



Transport
Roads & Maritime
Services

NORTHERN BEACHES HOSPITAL – ROAD CONNECTIVITY AND NETWORK ENHANCEMENT PROJECT

Community Consultation Report

October 2014

Executive summary

The NSW Government is planning to invest \$400 million in road upgrades around the new Northern Beaches Hospital with works scheduled to be completed in time for the hospital opening. The road upgrades would provide a better travel experience for vehicle and bus customers, increasing the capacity of the road network.

The Northern Beaches Hospital will be located adjacent to Warringah Road and Wakehurst Parkway and close to Forest Way, all of which are major arterial roads serving Sydney's northern suburbs.

Roads and Maritime Services is planning and delivering the road upgrades in two stages:

- Stage one would provide essential access to the hospital and is known as the 'Connectivity' work
- Stage two would help to increase capacity of the surrounding road network and reduce congestion and is known as the 'Network enhancement' work.

This report provides an overview of the consultation we carried out in July and August 2014 on the proposed concept design for stage one and schematic layout for stage two of the road upgrades to support the new Northern Beaches Hospital. This report also details responses to issues raised and highlights where the designs have changed as a result of consultation, particularly for stage one of the project.

What was consulted on?

We developed a concept design for stage one of the road upgrades to support the new Northern Beaches Hospital and a schematic layout for stage two. Feedback was sought from the community and stakeholders from 22 July until 29 August 2014.

The consultation aimed to:

- Inform the community and key stakeholders about the project, the planning approval process and next steps
- Encourage community feedback to understand issues of concern or suggestions on how to improve the proposed design

This consultation followed initial consultation in March and April 2014 to advise investigations into road improvements around the new hospital, and existing congestion in the local area, were underway.

Community response

The community and stakeholders provided feedback on access, property impacts and acquisition, parking, public transport, the hospital's location and location of the hospital entrances, provisions for cycling and pedestrians, noise and pollution impacts from road widening and increased traffic (both during construction and in operation), parking impacts on local streets near the hospital, environmental concerns, impact on property values and other construction impacts.

The decision

Section 3 of this report details responses to issues raised. It also highlights where the designs have changed as a result of consultation, particularly for stage one of the project. For example, in response to community concerns about changed access at Nandi Avenue, we investigated options to reduce the size of the construction footprint of the intersection of Frenchs Forest Road and Wakehurst Parkway, thereby allowing the existing access arrangement at Nandi Avenue to be retained. This will be confirmed in the design plans that are displayed with the stage one Environmental Impact Statement going on public display in October 2014.

Next steps

The Environmental Impact Statement for the Concept Proposal (overall project) and stage one will be on exhibition for community comment in October 2014. It will outline the key features of the proposal and the potential environmental, social and economic impacts during construction and operation. Importantly, it will also outline measures to minimise and manage potential impacts.

In response to feedback from the community in July and August further investigations into design options for stage two have been carried out.

A preferred option report for stage two of the road upgrades is being prepared. This report will outline the process of option identification investigation, analysis and assessment and detail the process taken to arrive at the preferred option.

The preferred option report is expected to be published in late 2014 and the community will be given the opportunity to provide feedback on this. We will meet with residents and business owners/operators who would be potentially affected by the preferred option once this report is finalised.

A detailed assessment of the stage two road upgrades will be the subject of a separate Environmental Impact Statement which will be displayed for community comment by mid 2015.

Contents

1.0 Introduction	5
1.1 Background	5
1.2 The proposal	5
2.0 Consultation approach	7
2.1 Consultation objectives.....	7
2.2 How consultation was done	7
2.3 Community response	8
3.0 Consultation report.....	9
3.1 Overview	9
3.2 Feedback summary and Roads and Maritime response.....	10
4.0 Next steps	35
Appendix.....	36

1.0 Introduction

1.1 Background

The NSW Government is planning to locate a new hospital (Northern Beaches Hospital) adjacent to Warringah Road and Wakehurst Parkway and close to Forest Way, all of which are major arterial roads serving Sydney's northern suburbs.

The new hospital will be a contemporary health facility providing a range of complex health services and treatments, with a large, modern emergency department and more beds and operating theatres than are currently available on the northern beaches. The hospital will use leading technologies to deliver the highest quality care to both public and private patients. For the first time, people on the northern beaches will be able to access the majority of their health care needs without having to leave the northern beaches.

To support the new hospital the NSW Government is planning to invest \$400 million in road upgrades around the development with works scheduled to be completed in time for the hospital opening. The road upgrades would provide a better travel experience for vehicle and bus customers, increasing the capacity of the road network.

