commented that visibility is poor at varying points along the road. Two intersections that received a high amount of comments relating to movement control and safety on the online mapping tool and the online survey are Powder Works Road and Tumburra Street.

Cyclist facilities were raised as an opportunity that could be explored in the upgrade. There were comments from those that did not ride that cyclist facilities would be valuable in reducing the risk of an accident with a rider. There were a number of cyclists who provided feedback that the provision of suitable cyclist facilities even if it is removed from the actual road would be ideal for this stretch of road.

Some of the suggestions made by the participants to address issues relating to safety include longer merge lanes, turning lanes. Signals were identified as not being particularly helpful at addressing these issues as heavy vehicles would be slow to take off after being stopped at traffic lights.

In summary participants are concerned with wildlife protection in parallel with their efficiencies and safety when using the road. Users want to get where they want to go as quickly and safely as possible without compromising wildlife or visual amenity. Due to the high response rate to both surveys it is evident that these stakeholders will want to continue to be involved with any future decision that the RMS make around options selection through a robust community participation process.

5. Next steps

The feedback provided from this part of the consultation will feed into the next steps of the decision-making process.

Design feasibility studies are underway and preliminary environmental investigations have been carried out. The community feedback will be used by the project team, to assist with the development of route options.

The next step for community consultation will be to encourage the community to review and provide feedback on the route options: through the project website, static displays, community updates and letters to key stakeholders.

Appendix A
Letter to residents October 2011

To the householder/ business owner



Transport
Roads & Traffic
Authority

OCTOBER 2011

Dear resident/business owner

Re: Mona Vale Road upgrade - strategic investigations between Terrey Hills and Ingleside

In May 2011, the Member for Pittwater, Rob Stokes, announced that the Roads and Traffic Authority (RTA) would begin preliminary investigation work to develop a proposal to upgrade **Mona Vale Road** between McCarrs Creek Road, Terrey Hills and Powder Works Road, Ingleside. The upgrade of the existing single lanes in this section has been identified as a strategic priority due to the current levels of congestion and delays, particularly during peak periods.

I would like to introduce myself as the project manager for these investigations and to let you know what work we are currently doing in the area.

The project team has now commenced strategic investigations involving:

- Initial ground survey of the corridor.
- Preliminary environmental assessments, such as ecology and heritage studies.
- Feasibility design review.

I would also like to invite you to provide initial feedback to assist in the strategic work being undertaken, including your views on:

- Benefits of upgrading Mona Vale Road.
- Public transport.
- Pedestrian and cycle connectivity.
- Safety of wildlife.

The RTA has developed an online collaborative mapping tool and online survey to gather your feedback about the project area. Please visit the RTA's Mona Vale Road project webpage at www.rta.nsw.gov.au/roadprojects to provide your feedback **by Friday 16 December 2011**.

There will be more opportunities to provide input into the project as it progresses. If you would like to receive regular updates on the project, please register your name on our database by emailing me at monavaleroad@rta.nsw.gov.au or phoning on (freecall) 1800 633 332 (and follow the prompts).

For more information, please contact the project team on the above details or visit the project website at www.rta.nsw.gov.au/roadprojects. Hard-copy survey form is also available by contacting the team.

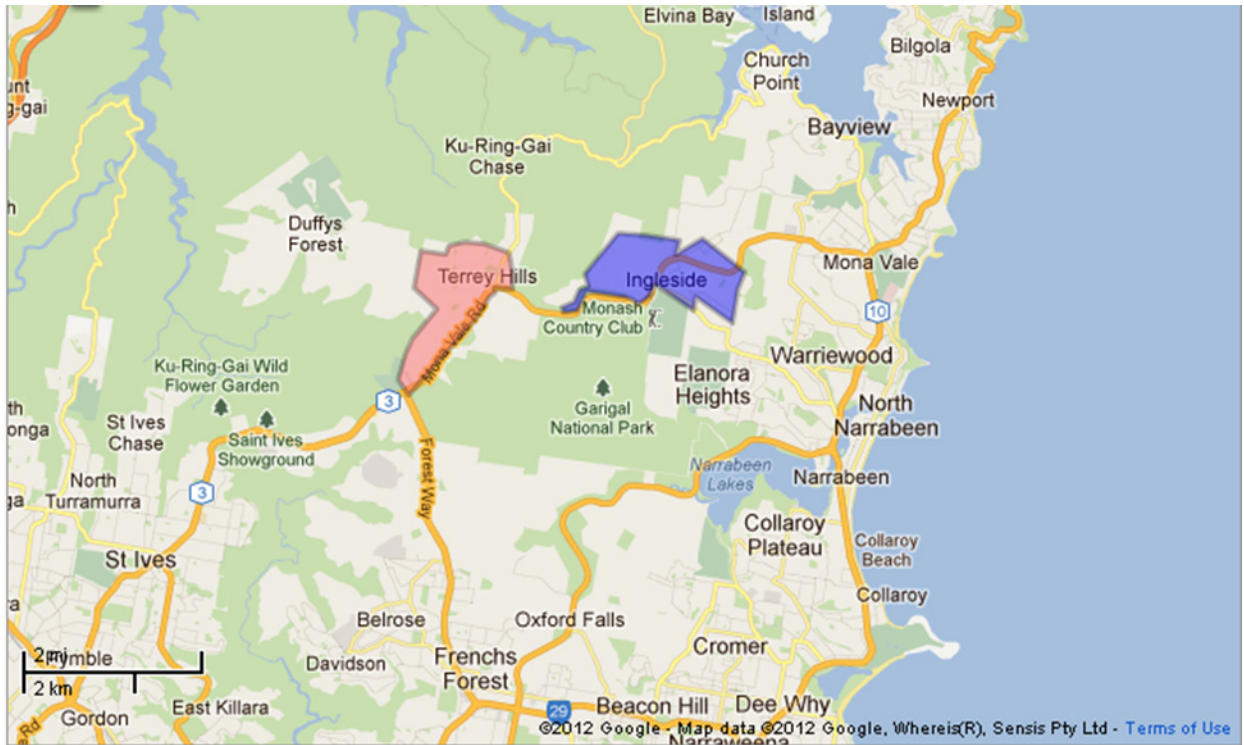
Yours faithfully

Sonja Ross
Project Development Manager

Roads and Traffic Authority of New South Wales

Tell us what you think. We have a new website www.rta.nsw.gov.au/roadprojects. We hope this site makes it easier to find the project information you need. We are interested in your feedback. Email us at Project_Customer_Services@rta.nsw.gov.au

Appendix B
Letter box distribution area October 2011



Mona Vale Road distribution

Letter to residents

Unlisted · 23 views

Created on Aug 30, 2011 · By [Deborah](#) · Updated Sep 20, 2011

- Terry Hills Distribution zone
- Ingleside distribution area

Appendix C
Post card October 2011

Front



Mona Vale Road Upgrade
Strategic Investigations 2011
Between McCarrs Creek Road, Terrey Hills &
Powder Works Road, Ingleside

NSW GOVERNMENT | **Transport Roads & Traffic Authority**

HAVE YOUR SAY: Please visit www.rta.nsw.gov.au/roadprojects to provide feedback using the **online interactive mapping tool and survey** and to register your details for future updates.

Back

We want your feedback on the future of Mona Vale Road between McCarrs Creek Road, Terrey Hills and Powder Works Road, Ingleside.

The RTA is undertaking strategic investigations to develop a proposal to upgrade the above section of **Mona Vale Road**. Your feedback about your local area is important to continue this preliminary investigation work. This feedback will then help guide the upgrade in areas such as public transport, pedestrian and cycle connectivity and the safety of wildlife.

The RTA has developed an **online survey** and **online mapping tool** so that the community can provide location based feedback, please visit our website below and tell us what is important to you.

 Please give us your feedback by **Friday 16 December 2011**.

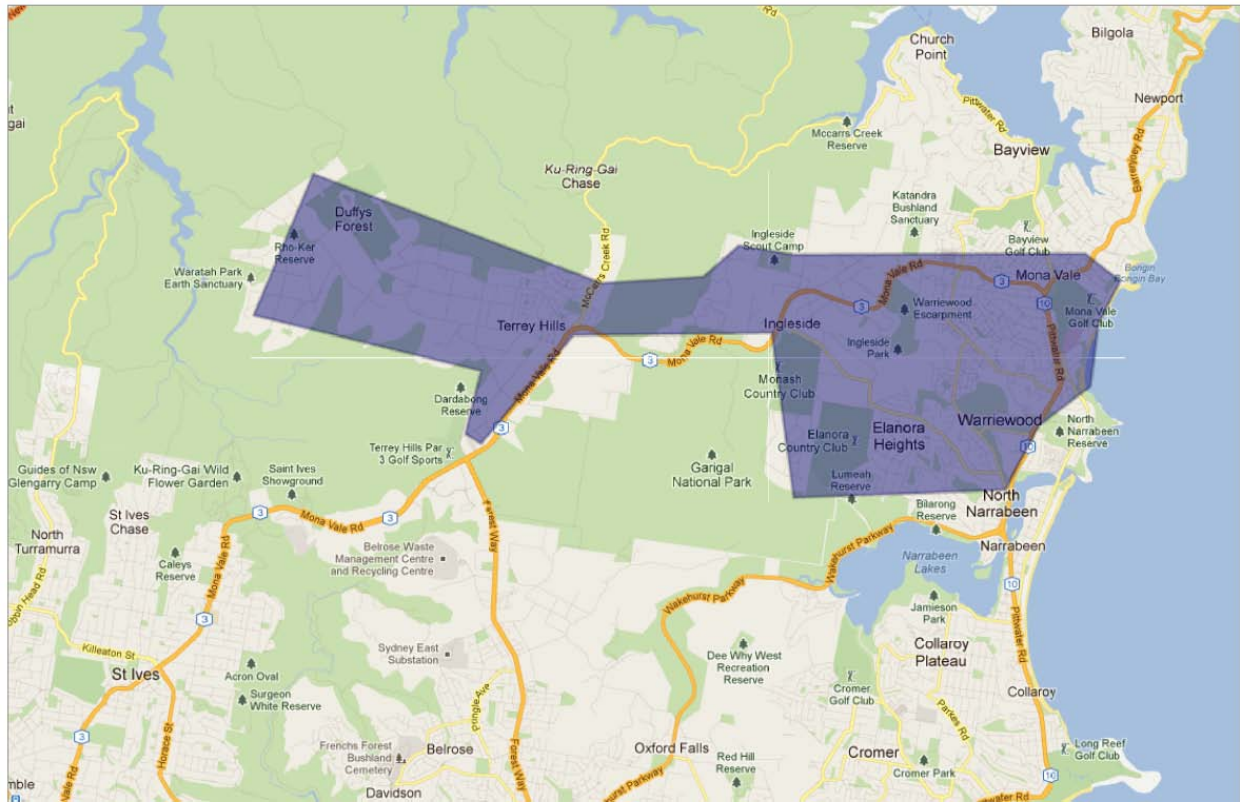
There are a number of ways to contact us:

- Telephone on (freecall) **1800 633 332** (then follow the prompts)
- The project website at www.rta.nsw.gov.au/roadprojects
- Email monavaleroad@rta.nsw.gov.au
- Write to the project team at **Mona Vale Road Project, Infrastructure Development Section, Roads and Traffic Authority, PO Box 973 Parramatta NSW 2124**

Roads and Traffic Authority of New South Wales

RTA/Pub. 11.450

Appendix D
Post card distribution area October 2011



Appendix E
Online survey 2011

Mona Vale Road Upgrade - Terrey Hills to Ingleside Strategic

The RTA is seeking your feedback on:

Mona Vale Road between McCarrs Creek Road, Terrey Hills and Powder Works Road, Ingleside

1. What issues and local constraints do you think are most important to consider?

2. What do you value the most within the project area?

3. Are there any opportunities for upgrading Mona Vale Road you think should be considered?

4. What would you like to see the upgrade include? (eg wildlife safety measures, pedestrian and cyclist connections)

5. What group do you most identify with?

*6. Would you like to receive future emails/mail about this project?

