Intersection improvements
Forest Way at Garigal Road, Terrey Hills

Community Consultation Report

July 2017
Executive summary

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

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

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

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

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

The decision

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

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

Executive summary ........................................................................................................................................ 1
The decision .................................................................................................................................................... 1
1. Introduction .................................................................................................................................................. 3
   1.1. Background .......................................................................................................................................... 3
   1.2. The proposal ......................................................................................................................................... 3
2. Consultation approach ................................................................................................................................. 3
   2.1. Consultation objectives ......................................................................................................................... 3
   We consulted with the community and key stakeholders on the proposal to: ........................................... 3
   2.2. How consultation was done ................................................................................................................. 3
3. Consultation summary ................................................................................................................................. 4
   3.1. Overview .............................................................................................................................................. 4
   3.2. Feedback and Roads and Maritime’s responses ................................................................................... 4
4. Decision ....................................................................................................................................................... 13
5. Next steps ................................................................................................................................................... 13
6. Appendices .................................................................................................................................................. 14
   6.1. Appendix A – ‘Have your say’ letter May 2017 ................................................................................... 14
   6.2. Appendix B – Distribution map ........................................................................................................... 17
1. **Introduction**

1.1. **Background**

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

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

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

1.2. **The proposal**

Roads and Maritime proposes to:

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

2. **Consultation approach**

2.1. **Consultation objectives**

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

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

2.2. **How consultation was done**

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

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

3.1. Overview

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

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

3.2. Feedback and Roads and Maritime’s responses

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

All comments have been considered to help Roads and Maritime make decisions on this proposal. Matters raised during consultation that are not within Roads and Maritime’s area of responsibility have been forwarded to the relevant departments.
### Table 1 - Feedback summary and Roads and Maritime's responses