Roads and Maritime Services is planning and delivering the road upgrades in two stages:

- Stage one would provide essential access to the hospital and is known as the Connectivity Work
- Stage two would help to increase capacity of the surrounding road network and reduce congestion and is known as the Network Enhancement Work.

In July/August 2014, Roads and Maritime consulted on the concept design for stage one and schematic layout for stage two of the Northern Beaches Hospital road upgrades.

1.2 The proposal

The road upgrades to support the new Northern Beaches Hospital aim to facilitate efficient traffic movements to and from the new Northern Beaches Hospital. The work will also improve long term network performance and support Warringah Road and Wakehurst Parkway as key arterial connections to Chatswood and Sydney's Central Business District.

Key features of the stage one concept design included:

- Widening and intersection upgrades along sections of Forest Way between Warringah Road and south of Adams Street, including providing a right turn bay for traffic turning from Forest Way into Naree Road
- Upgrading the existing bus bay fronting the Forest Way shopping centre on Forest Way to allow two buses to stop within the bay
- Widening of Naree Road/Frenchs Forest Road West from two to four lanes
- Widening of Frenchs Forest Road East from Wakehurst Parkway to Allambie Road from two lanes to four lanes
- Improved intersection at Frenchs Forest Road East and Nandi Avenue, allowing left and right turns
- New traffic lights with signalised pedestrian crossings at the intersections of:
 - Forest Way and Naree Road
 - Naree Road, Rabbett Street and Frenchs Forest Road West
 - Frenchs Forest Road West and the new access to the hospital opposite Gladys Avenue
 - Frenchs Forest Road East and Romford Road
 - Frenchs Forest Road East, Patanga Road and Allambie Road.

- Widening and upgrading the intersection of Frenchs Forest Road West and East with Wakehurst Parkway
- Widening Wakehurst Parkway from about 330 metres north of the intersection with Frenchs Forest Road to the intersection with Warringah Road
- New bus priority lanes along approaches and departures to the Frenchs Forest Road intersection with Wakehurst Parkway
- Widening Allambie Road to the north of the intersection with Warringah Road to include additional turning lanes into Frenchs Forest Road East from Allambie Road
- Widening and upgrading the intersection of Warringah Road and Allambie Road to include an additional right turn lane into Allambie Road from Warringah Road
- Widening Warringah Road between about 700 metres east of the intersection with Allambie Road and Courtley Street
- New traffic lights, to be triggered by buses only, to enable buses to cross the eastbound lanes of Warringah Road to enter Frenchs Forest Road East from the median lane on Warringah Road in the westbound direction
- A left-in and left-out access on Warringah Road opposite Hilmer Street to provide an additional access point to the hospital.

The schematic layout for stage two included:

- Widening and upgrading Warringah Road from west of Fitzpatrick Avenue to west of Allambie Road including:
 - An underpass for eastbound and westbound through traffic extending from west of Forest Way to east of Wakehurst Parkway and travelling underneath the intersections with Forest Way, Hilmer Street and Wakehurst Parkway (where all turning movements will be provided at the surface intersections for surface traffic)
 - Eastbound and westbound travel lanes at surface level on either side of the underpass
 - A new pedestrian overbridge near Hilmer Street
 - Removal and replacement of the existing pedestrian overbridge west of Forest Way
- Connecting Aquatic Drive with Wakehurst Parkway
- Widening and upgrading along sections of Wakehurst Parkway between Warringah Road and south of Aquatic Drive
- Widening and upgrading Allambie Road from Warringah Road to Rodborough Road
- Modifying the existing traffic lights at Hilmer Street to include the hospital access as a four-way intersection.

2.0 Consultation approach

2.1 Consultation objectives

We developed a concept design for stage one of the road upgrades to support the new Northern Beaches Hospital and a schematic layout for stage two. Feedback was sought from the community and stakeholders from 22 July until 29 August 2014.

The consultation aimed to:

- Inform the community and key stakeholders about the project, the planning approval process and next steps
- Encourage community feedback to understand issues of concern or suggestions on how to improve the proposed design

This consultation followed initial consultation in March and April 2014 to advise investigations into road improvements around the new hospital and existing congestion in the local area were underway.