- Yes, Email
 Yes, Mail
 No

Your details

Privacy: The Roads and Traffic Authority (RTA) is subject to the Privacy and Personal Information

Mona Vale Road Upgrade - Terrey Hills to Ingleside Strategic

Protection Act 1998 ("PIIP 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 development of the Long Term Strategic Corridor Plan. The information may be accessed by the RTA and/or the RTA's project contractors. All 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 the RTA will only disclose your personal information, without your consent, if authorised by law. Your personal information will be held by the RTA at 27-31 Argyle Street Parramatta NSW 2150. You have the right to access and correct the information if you believe that it is incorrect.

***7. Name:**

***8. Postcode:**

***9. Email:**

Your details

Privacy: The Roads and Traffic Authority (RTA) 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 PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the development of the Long Term Strategic Corridor Plan. The information may be accessed by the RTA and/or the RTA's project contractors. All 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 the RTA will only disclose your personal information, without your consent, if authorised by law. Your personal information will be held by the RTA at 27-31 Argyle Street Parramatta NSW 2150. You have the right to access and correct the information if you believe that it is incorrect.

***10. Name:**

***11. Postcode:**

***12. Mailing Address:**

Your details

13. Name:

***14. Postcode:**

Survey Complete - Thank you for your feedback

Mona Vale Road Upgrade - Terrey Hills to Ingleside Strategic

If you have any questions or concerns, please contact the Mona Vale Road project team

Phone: 1800 633 332 (free call) and select option 4 from the menu

Email: monavaleroad@rta.nsw.gov.au

Post: Mona Vale Road, Infrastructure Development Section PO Box 973 Parramatta NSW 2124 (DX 28555)

Appendix F
Arup – Online mapping tool report

Roads and Maritime Services (NSW)

**Mona Vale Road Upgrade,
McCarrs Creek Road to
Powder Works Road**

**Collaborative Community Mapping -
Output Report**

222800

Final | 17 January 2012

Arup
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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 222800

ARUP

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1 Introduction

Roads and Maritime Services (RMS – formerly the RTA) commissioned Arup to tailor the Collaborative Community Mapping tool for use on the Mona Vale Road (McCarrs Creek Road to Powder Works Road) upgrade project.

Collaborative Community Mapping tool is a light weight mapping application that is viewed in a standard internet browser and uses the Google Maps interface as its source of road, property boundary, satellite imagery and address search data.

The tool's aim is to allow people to participate in engagement activities and provide information directly from their own computers, thus broadening the reach of engagement programs. It is also aimed at gathering useful data to assist project teams in mapping constraints associated with planning proposals by enabling stakeholder comments and their associated locations to be drawn into a GIS environment for further analysis and visualisation.

The Mona Vale Road upgrade project is in an early planning phase and as such the tool was used to gather information from the community about the broad area of interest. This area, extending slightly further than the proposed upgrade, is bounded by Cooyong Road to the west and King Road to the east. It stretches approximately 1.3km north and south of Mona Vale Road. The data gathering period commenced on 24 October 2011 and closed on 20 December 2011. This report provides analysis of the comments provided by members of the community during this period. It also provides a complete copy of the comments.

Outcomes at a glance:

- 804 unique visitors to the site.
- 182 comments.
- More than half of all comments related to traffic topics.
- Close to half of all submitters identified themselves as local residents.
- Key issues include:
 - Slow vehicles currently restrict traffic flows. There is recognition that a dual carriageway is needed to allow faster vehicles to pass, especially on steep sections of road.
 - There are issues with fauna being killed by cars. Submitters want better fauna management..
 - Intersections are key risk areas, though signals are not seen as the answer by many submitters.
 - Concern about heavy vehicles joining high speed traffic from side roads (getting up to speed) or from standstill if signals were implemented.
 - Many submitters who mentioned the speed limit want it to remain 90km or higher, though there are some comments about reducing the speed limit to save wildlife.

- Longer merge and turning lanes mentioned by many submitters as possible methods to address intersection issues.
- Provision of safe cycle facilities was mentioned by a number of submitters, though only four percent of submitters identified themselves as cyclists.
- Congestion along Mona Vale, increasing towards the Powder Works Road end.

Members of the public submitting comments to the site were required to tag their comment with one of four categories, and then select one of several subcategories.

Category	Environment and Culture	Transport	Road Access	General
Subcategories	Flora and Fauna	Traffic / Congestion / Travel Times	To Properties	Traffic / Congestion / Travel Times
	Cultural Heritage	Bus	To Businesses	Land use and Planning
	Noise	Cycle / Pedestrian	To Amenities	Safety
	Visual Amenity	Freight Transport	To Other	Other
	Other	Safety		
		Other		

Submitters were also able to self-nominate a group they most identified with from the following list:

- Community group
- Local resident
- Local business
- Commuter
- Pedestrian
- Cyclist
- Other

2 Quantitative analysis

2.1 Web analytics

During the consultation period, there were 1,170 visits, and 804 unique visitors. The average time on the site was 1 minute, 38 seconds. Of the 1,170 visits, 31.28% were by returning visitors. Figure 1 illustrates the cycling of page views during the consultation period. The largest spike represents 79 visits on Tuesday 1st November 2011, of which 69 were unique visitors. The regular dips in the graph coincide with weekends.

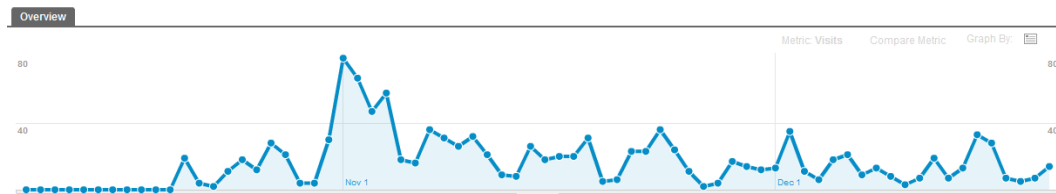


Figure 1 Daily page visits over time during the consultation period

2.2 All comments

Overall there were 182 comments submitted to the site (excluding repeated or mistaken comments). Of the four categories, transport-related comments numbered over 54.4%, followed by environment and culture at 23.6%, general comments at 15.4% and road access at 6.6%. Total numbers of comments by category can be seen in Figure 2, and the location of comments in Figure 3.

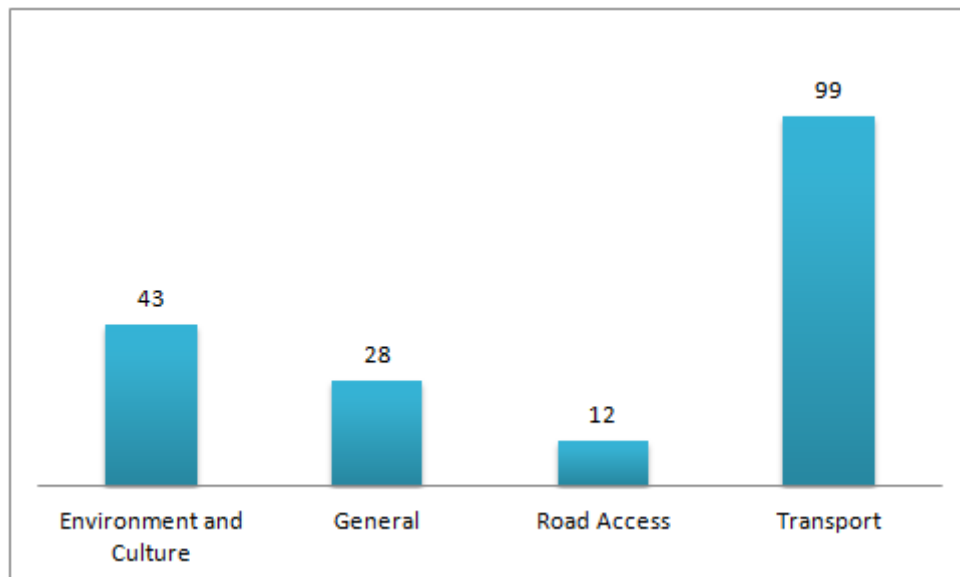


Figure 2 Total Comments by Category

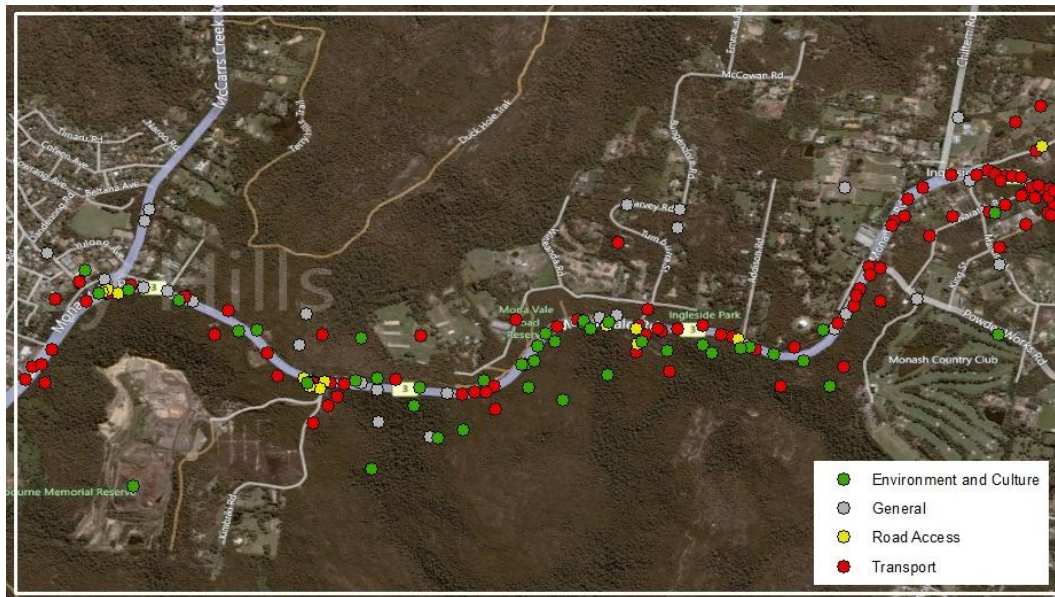


Figure 3 Location of comments by category

Comment submitters were able to tag their comments with the group they felt they most identified with. Just over 46% of commenter’s identified themselves as local residents. Figure 4 shows the breakdown of groups, and Figure 5 the geographic distribution of comments by group.