<table>
<thead>
<tr>
<th>Category</th>
<th>Number of comments</th>
<th>Matter raised</th>
<th>Roads and Maritime’s response</th>
</tr>
</thead>
</table>
| Proposal     | 1                  | These proposals do not cater for future growth.   | The NSW Government has committed over $825 million to fixing pinch points across Sydney’s road network. Our Pinch Point Programs aim to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads, particularly during weekday peak periods.  
A Pinch Point is a traffic congestion point, intersection or short length of road at which a traffic bottleneck exists slowing down the broader network. They cause a build-up of traffic and travel delays at these spots and on the wider road network.  
The aim of the Pinch Point Program is to provide low cost, high benefit proposals to improve congestion on Sydney’s roads today.  
The aim of this proposal is to provide additional intersection capacity through the installation of an additional through lane and improved efficiently of the existing movements.  
The traffic modelling carried out for this proposal accounted for future growth over the next 10 years. The design targets queuing out of the left hand turn bay from Forest Way into Garigal Road, as well as southbound queuing on Forest Way.  
| 1            | Why is this intersection considered a Pinch Point? | Pinch Points are traffic congestion points, intersections or short lengths of road at which a traffic bottleneck exists, slowing down the broader network. They cause a build up of traffic and travel delays at these spots and on the wider road network.  
The intersection of Forest Way and Garigal Road is considered a Pinch Point as congestion is experienced for motorists during peak periods when travelling through the intersection. |
<table>
<thead>
<tr>
<th>Number</th>
<th>Traffic</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Traffic</td>
<td>A left hand turning lane needs to be created on Forest Way into Garigal Road.</td>
<td>Traffic modelling shows that the maximum left turn queue is 35 metres and the average queue is 20 metres, occurring in the AM peak hour. This would therefore be contained by the proposed 40 metre left turn bay.</td>
</tr>
<tr>
<td>10</td>
<td>Traffic</td>
<td>The northbound left turn slip lane from Forest Way into Garigal Road should be longer.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Traffic</td>
<td>The proposed new slip lane should accommodate at least 10 cars.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Traffic</td>
<td>The northbound left turn slip lane from Forest way into Garigal Road needs further space on the shoulder of the road to allow less congestion of left turning traffic.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Traffic</td>
<td>The left turn from Forest Way into Garigal Road Is likely to increase the volume of traffic on Garigal Road by creating a rat run. With the removal of the acceleration lane on Mona Vale Road many motorists will use the left turn onto Garigal Road to avoid being stuck in traffic further along Forest Way.</td>
<td>The aim of the proposed improvements at the intersection is to reduce congestion at all points of the intersection including the left turn from Forest Way onto Mona Vale Road. The proposal allows for a high angle left turn, under a give way condition for vehicles wanting to turn left from Forest Way into Mona Vale Road. The high angle enables motorists to safely navigate the left turn by providing an improved sight distance to oncoming vehicles. Vehicles will need to give way when there is oncoming through traffic however, with the upgrade to the traffic light phasing this will only be required when vehicles travelling westbound on Mona Vale Road or Myoora Road have a green light. During other traffic light phases the left turn movement will be able to flow freely. It is therefore not expected that motorists will choose to turn left at Garigal Road rather than at Mona Vale Road.</td>
</tr>
<tr>
<td>4</td>
<td>Traffic</td>
<td>The right turn lane from Forest</td>
<td>Traffic modelling was carried out and demonstrates that the proposed</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>Way into Garigal road should be longer extending into the median.</td>
<td>additional right turn bay capacity will contain the maximum number of cars wanting to make the right turn.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The third lane on Forest Way travelling northbound should be left turn only for motorists wanting to turn left onto Mona Vale Road.</td>
<td>The northbound left lane on Forest Way will be dedicated for left turning motorists. ‘Left Lane must turn Left’ signage will be included as part of this proposal.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forest Way should be at least three lanes in each direction with an extra left turn only lane into Garigal Road. The number of lanes on Forest Way (northbound) should be increased to four prior to Garigal Road. The left lane should be lengthy and only available for traffic wanting to turn left. This should be signed well before the junction of Garigal Road so motorists know which lane to be in.</td>
<td>In order to provide an additional lane on Forest Way further widening would be required. This was not considered as part of this proposal due to the close vicinity to Duffys Forest. Widening would require the removal of a number of protected trees. Traffic modelling was carried out and demonstrates that the capacity being provided through this proposal will ease congestion.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Garigal Road</td>
<td>16</td>
<td>A dedicated left turn filter, allowing traffic turning left from Garigal Road into Forest Way should be installed. Currently both lanes out of Garigal Road can turn right. Often motorists use the left lane to turn right, which means those waiting to turn left get stuck and have to wait for the left turn signal.</td>
<td>Garigal Road is a local road and is managed by Council. Your comments have been forwarded onto Northern Beaches Council for their consideration.</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>2</td>
<td>There is a new zebra crossing in the proposal from Garigal Road going nowhere.</td>
<td>The zebra crossing connects those on the southern side of the intersection to the existing traffic lights which provide access the super centre and northbound bus stop.</td>
</tr>
<tr>
<td>-------------</td>
<td>---</td>
<td>------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commuters will not use the pedestrian crossing as the</td>
<td>Pedestrian crossings are put in place to provide a safe crossing point for</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Stop</td>
<td>1</td>
<td>Relocation of the northbound bus stop on Forest Way has not been shown on the map.</td>
<td>We apologise for any confusion caused by the map. The new bus stop will be relocated on the northern side of Garigal Road about 50 metres from the intersection.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>12</td>
<td>Could the bus stop that is being relocated to the north of Garigal Road be located on a bus bay?</td>
<td>In order to provide a bus bay here further widening would be required. This was not considered as part of this proposal due to the close vicinity to Duffys Forest. Widening to provide a bus bay would require the removal of a number of protected trees. The number of buses observed using this bus stop was not high enough to have any significant impact on congestion.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>When motorists turn right from Garigal Road into Forest Way immediately at the intersection there is a bus stop. When a bus heading southbound on Forest Way stops here it can be very dangerous as all traffic has to merge quickly into one lane. There needs to be a bus bay here.</td>
<td>The southbound bus stop on Forest Way will not be relocated as part of this proposal. The number of buses observed using this bus stop was not high enough to have any significant impact on congestion. Motorists should be making the right turn out of Garigal Road at a low speed which enables enough time to stop behind a bus or merge safely into the next lane.</td>
<td></td>
</tr>
<tr>
<td>Design development and construction</td>
<td>Is final design underway?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>--------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Yes, design is continuing and we will continue to keep the community updated as the proposal progresses.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Will these projects be completed by Christmas 2017?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>At this stage the aim is to complete construction by June 2018. The project team are working with other projects within the area to coordinate</td>
</tr>
<tr>
<td>Out of scope</td>
<td>4</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Are there any major public utility adjustments required?</td>
<td>Are there any adjustments needed to road boundaries and has any access requirements to adjacent land being organised?</td>
</tr>
<tr>
<td>It would be helpful if at least the major intersection work were completed before any widening or upgrade of Mona Vale Road to the north.</td>
<td>construction. The community will be notified before construction starts.</td>
</tr>
<tr>
<td></td>
<td>All bus stops on Forest Way need stopping bays to reduce congestion.</td>
</tr>
</tbody>
</table>
4. **Decision**