2.2 How consultation was done

Community members were encouraged to attend community information sessions to find out more about the proposal, provide feedback, leave comments and make submissions:

In Person: At community information sessions
By email: nbhroadwork@rms.nsw.gov.au
On the phone: 1300 367 561
By mail: Roads and Maritime Services
PO Box 973
Parramatta CBD NSW 2124

The consultation tools and activities included:

Consultation tool	Activity
Local media newspaper advertisements	Four advertisements were placed in the Manly Daily to raise awareness of the consultation and information sessions.
Community update newsletter	<p>A community update was distributed to 20,000 residents and businesses within the broader Northern Beaches area from Wednesday 23 July to Friday 25 July. The update was also published on the Roads and Maritime website at http://www.rms.nsw.gov.au/projects/sydney-north/northern-beaches-hospital/index.html</p> <p>A DL flyer was also distributed to 7000 residents on Wednesday 30 July 2014 to encourage attendance at the pop up display at Belrose SupaCenta and to attend the remaining community information sessions.</p>
Webpage	The project webpage included the community updates, information on the community information sessions and links to the Department of Planning and Environment's website to view the State Significant Infrastructure application.

Information sessions/displays	<p>An open invitation was extended to the Northern Beaches community to attend six community information sessions which were held on:</p> <ul style="list-style-type: none"> • Saturday 26 July, midday to 4pm, Forestville Memorial Hall • Monday 28 July, 3pm to 6pm, Mona Vale Memorial Hall • Wednesday 30 July, 5pm to 8pm, Galstaun Function Centre • Saturday 2 August, midday to 4pm, Forestville Memorial Hall • Thursday 7 August, 5pm to 8pm, Manly Life Saving Club • Saturday 16 August, 10am to 2pm, Manly Life Saving Club <p>A shopping centre display was also held on Thursday 31 July at the Belrose SupaCenta.</p> <p>The information sessions and shopping centre display provided local residents with the opportunity to speak with the project team as well as representatives from other invited key stakeholders. The sessions attracted about 650 members of the public in total.</p>
Stakeholder briefings	Roads and Maritime held meetings with key stakeholders about the Northern Beaches Hospital road upgrades and potential impacts.
Door knocking	Directly affected property and business owners were door knocked during the week commencing 21 July 2014.
Mailing list	Community members and stakeholders were encouraged to register their details with Roads and Maritime to be kept up-to-date and engaged during the proposal's development.

2.3 Community response

Thank you to everyone for providing feedback. During the consultation period:

- Over 450 new stakeholders were added to the project database to receive further project information
- Roads and Maritime received over 200 written submissions
- Roads and Maritime fielded over 50 phone calls
- Roads and Maritime responded to more than 240 emails
- Around 650 people attended the community information sessions
- Around 42 affected residents and businesses were door knocked.

3.0 Consultation report

3.1 Overview

The key feedback during this phase of consultation focused on:

- Changes in access
- Property impacts and acquisition
- Traffic management, particularly ‘bottlenecks’
- Loss of parking
- Public transport
- Hospital location and location of the hospital entrances
- Provision for cycling and pedestrians
- Noise and pollution impacts from road widening and increased traffic
- Parking impacts on local streets from the hospital and parking changes
- Environmental concerns
- Impact on property values
- Lack of detail available for stage two
- Project scope and design options for stage two
- Construction impact.

Figure 2 below summarises the top 25 issues or comments mentioned by the Northern Beaches community during this consultation phase.