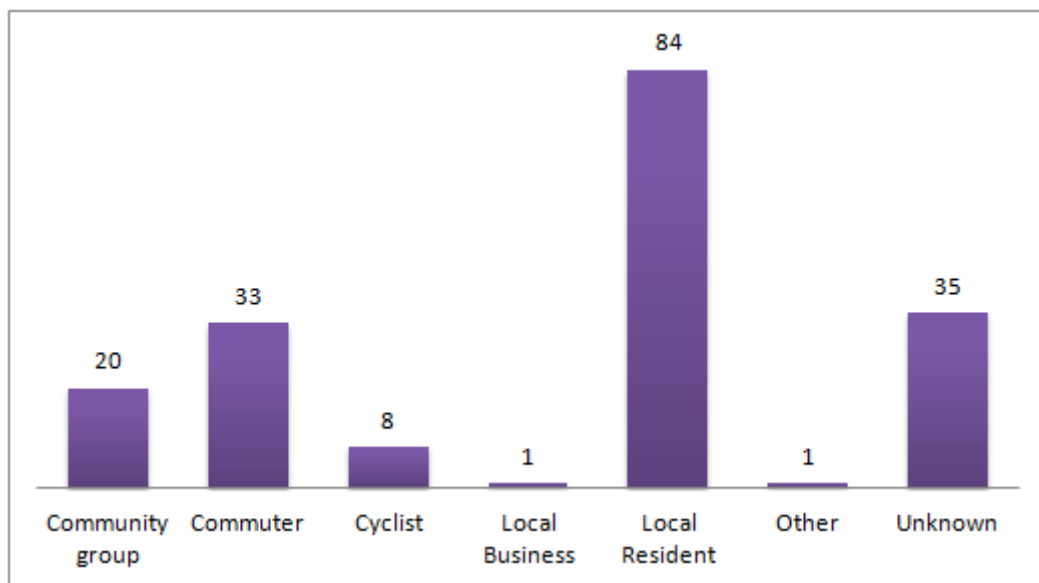


Figure 4 Comments by group

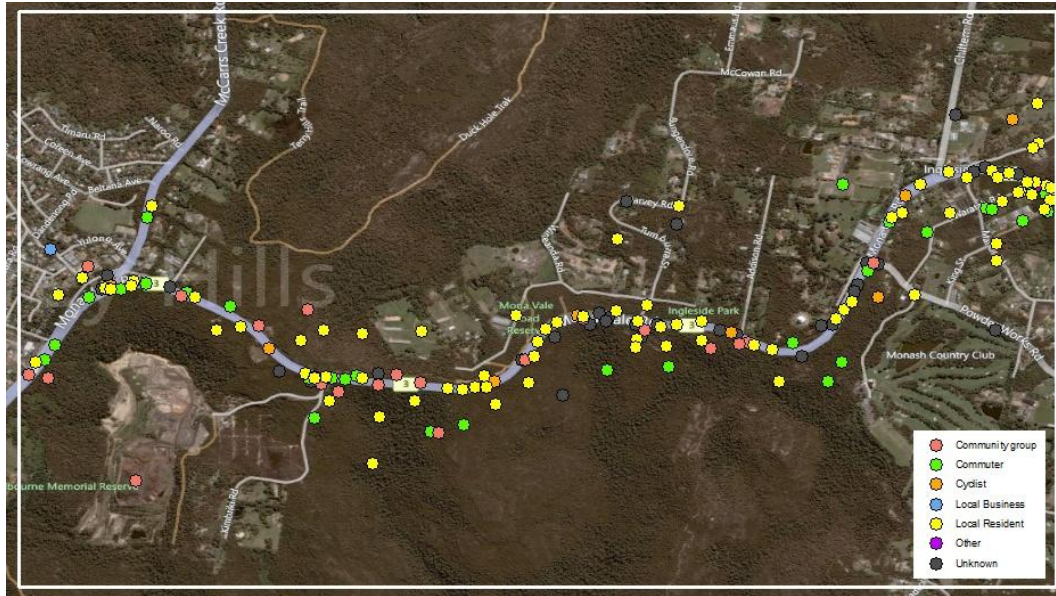


Figure 5 Location of comments by group

All comments were tagged with a postcode identifier of the commenter's place of residence. As can be seen below, a majority of comments originated in the suburbs immediately surrounding the site, which is reflected in the comments being dominated by the local resident group.

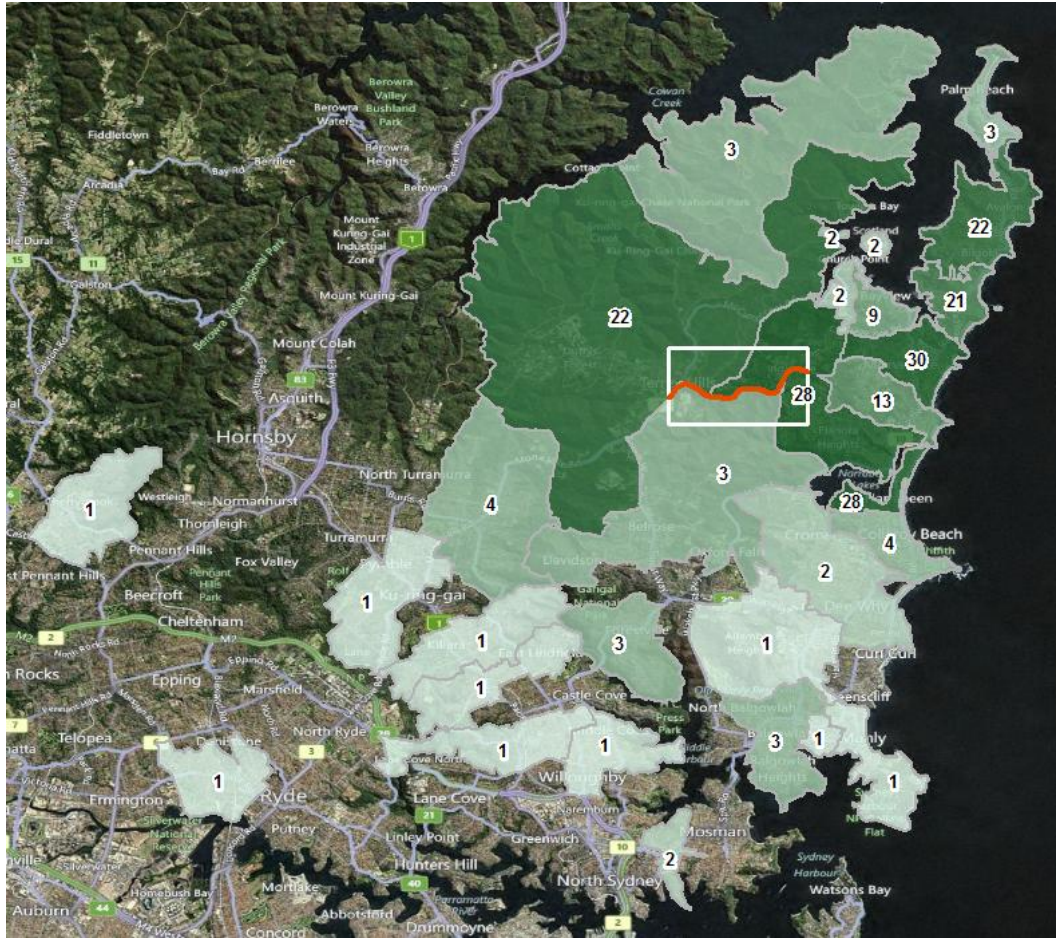


Figure 6 Number of comments by postcode

The number of comments from the top seven postcodes are listed below:

Postcode	Number of Comments	Suburbs
2103	30	Mona Vale
2101	28	Elanora Heights, Ingleside, Narrabeen, North Narrabeen
2084	22	Cottage Point, Duffy's Forest, Terrey Hills
2107	22	Avalon, Avalon Beach, Bilgola, Clareville, Whale Beach
2106	21	Newport, Newport Beach

2102	13	Warriewood, Warriewood Shopping Square
2104	9	Bayview

There were 68 unique contributors who submitted their contact details with their comments, linked to 86 separate comments. Of the identified submitters, 12 could be identified as making multiple comments. Of note however is that it was not compulsory for contributors to submit contact details, so the number of multiple submitters may have been higher.

2.3 Environment and culture comments

Comments submitted under the Environment and Culture category fell under the subcategories flora and fauna, cultural heritage, noise, visual amenity and other. Total comments numbered 43, with the flora and fauna subcategory constituting 79% of the total. Figure 7 shows the breakdown by subcategory, and Figure 8 the geographic distribution.

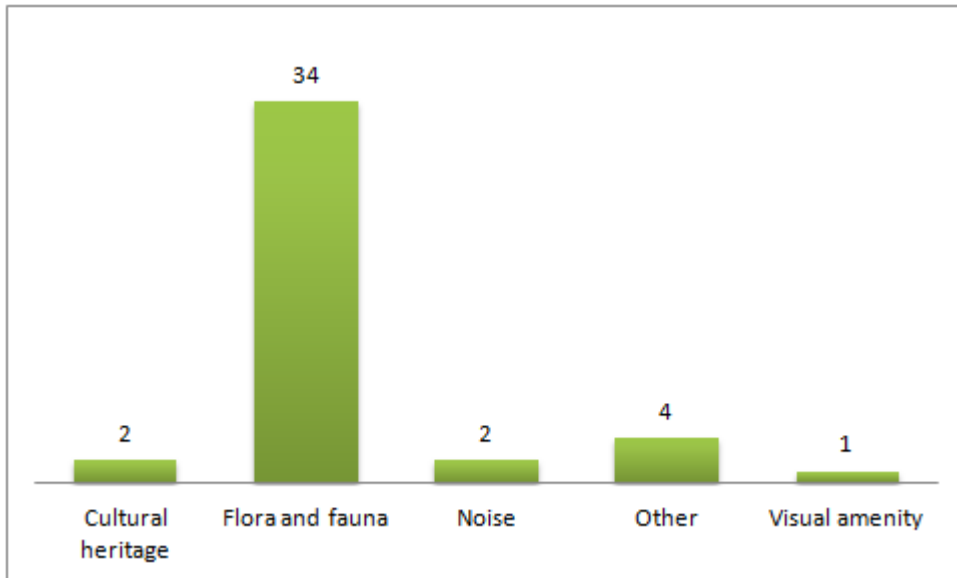


Figure 7 Total Environment and Culture comments by subcategory

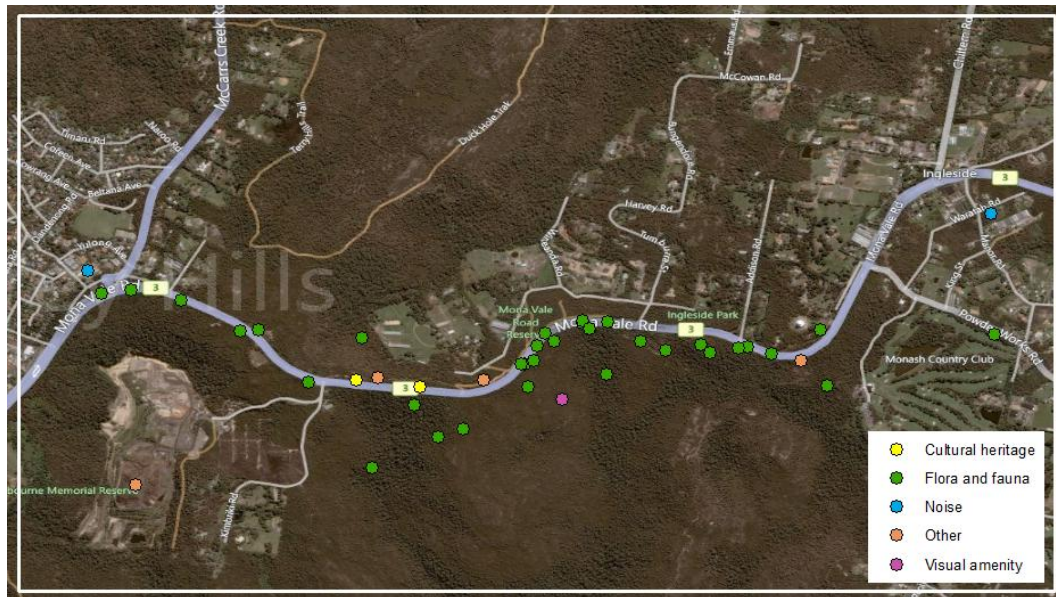


Figure 8 Location of Environment and Culture subcategory comments

A density analysis of flora and fauna-related comments reveals the following spatial patterns shown in Figure 9. These hotspots relate to clusters of comments related to the presence of endangered flora species (*Grevillea caleyi*) and concerns over native fauna road kill incidents on Mona Vale Road, and the subsequent need for wildlife protection measures.