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

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

5. **Next steps**

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

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

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

**HAVE YOUR SAY**

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

May 2017

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

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

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

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

The NSW Government is funding a proposal as part of its $130 million Urban Roads Pinch Point Program which aims to reduce congestion and improve travel times on Sydney’s busiest corridors.

Key benefits
- Increased safety for bicycle riders, with a dedicated cyclist lane on the new right-turn lane from Mona Vale Road onto Forest Way
- Improved access to the left turn lane from Forest Way onto Mona Vale Road, allowing left-turning vehicles to bypass queued traffic on Forest Way
- Reduced queue lengths for motorists traveling westbound on Mona Vale Road.

Proposed work
- Widening the existing median on the southern side of Mona Vale Road to accommodate an extended right-turn bay onto Forest Way
- Widening the existing median on the eastern side of Mona Vale Road to accommodate an additional westbound through lane on Mona Vale Road
- Widening the existing median on the southern side of Garigal Road
- Widening the existing median on the western side of Mona Vale Road to accommodate an additional through lane on Mona Vale Road
- Widening the existing median on Forest Way to accommodate three through lanes on Mona Vale Road
- Installing a ‘turn left at any time with care’ sign at the westbound slip lane from Mona Vale Road onto Forest Way and at the northbound slip lane from Forest Way onto Mona Vale Road
- Widening the existing median on Forest Way between Mona Vale Road and Garigal Road to accommodate a dedicated left-turn lane northbound onto Mona Vale Road
- Widening the existing median on Forest Way to accommodate the construction of a traffic island and dedicated cycle lane.
Next Steps

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

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

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

Have your say

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

- 02 8843 3020 (during business hours)
- pinchpoints@rms.nsw.gov.au
- Roads and Maritime Services
  PO Box 973, Parramatta NSW 2124
- rms.nsw.gov.au/pinchpoints

Translating and Interpreting Service

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

Arabic
إذا كنت بحاجة إلى مترجمة للسماح للإفصاح باللغة العربية (TIS National) على الرقم 131 450، يرجى أن تكون على الاتصال بهم على الرقم 02 8843 3020.

Cantonese
若你需要通译或口译服务，可以致电 131 450 向TIS National安排。如果您需要联系 Roads and Maritime Services，请致电 02 8843 3020.

Mandarin
如果你需要通译或口译服务，请致电 131 450 向 TIS National预约。如果您需要联系 Roads and Maritime Services，请致电 02 8843 3020.

Greek
Αν χρειάζεστε διερμηνεία, παρακαλούμε να τηλεφonerετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (TIS) στο 131 450 και η διερμηνεία θα αποσταλεί στα Roads and Maritime Services στο 02 8843 3020.

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

Korean
통역사가 필요하시면 전력통역서비스 (TIS National)에 131 450으로 연락하여 이들에게 02 8843 3020 번으로 Roads and Maritime Services에 연락하도록 요청하면 됩니다.

Vietnamese
Nếu cần thông minh liên, xin quyet vao cho Dịch Vu Thong Phien Dich (TIS Toan Quoc) qua so 131 450 vo nhiet ho goi cho Roads and Maritime Services qua so 02 8843 3020.
6.2. Appendix B – Distribution map