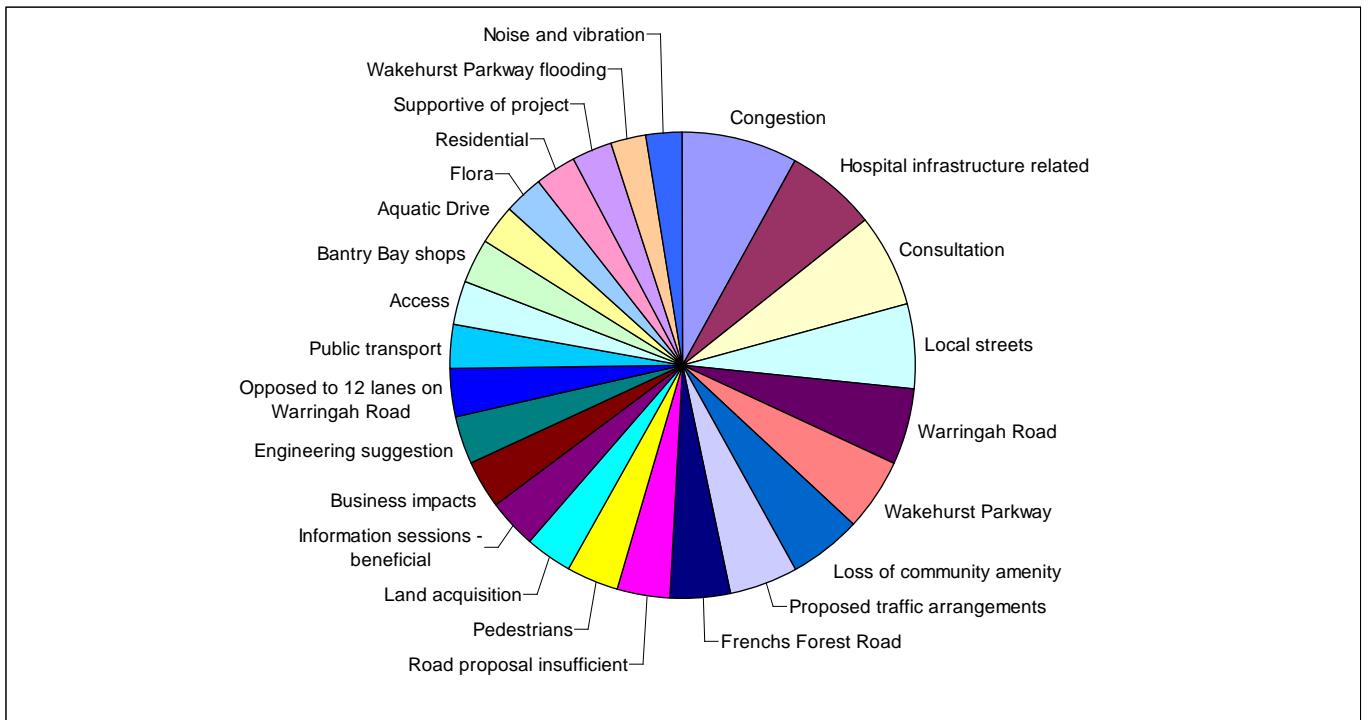


Figure 2 – Top 25 issues of comments made by the community

3.2 Feedback summary and Roads and Maritime response

Issue category	Issues raised	Roads and Maritime response
Property	Will any compensation and relocation assistance for affected businesses be paid.	If Roads and Maritime acquires a business property, compensation for reasonable disturbance costs likely to arise will be considered as per the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> . Roads and Maritime property staff can provide information about specific business issues and property acquisition. Roads and Maritime has contacted all potentially affected property owners based on the current designs.
	Business impacts to the Bantry Bay Shops (includes the 7-11 service station, medical centre, Guardian and White Lady funeral parlours, fish and tackle shop, restaurants, chemist and pathology centre) – approximately 400 residents signed a petition.	Representatives of Roads and Maritime met potentially affected property owners to discuss the proposal. In response to feedback alternative design options to reduce the impact on the Bantry Bay shops are now being investigated. This includes investigations on potential alternative alignment to the north of Warringah Road and/or other forms of construction (e.g. tunnel) to reduce the construction impact.
	Some residents situated within the project construction footprint are concerned their homes may be partially or fully acquired.	Roads and Maritime has contacted all potentially affected property owners based on the current designs. Should the project proposal change, impacting additional properties, Roads and Maritime will contact those property owners as soon as possible.

	<p>Some members of the community are concerned that potentially affected property owners were not given sufficient time or due notice in relation to property acquisition needed for the stage two road upgrades.</p>	<p>Roads and Maritime started consulting regarding the proposal area in March 2014 to announce the project and inform the community of the process and next steps. Roads and Maritime door knocked 500 properties, distributed a community update to 20,000 properties and hosted three community information sessions.</p> <p>Roads and Maritime then developed a concept design for stage one and a schematic layout for stage two, submitted an SSI application for stage two to the Department of Planning and Environment, and carried out further consultation activities in July and August 2014. At this time, Roads and Maritime door knocked properties likely to be impacted by the proposed road upgrades if they were to proceed as planned. These property owners were initially issued with a letter explaining that their property was likely to be impacted should the proposal proceed and may lead to either full or partial acquisition. As the project is still in the development phase and is subject to planning approval by the Minister for Planning, formal acquisition processes have not commenced for the stage two road upgrades. Roads and Maritime has not issued any notices to property owners who are potentially affected by the proposed road upgrades commencing compulsory acquisition of their properties. Given that the proposed road upgrades for stage one are in a more advanced stage of development, negotiations with some affected property owners have commenced where possible.</p>
	<p>Some residents are concerned property values will decrease for houses situated within, or very close to, the project area. Some residents are requesting compensation be paid to these property owners.</p>	<p>If a property is adjacent to a new or upgraded road, Roads and Maritime will identify potential impacts as part of the Environmental Impact Statement and will seek to avoid or minimise impacts where possible.</p> <p>External factors are expected to influence property values more than any perceived or actual impact on property values as a result of road upgrades. Roads and Maritime does not pay compensation to properties that are not directly impacted.</p>