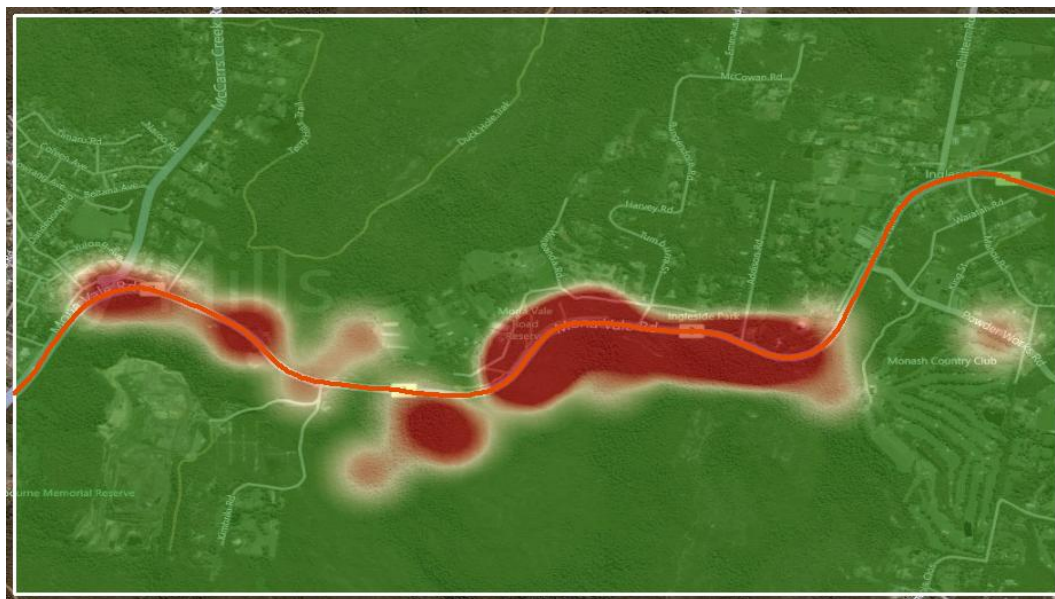


Figure 9 Hotspot analysis of flora and fauna-related comments

2.4 Transport comments

Comments submitted under the transport category fell under the subcategories traffic / congestion / travel times, bus, cycle / pedestrian, freight transport, safety and other. Comments related to traffic / congestion / travel times dominated this category with roughly 60% of the total. Figure 10 shows the breakdown by subcategory, and Figure 11 the geographic distribution.

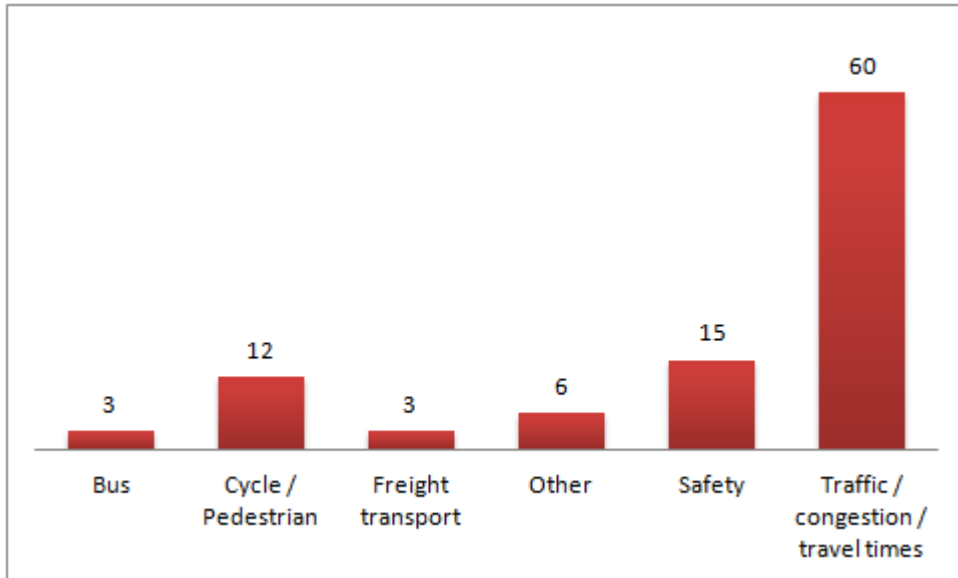


Figure 10 Total transport comments by subcategory

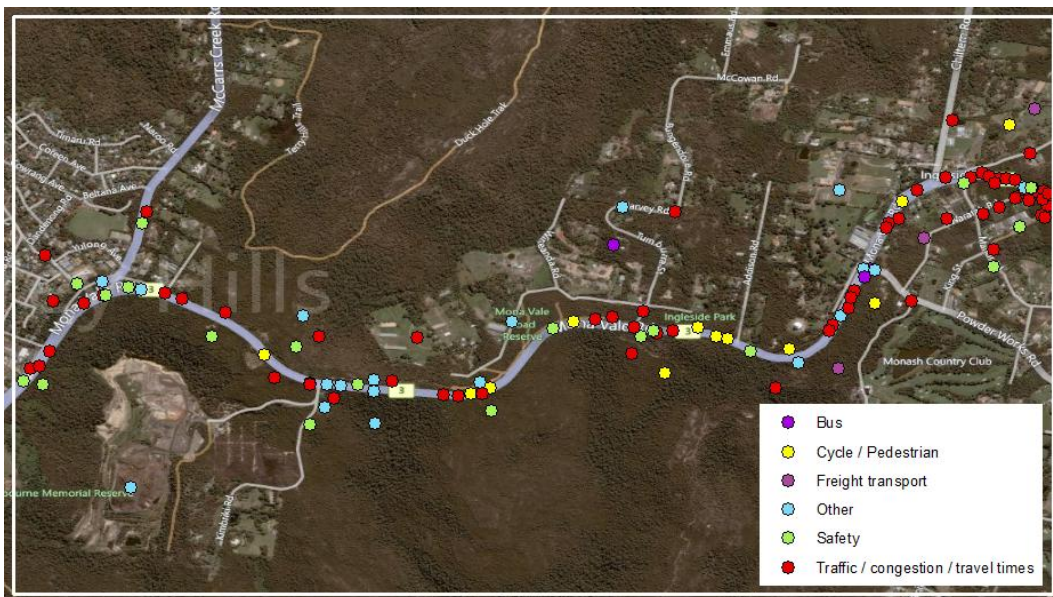


Figure 11 Location of transport comments by subcategory

A density analysis of traffic\congestion\travel times-related comments reveals the following spatial patterns shown in Figure 12. Of particular note are the Powder Works Road end of Mona Vale Road, and the intersection Mona Vale Road and Tumburra St, which have a high density of comments.

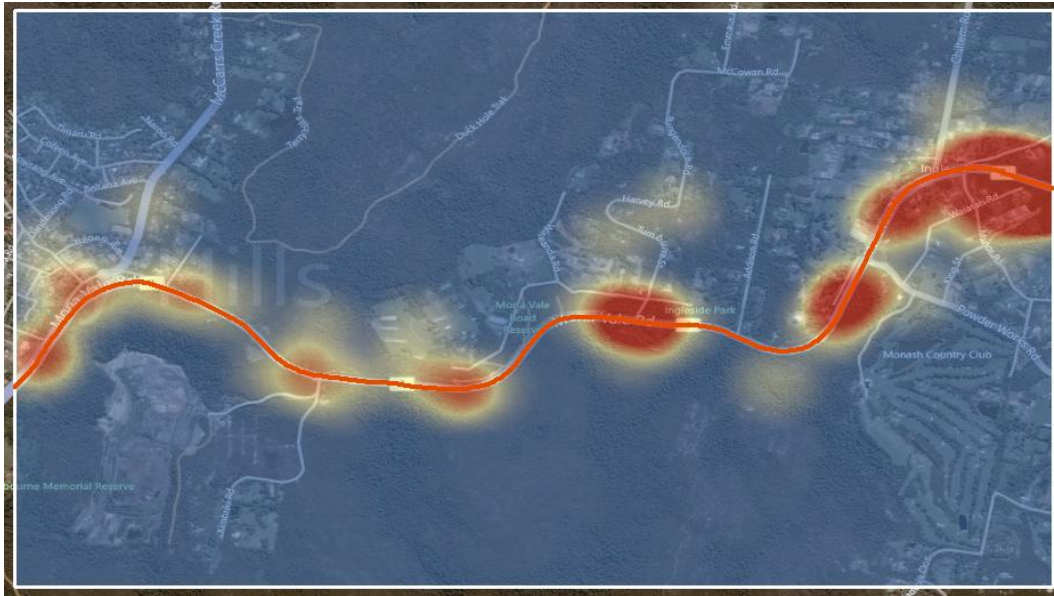


Figure 12 Hotspot analysis of traffic\congestion\travel times-related comments

2.5 Road access comments

Comments under the road access category fell under the subcategories to properties, to businesses, to amenities and to other. Figure 13 shows the breakdown by subcategory, and Figure 14 the geographic distribution.

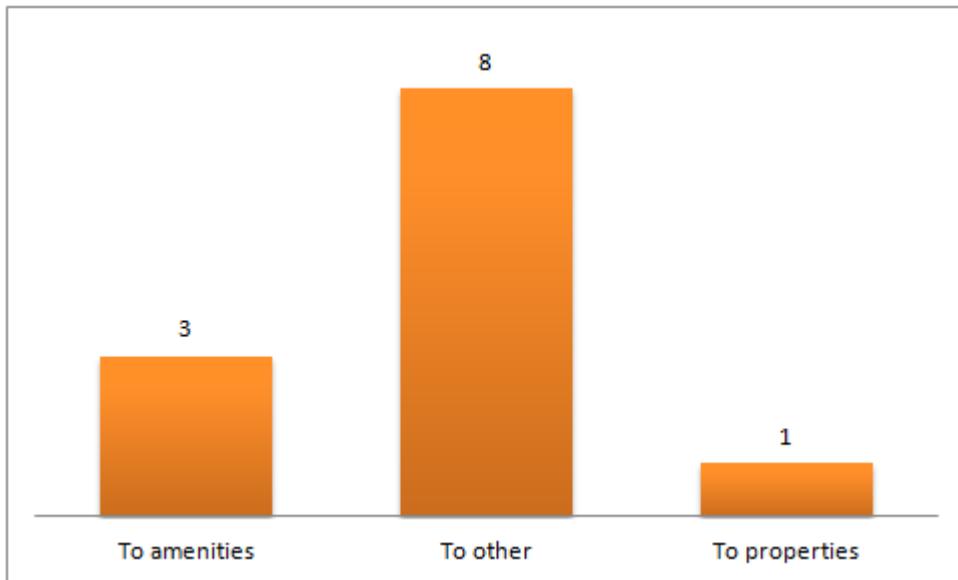


Figure 13 Total road access comments by subcategory



Figure 14 Location of road access comments by subcategory

Comments related to road access can clearly be seen to cluster around Mona Vale Road’s intersections, as shown in Figure 14 below.



Figure 15 Hotspot analysis of road access-related comments

2.6 General comments

Comments under the general category fell under the subcategories traffic / congestion / travel times, land use and planning, safety and other. Figure 16 shows the breakdown by subcategory, and Figure 17 the geographic distribution.

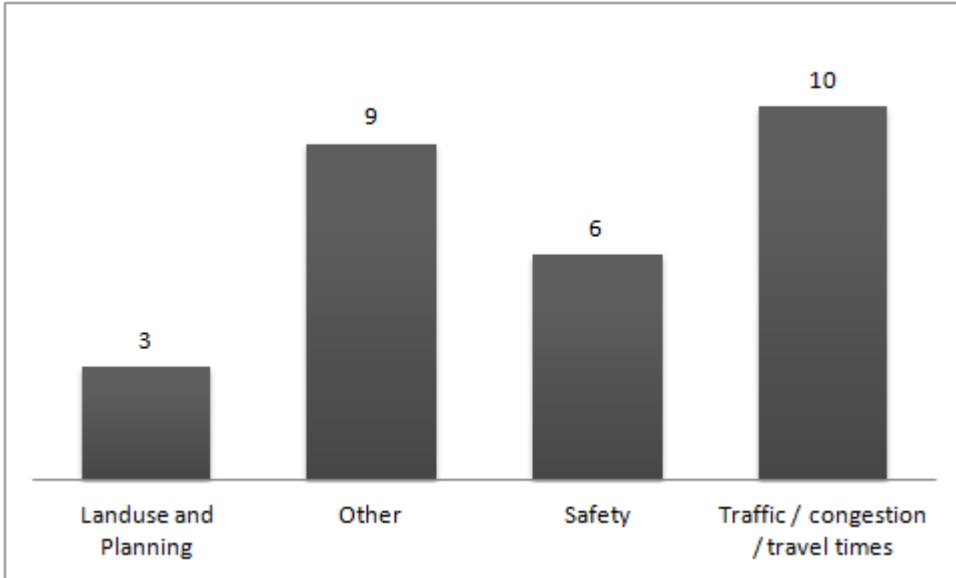


Figure 16 Total general comments by subcategory

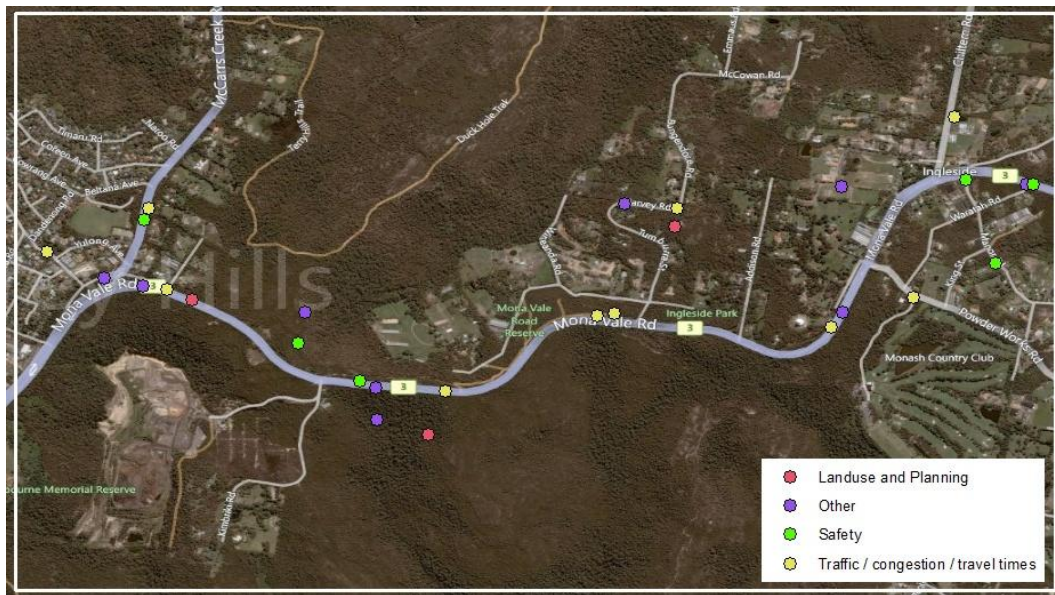


Figure 17 Location of general comments by subcategory

3 Qualitative analysis

The comments captured by the Collaborative Mapping tool are characterised by the following key issues.

3.1 Conflict between slower and faster vehicles

- Slow vehicles restrict traffic flows, especially in the steep sections of road and when entering Mona Vale Road from side roads.
- There is concern that if traffic lights are used as a solution to intersection issues that slower vehicles will further restrict traffic flows.
- Dual carriageways were suggested by a number of submitters as a method to rectify this issue.

3.2 Fauna management

- Many submitters view the amount of road kill along sections of Mona Vale Road as excessive.
- Many comments about the need to implement better fauna management measures along sections of Mona Vale Road.

3.3 Intersections

- Intersections are seen by many submitters as key areas of concern in relation to safety.
- Signals at these intersections are not seen as a suitable solution to these safety issues.
- Longer merge lanes and turning lanes are seen by some submitters as methods to address these safety issues.
- Some submitters expressed concern that heavy vehicles would be even slower if they had to accelerate after being stopped at traffic lights.

3.4 Speed limits

- Comments about speed limits were split between those that want the speed limit maintained at 90 km/hr or raised to 100 km/hr and those that wanted to reduce the speed limit to protect fauna.

3.5 Cycling

- A number of submitters stated that safe cycling areas were required along Mona Vale Road.
- This included providing safe access from side roads.

4 Comments – full text

The following table contains the full text of submissions made during the comment period. This information is also contained in the GIS file that accompanies this report.

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R4	Cyclist	Road Access	To other	Cyclists merging with 70-80km traffic	Cyclists either do not wish to use the cycle underpass under Mona Vale Road at Terrey Hills or just don't know that it is there. They continue to join traffic merging out of Terrey Hills going south on Mona Vale Road alongside vehicles speeding up to merge with 70-80kph traffic. This is a disaster waiting to happen - please consider either a better solution or increased signage to advice cyclists to use the underpass.
RTAMV R5	Local Resident	General	Traffic / congestion / travel times	As 35 year residents of Ingleside we are excited and fully supportive of proposed upgrade of Mona Vale Rd.	
RTAMV R6		General	Land use and Planning	Hopefully upgrade of Mona Vale RD is stage 1 of the long awaited land release in Ingleside.	
RTAMV R7		General	Other	Road needs upgrade to improve safety & reduce congestion. Better entry & exit to & from Tumburra Rd. is important. Safe cycle lane needed.	
RTAMV R8	Community group	Environment and Culture	Noise	Increased noise, pollution and congestion.	What provisions are being made with regards to this proposed expansion? More than residents and the Terrey Hills retail community are separated from the noise, pollution and congestion of MV Road by narrow bushland corridor.

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R9	Local Business	General	Traffic / congestion / travel times	Increased traffic, noise & pollution impacting upon Terrey Hills retail & residents	
RTAMV R10	Cyclist	Transport	Cycle / Pedestrian	The whole upgrade must provide a safe bike lane in each direction, same as west of Terrey Hills.	This section is currently unsafe for cyclists despite the popularity of Mona Vale Rd for cycling.
RTAMV R11	Cyclist	Transport	Cycle / Pedestrian	Please provide wide bicycle lanes	
RTAMV R12	Commuter	Transport	Cycle / Pedestrian	Unused Bik Path	Although this section of path seemed like a good idea at the time of planning, it is very rarely used. Cyclists will not use infrastructure that is not as good or better than the roadway. Shared paths are a dangerous concept that should only be used by families biking at very slow speeds, and this route covers too long a distance with hills of too steep a grade for novice riders. Any planned sections of bike path must use "Pram" ramp or again the cyclists will not use the entry points as they are too rough.
RTAMV R13	Commuter	Transport	Traffic / congestion / travel times	Keep the 90 km/h speed limit	It will be great to see the 90 km/h zone all the way to Powder Works Rd once this upgrade is finished, good job Transport Roads & Maritime Services.
RTAMV R14		Transport	Traffic / congestion / travel times	Need a better intersection at this location which also allows for Mona Vale Road traffic exiting Flower Power etc to travel to the west.	
RTAMV R15	Local Resident	Transport	Cycle / Pedestrian	Steep climb needs to make provision for cyclists possible traffic hazard	
RTAMV R16	Local Resident	Transport	Traffic / congestion / travel	Need west bound access out of businesses along this section	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
			times	of Mona Vale Road	
RTAMV R17	Local Resident	Environment and Culture	Flora and fauna	Wildlife access: Suggest provision of under-road tunnels, and of roadside light fencing in crucial wildlife crossing areas	
RTAMV R18	Local Resident	General	Other	There is need for effective control of speeding, even now, and this has potential to become worse with road improvement.	
RTAMV R19		Transport	Traffic / congestion / travel times	Traffic congestion due to current single lane road adds 15mins to travel time and the non separated road is dangerous	
RTAMV R20	Commuter	Transport	Traffic / congestion / travel times	The road should upgrade on a new alignment to avoid steep grades, allow a 100km/h speed limit and avoid any installation of traffic lights.	
RTAMV R21	Local Resident	General	Other	The obvious need exists to overcome any potential loss of habitat for any endangered and or threatened species subject to conservation	
RTAMV R22	Community group	Environment and Culture	Flora and fauna	Please consider impact on <i>Grevillea caleyi</i> . It is a local treasure and easily lost forever.	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R23	Community group	Environment and Culture	Flora and fauna	Great rehabilitation work has been done here- let's not lose it	
RTAMV R24	Community group	Environment and Culture	Flora and fauna	Promote recovery of threatened species & ongoing viability in nature of Grevillea caleyi. Leave this land at least as it was when we arrived	<p>For the sake of our children's children, we as caretakers must leave this land in a condition at least as good as when we arrived. Our priority on Mona Vale Rd must be to promote the recovery of a threatened species, population or ecological communities and to ensure their ongoing viability in nature.</p> <p>Grevillea caleyi R.Br (Proteaceae) is listed as an endangered species on Schedule 1 of the TSC Act. It is listed as an endangered species because it is considered likely to become extinct in nature in New South Wales unless the circumstances and factors threatening its survival cease to operate.</p> <p>Grevillea caleyi occurs in an area centered on Terrey Hills and includes parts of Duffys Forest and Ingleside. With around 10 stands of Grevillea caleyi persisting outside NSW NPWS lands or Ku-ring-gai Chase NP, these stands need our help.</p> <p>(Ref http://www.environment.nsw.gov.au/resources/nature/recoveryplanGrevilleaCaleyi.pdf http://www.pittwater.nsw.gov.au/environment/plants__and__animals/threatened_species/plants/grevillea_caleyi)</p>

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R25	Community group	Environment and Culture	Flora and fauna	Leave this land at least as it was when we arrived. Promote recovery of threatened species & ongoing viability in nature of Grevillea caleyi	For the sake of our children's children, we as caretakers must leave this land in a condition at least as good as when we arrived. Our priority on Mona Vale Rd must be to promote the recovery of a threatened species, population or ecological communities and to ensure their ongoing viability in nature. Grevillea caleyi R.Br (Proteaceae) is listed as an endangered species on Schedule 1 of the TSC Act. It is listed as an endangered species because it is considered likely to become extinct in nature in New South Wales unless the circumstances and factors threatening its survival cease to operate. Grevillea caleyi occurs in an area centered on Terrey Hills and includes parts of Duffys Forest and Ingleside. With around 10 stands of Grevillea caleyi persisting outside NSW NPWS lands or Ku-ring-gai Chase NP, these stands need our help. (Ref http://www.environment.nsw.gov.au/resources/nature/recoveryplanGrevilleaCaleyi.pdf http://www.pittwater.nsw.gov.au/environment/plants__and__animals/threatened_species/plants/grevillea_caleyi)
RTAMV R26	Commuter	Transport	Traffic / congestion / travel times	There needs to be 2 lanes from the bottom of the hill (Mona Vale cemetery) to Powder Works Rd this is the problem area.	
RTAMV R27	Local Resident	Road Access	To other	The merging lane from McCarrs Creek Road is too short.	Traffic from Mona Vale accelerate in this area and it is often impossible to see vehicles because rising sun blinds you. Suggest at least doubling length of merging lane
RTAMV R28	Local Resident	General	Land use and Planning	Design should incorporate separate bike path.	Current bike traffic on weekends is exceptionally high. Generally rides continue along Mona Vale Road and then down McCarrs Creek Road. Once road is widen the bike traffic will increase and most will continue along Mona Vale Road. A separate path for bikes and hikers should be provided similar to that parallel with M7

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R29	Local Resident	Road Access	To amenities	Longer turning lane and merging lanes required for traffic accessing the waste disposal facility.	
RTAMV R30	Local Resident	Environment and Culture	Flora and fauna	Wild animal deaths are high in this area. .	Roadway should be fenced as in the National Parks in Canada plus culverts under road to allow migration of kangaroos, wombats etc
RTAMV R31	Local Resident	Environment and Culture	Flora and fauna	Grevillea Caleyi is an endangered species.	
RTAMV R32	Local Resident	Transport	Traffic / congestion / travel times	must have two lanes at least each way. I live in Powder Works road & traffic banks back to our house 2 km from Mona Vale Road	It is not just commuters traffic jams are on weekends as well. High density housing in Warriewood valley has added to the already overloaded & under developed roadway
RTAMV R33	Local Resident	Transport	Traffic / congestion / travel times	The biggest problem is the climb from Mona Vale Cemetery to Manor Road -- needs two lanes both ways.	
RTAMV R34		General	Other	Needs total upgrade of this intersection	Currently this intersection is a nightmare. car turning right from Mccarrs Creek Road have to merge with traffic heading west. There has already been one person killed here. needs traffic lights to control the whole of the intersection including west bound traffic.
RTAMV R35	Local Resident	General	Traffic / congestion / travel times	Needs to be three (3) lanes in each direction.	
RTAMV R36	Local Resident	General	Safety	Needs to have the horse trail taken into consideration as well	Currently there is a horse trail running alongside Mona Vale Road along this length. You will need to ensure that it remains otherwise you will have horses blocking the road like last time (mid 1980's) when Parks and Wildlife tried to stop them using it.