Issue category	Issues raised	Roads and Maritime response
Cyclists and pedestrians	There is no mention of any provisions for cyclists in the July 2014 community update.	<p>Roads and Maritime is proposing to cater for cyclists as part of the stage two road upgrades in the form of an off road shared cyclist/pedestrian path potentially along the southern side of Warringah Road. This would connect to the local cycle network and form part of Warringah Council's bike plan.</p> <p>Roads and Maritime is working closely with Warringah Council to ensure there is a cohesive cyclist and pedestrian network in place along the state roads and with suitable connections to local roads as part of the stage two road upgrades.</p>
	Questions were asked about the provisions for cyclists on Frenchs Forest Road.	<p>The proposed concept design for the stage one road upgrades includes new pedestrian footpaths along Frenchs Forest Road West. The footpath is wide enough to provide for both pedestrians and cyclists on the southern side of Frenchs Forest Road West, however the gradient of the road near Naree Road is too steep to allow it be deemed a 'shared cyclist/pedestrian pathway'.</p> <p>Roads and Maritime is proposing to cater for cyclists as part of the stage two road upgrades in the form of an off road shared cyclist/pedestrian path potentially along the southern side of Warringah Road. This would connect to the local cycle network and form part of Warringah Council's bike plan.</p> <p>Roads and Maritime is working closely with Warringah Council to ensure there is a cyclist and pedestrian network in place along the state roads and with suitable connections to local roads as part of the stage two road upgrades.</p>

	<p>Some members of the community sought clarification on the locations of new pedestrian overbridges along Warringah Road.</p>	<p>Roads and Maritime is proposing to install a new pedestrian overbridge on Warringah Road at Hilmer Street as part of the stage two road upgrades.</p> <p>Roads and Maritime is also proposing to install a new pedestrian overbridge on Warringah Road west of Forest Way close to the location of the existing pedestrian overbridge. The current designs indicate that the existing pedestrian overbridge needs to be removed and replaced with a new overbridge because of the proposed widening of Warringah Road as part of the stage two upgrades.</p> <p>Prior to the removal of the existing pedestrian bridge, permanent or temporary grade separated pedestrian facilities will be in place, to ensure pedestrians are separated from the traffic on Warringah Road and can access the shopping centre and local schools. The new pedestrian overbridge would also be wider to accommodate cyclists.</p>
	<p>Requests were made for the removal of the existing signalised pedestrian crossing at Forest Way outside the Forest Way shopping centre and replace it with a pedestrian overbridge.</p>	<p>Roads and Maritime has carried out traffic modelling, which indicated there is not a requirement to install a pedestrian overbridge in place of the at-grade signalised pedestrian crossing outside the Forest Way shopping centre. The current and future pedestrian usage at this location does not warrant a pedestrian overbridge as the traffic flow can be adequately managed by the existing signalised pedestrian crossing.</p> <p>Pedestrians in this vicinity will also benefit from the proposed additional signalised pedestrian crossing facilities available at the new traffic lights proposed at Naree Road and Forest Way. The new traffic lights would evenly distribute pedestrian flow across Forest Way.</p>
	<p>There was a request that pedestrian overbridges be aesthetically appealing and not contain advertisements.</p>	<p>Roads and Maritime will work on the urban design principles with respect to the design of the proposed pedestrian overbridges and these will be detailed in the Environmental Impact Statement for stage two. No advertising billboards are being considered for the pedestrian overbridges as part of this project.</p>

	<p>Some submissions raised concerns about the removal of two pedestrian crossings and a pedestrian island on Frenchs Forest Road East and the potential for road safety issues, particularly for children accessing the school.</p>	<p>Roads and Maritime takes safety seriously. The two pedestrian crossings on Frenchs Forest Road (near The Forest High School and Patanga Road) are proposed to be replaced by signalised pedestrian crossings at the following locations:</p> <ol style="list-style-type: none"> 1. Frenchs Forest Road/Wakehurst Parkway – Pedestrians will be able to cross on three sides of the intersection, where they can currently only cross on two sides 2. Patanga Road – Pedestrians will be able to cross on one side of the intersection 3. Allambie Road and Frenchs Forest Road East – Pedestrians will be able to cross on two sides 4. Romford Road – Pedestrians will be able to cross on three sides 5. Gladys Avenue – Pedestrians will be able to cross on four sides 6. Rabbett Street – Pedestrians will be able to cross on three sides <p>The proposed traffic lights at the intersection of Naree Road and Forest Way will also provide two signalised pedestrian crossing points. The signalised crossings will provide safe access to the school for pedestrians.</p>
	<p>Questions were asked about the pedestrian crossing facilities planned for The Forest High students, particularly those accessing The Forest High School from Frenchs Forest Road East.</p>	<p>The upgraded intersection at Wakehurst Parkway and Frenchs Forest Road would have marked pedestrian crossings along the northern, eastern and southern arms of the intersection providing safe pedestrian crossings linking the proposed formed footpath along the northern and southern sides of Frenchs Forest Road East and West.</p>
	<p>There was a request for Roads and Maritime to install a 24 hour school zone on Frenchs Forest Road West to cater for student pedestrian movements outside of standard school zone times.</p>	<p>In recognising the change in land use with the new hospital and the existing school zone, Roads and Maritime is investigating the introduction of a permanent 40 km/h signposting along Frenchs Forest Road between the western school boundary and Wakehurst Parkway intersection.</p>
	<p>There was a request for Roads and Maritime to install pedestrian fencing on Frenchs Forest Road East.</p>	<p>For most part Frenchs Forest Road East would remain as is with road widening carried out within the existing road formation. Roads and Maritime has assessed this section of the road against the safety criteria used to determine when fencing is required and there is no warrant for fencing along the footpath or a median fence.</p>