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R37	Commuter	Transport	Other	traffic lights or underpass for access in and out of the waste facility without making traffic bank up and down the hill.	Also separate cycle path to keep cyclists off the current rather dangerous part of the road. Could make the underpass also for use by the horse trail riders and cross country cyclists
RTAMV R38	Cyclist	Transport	Cycle / Pedestrian	Would be great to have safe cycling facilities along Mona Vale Road. Drivers are reckless and in a hurry.	It would be great to access the beach from Chatswood, but the few road options are scary.
RTAMV R48	Local Resident	Transport	Safety	The new road should be elevated above the valley in a road bridge	A road bridge like that on the South Coast will allow the safe movement of wildlife and speed up traffic movement. An underpass or local road will be needed for Kimbriki tip and local traffic. The road bridge over the valley to the base of the hill approaching the Bahi Temple is essential. The danger of fog in the run through the valley may then be thing of the past.
RTAMV R49	Local Resident	Transport	Traffic / congestion / travel times	The study should have included the downhill run into Mona Vale. Completion is essential	How many decades will it take before the downhill run into Mona Vale from Ingleside is contemplated let alone completed? This is the road that takes the heavy vehicles that are not allowed via Elanora Heights.
RTAMV R50	Local Resident	Transport	Traffic / congestion / travel times	Fix all of Mona Vale Road from Terrey Hills to Mona Vale	Thank God your starting to do something but why this section only? Mona Vale to Powder Works Rd also needs to be fixed urgently. Try driving west from Mona Vale stuck behind a large truck, less than 10kmph. Nothing has been spent on this road in over 10 years. Please fix it now!!
RTAMV R51	Local Resident	General	Traffic / congestion / travel times	Mona Vale Road is to narrow and congested. It needs to be two lanes from Mona Vale to Terrey Hills.	I travel Terrey Hills to Mona Vale almost daily, with all the increased housing in Warriewood & Mona Vale, If an emergency vehicle needs to travel this road it does not have a chance as there is nowhere for traffic to pull to the side properly to allow it to pass safely. Areas out west get upgrades now give something to us.
RTAMV R52	Local Resident	Transport	Traffic / congestion / travel	Provide extra lane for slow vehicles going westbound	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
			times		
RTAMV R53	Local Resident	Transport	Traffic / congestion / travel times	Provide an extra lane for slow vehicles travelling eastbound uphill.	
RTAMV R54	Local Resident	Environment and Culture	Other	Existing track on the north side is currently used by horse riders and should be reinstated where affected by the works to maintain access.	The existing track on the northern side of the road is currently used by horse riders to travel between the two major horse areas of Terrey Hills and Ingleside. This track should be reinstated where affected by the works to maintain access.
RTAMV R55	Local Resident	Road Access	To other	Provide longer merge lane for slow vehicles going uphill leaving Kimbriki	
RTAMV R56	Local Resident	Environment and Culture	Flora and fauna	Provide fauna underpasses at several locations to reduce road kill	
RTAMV R57	Community group	Transport	Safety	Bus stops located on either side of the road at the junction with Tumburra Street.	There is no provision for a crossing to allow pedestrians who disembark the bus on the southern side to cross to the community located on the northern side located down Tumburra Street is a youth refuge, scout camp and a volunteer rural fire service. The youth refuge is currently in the process of having an additional consent applied in which it will become more of a community facility. Having adequate provision of a crossing or overpass for pedestrians would ensure their safety when crossing a road where speed is an issue at the base of Tumbledown Dick Hill
RTAMV R58	Other	Transport	Traffic / congestion / travel times	The climb from Mona Vale cemetery is slow even on weekends. A minimum of 2 uphill lanes is needed. Why stop part way?	.

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R59	Commuter	Transport	Other	Avoid Traffic lights, they are not the solution to every traffic intersection.	
RTAMV R60		Environment and Culture	Flora and fauna	Let's not get carried away with the whole wallabies crossing the road thing!	
RTAMV R61		Transport	Traffic / congestion / travel times	I agree with the comment to finish the job. the Mona Vale Road climb requires a slow vehicle lane	
RTAMV R62	Local Resident	Transport	Traffic / congestion / travel times	Large semi-trailers make the hill-climb very slow.	There definitely needs to be two lanes coming from Mona Vale near the cemetery.
RTAMV R63	Community group	Transport	Traffic / congestion / travel times	Traffic lights would make traffic back up in the same way it does now, it would be a pointless intervention.	
RTAMV R64	Community group	Transport	Bus	182 Bus-Elanora should continue to Mona Vale Rd-Connecting to 196 & 197 Bus. (Bus will require a turning bay).	
RTAMV R65		Transport	Traffic / congestion / travel times	It makes no sense to finish the project here when a major part of the problem is left unaddressed.	
RTAMV R66	Local Resident	General	Traffic / congestion / travel times	An improvement to the road surface all the way down McCarrs Creek Road would also be great - with as much room for cyclists as possible	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R67	Community group	Environment and Culture	Other	What a dump!	
RTAMV R68	Commuter	Environment and Culture	Flora and fauna	Upgraded Mona Vale Rd entices more vehicles to speed and will result in even more road kill. The sad carnage on this road is not acceptable.	It is important wildlife fencing, under-passes, possum ropes will be installed.
RTAMV R69	Community group	Transport	Traffic / congestion / travel times	Why not turn this into one half of a split road section? The other half being the existing Mona Vale Road.	There's probably enough width to have two lanes + cycleway on each half of the road. The split road could start at the Terrey Hills traffic lights and continue through to the hill up to the Baha'i Temple. Here the roads can come closer together (as they do currently) but have three lanes up hill and two lanes downhill. The uphill third lane (slow lane) could merge back in near the Baha'i Temple on the slight decline down towards Mona Vale.
RTAMV R70		General	Traffic / congestion / travel times	Keep the road split and create two new lanes for Eastbound traffic - use cycleway if necessary.	
RTAMV R71		General	Traffic / congestion / travel times	Bring the two split 2-lane roads back together here - make into 3 lanes heading Eastbound (slow lane for trucks / buses).	
RTAMV R72		General	Traffic / congestion / travel times	At this slight downhill section merge new third lane (slow lane) back into two lanes heading Eastbound.	
RTAMV R73		Transport	Traffic / congestion / travel times	Keep this section onwards (Eastbound) as two 2-lane roads (maybe three lanes for Westbound traffic coming up from Mona Vale)	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R74	Local Resident	Transport	Safety	The road is unsafe at this point.	I have encountered vehicles straddling the centre line at speed on a bend in the road. My only choices are collide with the other vehicle or drive into a rock face.
RTAMV R75	Local Resident	Transport	Traffic / congestion / travel times	Single lanes need upgrade to 2 lanes right down to Mona Vale. Low gear heavy vehicle traffic creates congestion on single lane sections.	
RTAMV R76	Local Resident	Transport	Safety	Westbound traffic congested here in morning. Try to create straighter sections with improved visibility to avoid sudden braking.	
RTAMV R78	Community group	Environment and Culture	Cultural heritage	Aboriginal Heritage Site of great significance should not be impacted upon!	
RTAMV R79	Commuter	Transport	Traffic / congestion / travel times	Agree with planned upgrade - but it doesn't address the serious problem from Mona Vale roundabout up to Powder Works Rd	Whilst there is congestion between Powder Works Rd and Terry Hills , this ONLY occurs at Peak Hours - NOT during the day. Whereas, congestion occurs ALL DAY from before the roundabout Mona Vale to Powder Works Road. Surely this must have been evident in the RTA surveys. In talking to people skilled in this area, all that is needed is 1 or 2 passing sections going up the hill in this area to pass the very slow trucks. It does not need a 4 lane road. If this was carried out, then there would be much reduced problems on the road up from MV, and no problems on the road from Powder Works Rd to Terry Hills.
RTAMV R80	Local Resident	Road Access	To other	Traffic lights at Tumburra St.	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R81	Local Resident	Transport	Traffic / congestion / travel times	Inadequate, unsafe road traffic lanes for much increased traffic and heavy vehicle use from Mona Vale roundabout to Powder Works Road.	Addressing the section from Powder Works Road to Terrey Hills will do nothing to address the enormous problem of the climb up the escarpment from Mona Vale. This has been a massive concern for many decades. It's been further exacerbated by ongoing development in the Warriewood Valley. This road is unsuitable for modern traffic, let alone constantly increasing numbers of vehicles. Please fix it before there are many more deaths and injuries - many caused by frustration at the overcrowded third world state of the road.
RTAMV R82	Local Resident	Transport	Traffic / congestion / travel times	Inadequate, unsafe road traffic lanes for much increased traffic and heavy vehicle use from Mona Vale roundabout to Powder Works Road.	Addressing the section from Powder Works Road to Terrey Hills will do nothing to address the enormous problem of the climb up the escarpment from Mona Vale. This has been a massive concern for many decades. It's been further exacerbated by ongoing development in the Warriewood Valley. This road is unsuitable for modern traffic, let alone constantly increasing numbers of vehicles. Please fix it before there are many more deaths and injuries - many caused by frustration at the overcrowded third world state of the road.
RTAMV R83	Local Resident	General	Traffic / congestion / travel times	5 lanes into one here	With Walter Rd (effectively 1 lane), Lane Cove Rd (effectively 1 lane), Powder Works Rd (effectively 1 lane) and 2 lanes of MV Rd, we get close to 5 lanes of traffic effectively merging into one on MV Rd westbound over a space of less than 500 metres. We must have a widened road all the way westbound.
RTAMV R84	Local Resident	Transport	Traffic / congestion / travel times	Journey time between M Vale and T Hills varies between 15 and 45min, very stressful when you have a fixed work starting time	
RTAMV R85	Local Resident	Road Access	To properties	Narrow Mona Vale Rd causes rat-run thru back of Mona Vale- dangerous for kids. 2 lanes uphill for MV Rd from Pittwater Rd to Ingleside req'd.	I live in Waterview St, Mona Vale. The traffic flow is horrendous day & night, getting worse. Council do not maintain the St - no footpaths, reflective centre markers gone & lines faded. Need to stop Waterview St & Mona St becoming more of a rat run - speed humps do not slow cars down enough - make them higher & make it 40km local speed zone. 2 lanes up Mona Vale Rd from Pittwater Rd to Ingleside would encourage traffic to stay on MV Rd where it belongs.

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R86	Local Resident	Transport	Traffic / congestion / travel times	Traffic signals at Tumburra st and Mona Vale Road, with the increased traffic it is a must.	
RTAMV R87		Transport	Bus	we support the upgrading of Mona Vale Road and the land release	
RTAMV R88		Road Access	To other	No need for traffic lights. Not volume of traffic out of Tumble Valley to disrupt Mona Vale Rd flow. Make safe turn lane.	
RTAMV R89		Road Access	To other	Fire Trial access needs to remain	
RTAMV R90		Road Access	To other	Need turning lane into and out of Addison Rd	
RTAMV R91		Environment and Culture	Other	Access to bike tracks. Consider safe parking area	
RTAMV R92		Transport	Other	This is a major accident location. Better turn management and light visibility and cycle times between lights is needed.	
RTAMV R93		Transport	Other	The left turn into Mona Vale Rd banks up down Powder Works Rd	
RTAMV R94		Environment and Culture	Flora and fauna	Vegetation in middle of road blocks visibility increasing risk of MVA at the lights.	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R95		Transport	Cycle / Pedestrian	Need a bike lane the whole way along Mona Vale Road to ensure safe riding for the many cyclists who use this rout.	
RTAMV R96	Commuter	Transport	Traffic / congestion / travel times	I commute Mona Vale - St Ives every weekday and am sick of doing 30 in a 70 zone behind a bus or truck. Should be two lanes both ways.	<p>The hill between Mona Vale Cemetery and the Baha'i temple is in urgent need of an upgrade.</p> <p>Whoever gave the ok for Mona Vale to become an industrial zone should also support it with appropriate infrastructure.</p> <p>In addition, the final left hand bend coming from the Baha'i temple coming down the hill is a danger zone. I have come around this blind bend at 70 kph to almost hit virtually parked traffic. A drivers' view is obscured by the sandstone wall on this bend. The amount of vision is less than the stopping distance required at 70 kph (the speed limit).</p>
RTAMV R97	Commuter	General	Safety	Widen McCarrs Creek Road for cyclists. Extremely dangerous morning peak as favourite route for cyclists	Also support widening of Mona Vale Road but do suggest that 6 lanes are built to assist with the beaches and commuter traffic. Accessibility will be improved for peninsula residents traveling to the proposed new hospital. as it is impossible to get to Frenchs Forest when both Pittwater Road and Wakehurst Parkway are both closed when flooded.
RTAMV R98	Local Resident	Transport	Traffic / congestion / travel times	Long pull up from Mona Vale is very slow from 06:30am - needs dual lane from Cemetery	
RTAMV R99	Local Resident	Transport	Traffic / congestion / travel times	Dangerous here in mornings due to traffic build up and people undertaking at speed	
RTAMV R100	Local Resident	Transport	Traffic / congestion / travel	Needs dual lane West from here. Big problems when slow moving vehicles pull out and	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
			times	start steep slow hill climb.	
RTAMV R101	Local Resident	Transport	Traffic / congestion / travel times	Additional lane required for slow westbound traffic	
RTAMV R102	Local Resident	Transport	Safety	Longer joining lane required for slow heavy vehicles joining uphill lane	
RTAMV R103	Local Resident	Transport	Safety	Longer joining lane required for slow heavy vehicles joining uphill lane	
RTAMV R104	Local Resident	Transport	Safety	Very dangerous intersection. Frustrated drivers picking up speed westbound and McCarrs traffic joining fast lane.	
RTAMV R105	Local Resident	Transport	Safety	Slow lane Eastbound cuts off - dangerous for timid drivers. Fast lane should merge instead.	
RTAMV R106	Local Resident	Transport	Traffic / congestion / travel times	West bound inside lane becomes overtaking lane in morning as drivers who have been held up can now speed up.	
RTAMV R107	Local Resident	Transport	Traffic / congestion / travel times	Increase all of Mona Vale Road to two lanes, both directions, with a ban on trucks using the inside lanes.	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R108	Local Resident	Transport	Traffic / congestion / travel times	It is no good doing half a job on this road. The whole length must be upgraded to dual carriageway at 90km/hr speed limit.	
RTAMV R109	Local Resident	Transport	Safety	West bound drivers pick up speed here approaching dangerous junction.	
RTAMV R110	Local Resident	Transport	Traffic / congestion / travel times	The part of Mona Vale Road east of this point urgently needs dual lanes too, especially the steep last 1000m to the Cemetery	
RTAMV R111	Cyclist	Transport	Cycle / Pedestrian	Fix the whole road and allow a safe bicycle lane each way	
RTAMV R112	Commuter	Transport	Traffic / congestion / travel times	Traffic volume at most times dictate that the whole length of road from Cemetery roundabout to Terry Hills should be dual carriageway.	Things will only get worse if nothing is done NOW! Surely there is sufficient space to increase the road width without too much trouble to others. I would have thought that sufficient fill would be generated by the cuts needed to fill the gullies where they have to be crossed or filled. Get one of the mining companies involved - I am told they regularly make 5km of highway for their jobs each day!
RTAMV R113	Local Resident	Transport	Other	All parts of Mona Vale Road which are currently single lane must be up-graded to double lane each way as a priority.	The single lane becomes a major area of congestion in summer and is unsafe at all other times of the year. The travel times on Mona Vale Road are also unacceptably variable by as much as 30 min. or more which for businesses is beyond a joke.
RTAMV R114	Local Resident	Transport	Cycle / Pedestrian	Wide road shoulders or cycleway needed. It's very dangerous to ride a bike on this stretch of Mona Vale Road	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R115	Local Resident	Transport	Traffic / congestion / travel times	Must upgrade from MV cemetery west to double lanes ASAP - traffic will get worse with all new developments going up in Pittwater	
RTAMV R116	Local Resident	Transport	Traffic / congestion / travel times	Additional lanes for the steep hill from Mona Vale to Ingleside are needed. Can be very slow when behind a truck or bus.	
RTAMV R117	Commuter	Transport	Traffic / congestion / travel times	Slow/truck lanes imperative from cemetery uphill. Additional westbound lanes from junct of Powder Works Rd imperative.	Retain 90kmh zone past nurseries. Include additional lane eastbound at McCarrs Ck Rd junction.
RTAMV R118		Transport	Traffic / congestion / travel times	Two west bound lanes from Powder Works Rd would help improve flow - big bottleneck in the morning peak hour, especially with all the trucks.	
RTAMV R119	Commuter	Transport	Traffic / congestion / travel times	Trucks and slower vehicles hold up traffic uphill from the cemetery. Another westbound lane or 'passing' bays at least, would improve.	
RTAMV R120	Commuter	Transport	Traffic / congestion / travel times	Best part of Mona Vale Road is this 90kmh dual carriageway stretch - could even be 100kmh, and still be safe. Please retain.	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R121	Commuter	Transport	Traffic / congestion / travel times	Install another eastbound lane at McCarrs Ck Road . Widening the south side curve would improve visibility of traffic banked up at lights.	
RTAMV R122	Local Resident	Transport	Traffic / congestion / travel times	Uphill traffic lights here would cause heavy vehicles to be extremely slow in starting again.	A wide roundabout-style for this intersection which has many heavy vehicles near a steep grade should be investigated
RTAMV R123	Local Resident	Transport	Traffic / congestion / travel times	Climbing lane from roundabout at Warriewood required with dual lane roundabout upgrade (outside of study area)	The bank-up of traffic at roundabout needs to be addressed as a part of this upgrade, along with a climbing lane due to B-double style trucks using this steep grade
RTAMV R124		Environment and Culture	Other	After road widening, reinstate horse trail to Terry Hills from Tumble down Dick Hill, by using access road under power lines.	
RTAMV R125	Local Resident	Transport	Traffic / congestion / travel times	In the afternoon heading down to the roundabout there long delays. There needs to be two lanes all the way past the roundabout.	
RTAMV R126	Commuter	General	Other	I think a bridge starting here and finishing after the Baha'i temple would be the best solution. This would minimize environmental impact	
RTAMV R127	Local Resident	Transport	Traffic / congestion / travel times	This single lane past the cemetery is the most frustrating part of a westbound commute. Needs urgent	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
				attention!	
RTAMV R128	Local Resident	Transport	Traffic / congestion / travel times	the real problem of not having dual carriageway all the way from Mona Vale Cemetery to Terrey Hills needs to be desperately addressed.	Don't do half a job. Fix the problem properly once a for all. Bike lanes are also vital all the way from Mona Vale to St Ives
RTAMV R129	Local Resident	Transport	Other	NO traffic lights at Kimbriki. Put in a roundabout which would be better to keep traffic flowing at different times of day	NO traffic lights at intersection of Kimbriki / Mona Vale Roads. Simpler and best to restructure the roads, extra lanes etc and put in a roundabout which would be better to keep traffic flowing. Also traffic lights are unnecessary outside of peak traffic when road conditions are quieter
RTAMV R130	Local Resident	Transport	Traffic / congestion / travel times	Dual lanes from Terrey Hills lights right thru to Foley St Mona Vale	
RTAMV R131	Community group	Road Access	To amenities	It would be far better to join Kamber Rd with Kimbriki Rd and terminate the Kimbriki Rd intersection with Mona Vale Rd.	Access to Kimbriki Rd from Kamber Rd is far more efficient and safe as the Mona Vale Rd intersection with Kamber Rd is very flat and straight. Trucks will be able to accelerate more quickly and be less of a burden to other road users.
RTAMV R132	Cyclist	Transport	Cycle / Pedestrian	A safe bike lane in each direction between Mc Carrs Creek Road and Powder Works Road is an absolute necessity	...in these days of massive recreational bike use and in light of trying to encourage people to commute in greener ways
RTAMV R133	Local Resident	Environment and Culture	Flora and fauna	A road kill hot spot.	Mitigation, in the form of fences and underpasses needed
RTAMV R134	Local Resident	Environment and Culture	Flora and fauna	Fencing and underpasses are needed here to stop more road carnage of our wildlife.	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R135		General	Traffic / congestion / travel times	Chiltern Road and Cicada Glen road will become a worse shortcut rat run if the section from Mona Vale to Ingleside is not upgraded now.	
RTAMV R136	Cyclist	Transport	Cycle / Pedestrian	From powder works Road- Terrey hills, (both directions) separate cycleways. too dangerous at present.	The width of the shoulders from Terrey hills to St.Ives, both directions, is ideal for the large number of cyclists that use this corridor for both recreation and transport. Please, please, please put something wider than a 1metre bike lane, which doesn't allow for group cycling.
RTAMV R137	Local Resident	Transport	Traffic / congestion / travel times	from roundabout at Mona Vale to powder works Road, needs two lanes uphill all way. trucks do 25-30k's here.	The roundabout at the bottom of Mona Vale Road, near Warriewood valley, needs to be the commencement point for widening, at least uphill section to powder works road. It is painfully slow at times, getting stuck behind buses, trucks, lorries etc, all of which only ever seem to do 25-30k's
RTAMV R138		Environment and Culture	Flora and fauna	protects animals with fencing, safe fauna crossover points along entire section	
RTAMV R139	Cyclist	Transport	Cycle / Pedestrian	cycle lane needed along all of Mona Vale Road both directions	the section of Mona Vale Road from Ingleside to roundabout in Warriewood, both directions, is incredibly unsafe for cyclists either commuting or recreating. please add proper wide shoulders or dedicated cycle lanes separated from Mona Vale Road
RTAMV R140	Commuter	Environment and Culture	Cultural heritage	This wonderful example of Aboriginal heritage must be preserved at all costs	
RTAMV R141	Commuter	Environment and Culture	Flora and fauna	The Angus onion Orchid is unique to this stretch of the road. Endangered.	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R142	Commuter	General	Land use and Planning	would be great to see all power lines underground. Visual amenity. And reduce cost of replacing infrastructure in times of fires.	
RTAMV R143		Environment and Culture	Visual amenity	Visual amenity must be considered. Particularly along ridgelines.	
RTAMV R144	Commuter	Transport	Safety	Kimbriki intersection is very unsafe at the moment.	
RTAMV R145	Commuter	Transport	Safety	widening the road will not stop double bodied soil trucks, talking on mobile phones whilst negotiating turns.	
RTAMV R146	Commuter	Transport	Freight transport	Trucks need to be inspected more often. The bottom of Mona Vale Rd is not good enough. They are a law unto themselves.	
RTAMV R147	Commuter	Environment and Culture	Flora and fauna	There is a eucalypt here with weeping habit that is worth investigating.	
RTAMV R148	Commuter	Transport	Cycle / Pedestrian	A purpose built cycle/pedestrian lane off of the road would be great.	
RTAMV R149	Commuter	Environment and Culture	Flora and fauna	need to be safety measures built in to reduce road kill. We value our wildlife. This road dissects two national parks.	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R150	Commuter	Environment and Culture	Noise	Do not wish to see any awful concrete walls along the road. But noise minimisation made need addressing.	
RTAMV R151	Commuter	General	Other	Thanks for the opportunity to have a say. This is a great tool!	
RTAMV R152	Commuter	Transport	Freight transport	Would be great to see less trucks on our road.	There needs to be some way to reduce the speed at which large trucks travel on MV Rd. East bound trucks fly along the road particularly on the downward leg to Mona Vale. Quite often with squealing breaking systems which must only just be hanging in there. A checking bay at the top of Ingleside would be good for east bound traffic. Large movable cranes should be restricted on times that they can use the road. The only problem is that your check bays are always so un attractive. It is imperative that this project and its designers takes into account the aesthetics of the area and that there is a minimal impact to flora and fauna along the road. The second section of the upgrade Ingleside to Mona Vale will be much trickier as this area is quite sensitive in regard to fauna and rock scapes. Do we need to be planning for an alternative transport system to the car?
RTAMV R153	Local Resident	Environment and Culture	Flora and fauna	Provide adequate fencing and overpasses for our wildlife. The amount of road kill along this stretch has increased dramatically.	
RTAMV R154	Community group	General	Other	URGENT need for animal overpasses and fencing ADDED to the upgrade on Mona Vale Road by the RTA	from Kimbriki Road to Wirreanda Road and up to the Baha'i Temple. I lived in Terrey Hills for 30 years and saw the ROAD KILL every week - especially Wallabies!!!
RTAMV R155	Community group	Environment and Culture	Flora and fauna	Every effort must be made to protect animals crossing the road such as overhead crossings, tunnels and fences.	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R156	Community group	Environment and Culture	Flora and fauna	Wildlife road toll in this area is unacceptable. The only practical solution is more fencing and provision of overpasses and underpasses.	It's a human safety issue as well - a car hitting a wallaby is a major impact on the vehicle and likely to cause the driver to lose control.
RTAMV R157	Community group	Environment and Culture	Flora and fauna	Care for the wildlife	I would like to see overpasses or animal crossings to protect the wild life, such as has been implemented on Wakehurst Parkway. Too many animals and birds have been killed or maimed and steps need to be taken to protect them.
RTAMV R158	Local Resident	Environment and Culture	Flora and fauna	Lots of Road kill in this section of the road the road needs to be fenced.	
RTAMV R159	Local Resident	Environment and Culture	Flora and fauna	Keep the wildlife corridors open along this road, Overpasses, underpasses and fencing are needed. Keep the car speed down.	
RTAMV R160	Local Resident	Environment and Culture	Flora and fauna	Road kill of native fauna is huge on Mona Vale Rd. the upgrade will make this worse. fencing and overpasses/underpasses for fauna are needed.	Road kill of native fauna (wallabies, bandicoots, possums etc) is currently a huge issue on Mona Vale Rd. the upgrade is likely to make this worse with increased traffic speed and volumes. Fencing and overpasses/underpasses for fauna are needed at multiple sites along the road to reduce the toll and improve the viability of local wildlife populations by facilitating safe crossing.