Issue category	Issues raised	Roads and Maritime response
Public transport	There was a request to install dedicated bus lanes in the proposed underpass along Warringah Road.	Roads and Maritime is working closely with Transport for NSW regarding the provision of suitable bus facilities to cater for current and future bus routes. The details of this are currently being considered as part of the stage two option development.
	There was a request to provide bus priority measures and bus lanes as part of the proposed road upgrades for the Northern Beaches Hospital.	Bus priority measures are proposed on Frenchs Forest Road at its intersection with Wakehurst Parkway. In addition, the following bus improvements are proposed as part of stage one project: <ul style="list-style-type: none"> • Increased indentation for two buses to be parked on Forest Way in the northbound direction at Forest Way shops • Rationalised bus stop locations along Frenchs Forest Road • Bus-only access from Patanga Road • Bus priority signals at Warringah Road for buses to enter Frenchs Forest Road from Warringah Road westbound.
	There was a question asking where the bus stops will be located on Warringah Road, Forest Way and Frenchs Forest Road.	Roads and Maritime is working with Transport for NSW to determine revised locations for bus stops along Warringah Road, Forest Way and Frenchs Forest Road. Details about the location of bus stops will be included as plans develop and will be included for the stage one road designs as part of the Environmental Impact Statement for stage one which has been displayed for community comment in October 2014.
	There was a question asking whether the proposed road upgrades include provisions for public and active transport.	Transport for NSW is working on several changes to public transport provisions in the Northern Beaches as part of the Northern Beaches Strategic Bus Plan released in June 2014. Pedestrians and cyclists will be provided for as part of the stage one and stage two road upgrades.
	There were inquiries regarding rapid bus network services including improvements to late night buses, express city services, park and ride facilities and commuter car parks.	Transport for NSW is working on several changes to public transport provisions in the Northern Beaches as part of Northern Beaches Strategic Bus Plan released in June 2014.
	There were inquiries on whether light rail or train services will be provided to the Northern Beaches.	Roads and Maritime has forwarded these inquiries to Transport for NSW as the responsible agency for public transport planning and provision.