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R161	Community group	General	Other	Re widening of Mona Vale Road Protect the Duffy's Forest Vegetation Community and adopt the NB Road Kill recommendations as a minimum.	<p>I would like the RTA/RMS to consider the following:-</p> <ol style="list-style-type: none"> 1. That a high priority be given to minimising the impact of road widening on the Duffy's Forest Vegetation Community. I understand that this vegetation community is threatened and that it exists along sections of the current Mona Vale Road. This community contains numerous rare or threatened species that should be protected. 2. That a high priority be given to road kill minimising measures. Both the short term and the long term options recommended by the Northern Beaches Road kill study should be adopted immediately and incorporated into any road widening proposal. However, roadside vegetation management needs to consider protection of habitat and endangered vegetation. Other options such as animal overpasses, bridges and escape routes should also be implemented where practical. 3. The proposals for fauna underpasses should be considered a minimum and additional underpasses provided where practical and cost effective. They should be incorporated into any road upgrade proposals. <p>Ken Higgs</p>
RTAMV R162	Commuter	Transport	Bus	move this bus stop to the north, to allow a continuous left hand turn (no red light) out of Powder Works, with a long or no merge lane	
RTAMV R163		Transport	Safety	Right hand turn lane for Powder Works Road to start here, so slower vehicles don't have to cut across at the top of the hill.	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R164	Local Resident	Transport	Traffic / congestion / travel times	an elevated roadway at tip entry to allow traffic in and out underneath would be great but expensive.	Also cars joining from McCarrs Ck Rd need longer lane
RTAMV R165	Local Resident	Transport	Traffic / congestion / travel times	Cars entering from McCarrs Ck Rd need longer lane for safety	
RTAMV R166		Transport	Traffic / congestion / travel times	Provide a slip lane for left lane eastbound at tip entry	
RTAMV R167	Local Resident	Environment and Culture	Flora and fauna	Please provide fauna fencing from the Baha'i Temple to Terrey Hills Road to protect swamp wallabies from becoming road kill.	Fauna fencing on the Wakehurst Parkway has proven to be successful in to reducing the numbers of swamp wallabies being killed by motorists. This could be easily achieved on Mona Vale Road.
RTAMV R168	Local Resident	Environment and Culture	Flora and fauna	Reduce the speed limit along Mona Vale Road, especially if motorists are likely to hit native animals.	
RTAMV R169	Local Resident	Environment and Culture	Flora and fauna	There are many wallabies being killed here as they try to cross the road	People speed here. The speed limit is 70km/hr . They average 85km/hr.
RTAMV R170		Transport	Traffic / congestion / travel times	I thought the upgrade works would be on the "stuck behind a slow truck" issue, heading up the big hill travelling West out of Mona Vale.	
RTAMV R171		Environment and Culture	Flora and fauna	Many reptiles are killed here	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R172		Environment and Culture	Flora and fauna	Many ringtail possums, bandicoots & small birds get killed at the top of Powder Works road There would be at least 2 -3 everyday	People rarely observe the 60km/hr speed limit. People also tailgate you if you stick to the speed limit
RTAMV R173		Road Access	To amenities	Do not put lights or roundabout here. Create longer slip lanes to provide access, need to keep traffic flowing	
RTAMV R174		Environment and Culture	Flora and fauna	Strategies need to be put in place for the protection of wildlife - animal overpasses and fencing upgrades on Mona Vale Road.	
RTAMV R175	Commuter	Transport	Traffic / congestion / travel times	MV road should be widened (part or entirely) to 2 lanes between cemetery and Ingleside Rd up hill. Damn trucks!	Warriewood Valley development has resulted in more truck movements up Mona Vale Rd westbound. Part fund from Developers Contributions(s94a).
RTAMV R176		Environment and Culture	Flora and fauna	Our precious wildlife needs to be protected. Fences and speed restrictions are needed	
RTAMV R177	Local Resident	Transport	Traffic / congestion / travel times	Roundabout dangerous- possible tunnel under MVR at entry/exit to Kimbriki	
RTAMV R178	Local Resident	Transport	Traffic / congestion / travel times	100 kph would not be safe in this steep terrain- a recipe for more accidents	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R179	Local Resident	Transport	Freight transport	possible sand trap half way down hill for truck safety- it can happen again	
RTAMV R180		Environment and Culture	Flora and fauna	provide adequate wildlife crossings, it is vital for their protection, they do not have a voice.	
RTAMV R181	Local Resident	Transport	Traffic / congestion / travel times	This project is a waste of time unless it undertakes planning for the section from Ingleside to Mona Vale. See below	This project is a waste of time unless it undertakes planning for the section from Ingleside to Mona Vale. This section is both the most dangerous and the most congested with heavy vehicles.
RTAMV R182	Community group	Environment and Culture	Flora and fauna	Wildlife conservation is a priority. Reduce traffic speed to 70 kph, create sufficient underpasses & fencing to direct wildlife to these.	
RTAMV R183	Community group	Transport	Safety	Agree that 90kph speed limit should be retained or increased. Encourage use of road shoulder for vehicles exiting businesses.	
RTAMV R184	Community group	Transport	Safety	Reduce amount of commercial signage along Mona Vale Rd.	There is an excessive amount of signage particularly around Hills flowers. This is distracting for motorists.
RTAMV R185	Local Resident	Environment and Culture	Flora and fauna	Vegetation in median strip reduces oncoming headlight glare & visual distraction.	Disagree with another's comment that vegetation is a safety hazard. I would argue this reduces the hazard presented by headlights from oncoming traffic.

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R186	Local Resident	General	Safety	Road kill is a concern along MV Rd but reducing traffic speed is not the solution. Fencing & bridges/tunnels required.	Many cars travel along here as the only viable road to travel west. Slowing traffic will increase travel times. This is a particular problem on work days as peak-hour already begins at 7am with traffic bank-up from Mona Vale to Terrey Hills. Find other solutions to road kill but don't make the thousands of motorists suffer on their already lengthy trip to work.
RTAMV R187	Local Resident	Transport	Traffic / congestion / travel times	Do not introduce traffic lights anywhere on MV Rd.	Traffic in & out of Wirreander (and nearby) should not require introduction of traffic lights. Other solutions should be found to keep traffic flowing on MV Rd. Volume of motorists into Wirreander and this section is very low & can be managed in other ways.
RTAMV R188	Local Resident	Transport	Traffic / congestion / travel times	Dual carriageway from Manor Rd down to MV Cemetery also required.	Agree with many others that the entire section between McCarrs Ck Rd down in Mona Vale itself needs to be upgraded. Many trucks & heavy vehicles use MV Rd and struggle with the hill from Mona Vale Cemetery all the way up to Manor Rd. This journey can be excruciating if stuck behind such a vehicle. It's common for me to be struck travelling at 20-40kph along this strip behind a truck with no opportunity to overtake.
RTAMV R189	Local Resident	General	Safety	Place tonne limit on Manor Rd	A few B-double trucks use this road along with Ingleside and Wattle Rds. These are all narrow streets not wide enough for 2 cars to pass let alone a truck. This poses a major safety hazard. They can be seen driving along these roads at 0545 in the morning making them also unwelcome from a noise perspective.
RTAMV R190	Local Resident	General	Safety	Please consider upgrading Manor, Ingleside, Wattle and Maclean Rds.	These roads need widening and resurfacing.
RTAMV R191	Local Resident	General	Other	The hill down to Mona Vale is the problem, you should be widening that area first	

Receipt Number	Group	Category	Sub category	Short Description	Additional Comments
RTAMV R192	Local Resident	Transport	Safety	Right turn from McCarrs creek Road into Mona Vale Road is a very difficult & dangerous merge with high speed cars coming from Mona Vale.	
RTAMV R193	Commuter	Road Access	To other	Please make slip or merge land westbound from McCarrs Creek Road longer to allow cars to match speed then merge with Mona Vale Road traffic	
RTAMV R194	Commuter	Transport	Traffic / congestion / travel times	On westbound lane, the speed limit of 90Km could start just after the Cooyong turning lane instead of further down the road.	
RTAMV R195	Commuter	General	Safety	All of Mona Vale Road from Mona Vale Cemetery to Terry Hills must be widened to 4 lanes. This complete stretch is a crawl in AM peak hour. .	All of Mona Vale Road from Mona Vale Cemetery to Terry Hills must be widened to 4 lanes, not just the Tumble Down Dick hill to Kimbriki. This complete stretch is a crawl in AM peak hour. Added to this the danger to all when some impatient driver decides to pass a truck on one of the many 'blind' bends