	<p>There was a request to reduce congestion at Forest Way outside shops by extending the existing bus bay outside Forest Way shops and providing a new bus bay on the opposing side.</p>	<p>Roads and Maritime is proposing to increase the length of the bus bay (northbound) on Forest Way outside Forest Way shopping centre as part of the stage one road upgrades. The proposed extension would accommodate two full length buses and help to alleviate congestion building up in the through lanes as multiple buses pull in to pick up and set down passengers.</p> <p>Roads and Maritime is also proposing a bus stop extension bay on Forest Way (southbound) as part of the concept design development for stage two which would be similar in nature to the bus stop extension outside the shopping centre proposed as part of stage one.</p>
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Issue category	Issues raised	Roads and Maritime response
Access	Nandi Avenue – There are concerns about access issues following the proposed removal of the right turn in and right out of Nandi Avenue by way of a concrete median on Frenchs Forest East from Wakehurst Parkway to Nandi Avenue. There were also concerns that the limited access at Nandi Avenue would also add traffic pressure in Bimbadeen Crescent and pose fire safety risks.	In response to community concerns about changed access at Nandi Avenue, Roads and Maritime investigated options to reduce the size of the construction footprint of the intersection of Frenchs Forest Road and Wakehurst Parkway, thereby allowing the existing access arrangement at Nandi Avenue to be retained. This will be confirmed in the design plans that are displayed with the stage one Environmental Impact Statement going on public display in October 2014.
	Bimbadeen Crescent – There are concerns that Bimbadeen Crescent is too narrow to manage the increased traffic flow through this street should the access changes at Nandi Avenue proceed	In response to community concerns about changed access at Nandi Avenue, Roads and Maritime investigated options to reduce the size of the construction footprint of the intersection of Frenchs Forest Road and Wakehurst Parkway, to allow the existing access arrangement at Nandi Avenue to be retained. This will be confirmed in the design plans that are displayed with the stage one Environmental Impact Statement going on public display in October 2014.
	Patanga Road – There are concerns about the proposed access changes that will only allow left turns into Patanga Road and right turns out for buses only. Some residents are concerned that the access changes will inconvenience residents accessing Patanga Road properties and residents in the surrounding streets are concerned about increase in traffic on other local streets.	New traffic lights are needed at this intersection to improve road safety at the Skyline Shops and to make provisions for increased buses on Frenchs Forest Road. Local traffic will be able to access Patanga Road from the northern end via Iris Street.
	Residents of Bantry Bay Track (112a Frenchs Forest Road) asked for the 'Keep Clear' line marking to be retained at the driveway access point to their private road and also requested a break in the proposed concrete median on Frenchs Forest Road West to allow residents to turn right in and right out.	Roads and Maritime investigated these options and has been able to retain the 'Keep Clear' line marking on the northern side of the Frenchs Forest Road West. Roads and Maritime also investigated an option to include break in the concrete median, however this did not pass road safety audits as it would involve uncontrolled right turns over five lanes of traffic.
	There are concerns the proposed median on Frenchs Forest Road West from Gladys Avenue to Wakehurst Parkway will result in a left in/left only to properties located along this section of Frenchs Forest Road.	Roads and Maritime also investigated an option to include a break in the concrete median, however this did not pass road safety audits as it would involve uncontrolled right turns over five lanes of traffic.

Romford Road traffic lights – Some residents are concerned about increased traffic, as many residents accessing Frenchs Forest Road East will use Romford Road.	The proposed installation of new traffic lights at the intersection of Romford Road and French Forest Road East will provide safe and efficient traffic flow at this location. The proposed traffic lights were also requested by local residents during the first round of consultation in March 2014.
Iris Street – Some residents are concerned that additional rat running will occur.	Improvements proposed for Warringah Road as part of the stage two road upgrades would help to improve traffic flow on the major arterial roads, reducing the temptation for motorists to ‘rat run’ through local streets.
Bantry Bay residential precinct – Residents queried if there were any access changes at Bantry Bay Road.	Roads and Maritime is not proposing any access changes at this location.
Rabbett Street – Some residents do not want the roundabout replaced with traffic lights. Residents on this corner are very concerned about accessing their properties.	Roads and Maritime is proposing to widen Naree Road and Frenchs Forest Road West from two lanes to four lanes to provide essential access to the new Northern Beaches Hospital and to replace the roundabout with a new set of traffic lights. The construction footprint of a roundabout to accommodate the extra lanes would be significantly larger than installing new traffic lights and would result in impacts to several properties at this location. The proposed traffic lights minimise property impacts, provide safer pedestrian crossing points and improve traffic flow.
Hilmer Street – Some residents are worried about the proposed changes at Hilmer Street and query how they will get in and out of their street with the proposed underpass and hospital access point on Warringah Road.	Roads and Maritime is proposing to keep the existing access arrangements at Hilmer Street. The through lanes on Warringah Road would be grade separated in the middle of the road corridor at this location and the surface road intersection would provide full access for local traffic.
Allambie Road – Some residents want more widening than is proposed to reduce congestion at peak times when employees access the business park.	No widening of Allambie Road is proposed south of Rodborough Road under the current proposal. Traffic congestion within the Allambie Business Park is expected to be eased by the proposed new connection of Aquatic Drive and Wakehurst Parkway.
Aquatic Drive – Some residents are supportive of a connection, but some are asking for an all-points (all turning movements) connection.	Currently the Concept Proposal allows for left turns out and right turns into Aquatic Drive from Wakehurst Parkway. An ‘all-points’ access is not currently proposed as this would require the installation of traffic signals, which would impact on the flow of traffic on Wakehurst Parkway.

<p>Rodborough Road – Some residents are questioning why there is no widening or traffic lights proposed at this location.</p>	<p>Rodborough Road falls outside the current project scope. Traffic congestion within the Allambie Business Park is expected to be eased by the proposed new connection of Aquatic Drive and Wakehurst Parkway. Additionally, if traffic lights were installed at this location, it is unlikely they would ease congestion given the proximity to the Allambie Street/Warringah Road traffic lights.</p>
<p>Rodborough Road/Warringah Road intersection – Some residents are concerned that advertising trailers that park in this location cause road safety issues.</p>	<p>Roads and Maritime will recommend that Warringah Council install 'No stopping' signs on Rodborough Road to prevent advertising trailers from parking at this location and causing potential road safety issues.</p>
<p>Requests to reinstate the right hand turn into Frenchs Forest Road from Wakehurst Parkway.</p>	<p>Roads and Maritime is proposing to provide a right turn bay from Wakehurst Parkway into Frenchs Forest Road West as part of the proposed stage one road upgrades.</p>
<p>Fitzpatrick Avenue East – Some residents are pleased that there is no proposed connection from Fitzpatrick Avenue East to Wakehurst Parkway, but still query whether it will be connected in the future. Other residents are asking for the connection to be made across Wakehurst Parkway to Aquatic Drive to alleviate traffic on Warringah Road.</p>	<p>Under the current proposal, there are no plans to connect Fitzpatrick Avenue East to Wakehurst Parkway as the current proposal aims to make improvements along Warringah Road to improve traffic flow on main arterial roads and not via local streets such as Fitzpatrick Avenue East.</p>
<p>Fitzpatrick Avenue East – Some residents are concerned with how the underpass will surface again near Fitzpatrick Avenue East.</p>	<p>Details about how lanes will merge between the surface roads and underpass lanes will be determined as the concept design for stage two develops. Roads and Maritime is still carrying out investigations and will be able to provide more detail in early 2015.</p>

	<p>Ambulance access – Some residents are concerned about how ambulances will access the new Northern Beaches Hospital.</p>	<p>The proposed road upgrades for stage one are designed to provide connectivity to the hospital for all motorists including emergency services. A statement from NSW Ambulance indicates they have no concerns about accessing the hospital: NSW Ambulance spokesperson – ‘NSW Ambulance utilises “state-of-the-art” computer aided dispatch systems to coordinate ambulance responses. No single location is better than another given the fluid nature of ambulance operations. NSW Ambulance is experienced in moving our vehicles around congested areas so as to ensure a high degree of service. Any change to the location of hospitals on the Northern Beaches will be appropriately managed in line with operational procedures.’</p>
	<p>Hospital entrance points – Some residents want the hospital access points changed depending on where they live.</p>	<p>Roads and Maritime has worked closely with Health Infrastructure to determine locations of the hospital access points. Health Infrastructure is responsible for the development of the hospital site and Roads and Maritime is guided by Health Infrastructure on the location of the hospital access points and is responsible for providing the most appropriate road connections to the hospital</p>

Issue category	Issues raised	Roads and Maritime response
Parking	Naree Road – Some residents requested parking be permitted on Naree Road outside of peak times and on weekends.	Roads and Maritime is currently investigating this request.
	Some residents and employees are concerned that there will be a loss of street parking in and around Frenchs Forest Road East and West, particularly following the opening of the hospital and the subsequent demands for parking by hospital staff, visitors and patients.	In order to minimise the loss of parking and prepare for likely increased on-street parking demands, Roads and Maritime is considering allowing street parking to occur in the off-peak hours. Roads and Maritime will also work with Warringah Council to determine possible timed parking schemes on local side streets or other alternative suitable measures that may be put in place. A change to parking in local streets is ultimately a decision for Warringah Council as local roads are under its care and control.
	Some questions were asked about the parking provisions within the new Northern Beaches Hospital.	Questions relating to the parking within the new Northern Beaches Hospital site have been directed to Health Infrastructure, as this information is not yet publicly available.
	Some residents are concerned about the impacts to Skyline shops following the removal of parking spaces on Frenchs Forest Road East outside the shops.	The existing parking arrangement at the Skyline shops poses several road safety risks. Roads and Maritime is proposing to widen Frenchs Forest Road East and Allambie Road and make changes to Patanga Road as part of the stage one road upgrades. As part of this proposal, the parking arrangements at the Skyline shops need to be changed and Roads and Maritime is investigating options to provide alternative parking in close proximity to Skyline Shops.
	Some residents are concerned about where the construction workers will park.	Roads and Maritime and the contractor construction workers associated with the road upgrades will have parking provisions off site at a nearby site compound.
	Some residents are concerned about the potential for changes to parking on Hilmer Street.	Roads and Maritime is not proposing any changes to parking arrangements on Hilmer Street as part of the proposed road upgrades. Any potential changes to the parking on Hilmer Street following the opening of the new Northern Beaches Hospital will need to be directed to Warringah Council.

Issue category	Issues raised	Roads and Maritime response
Traffic congestion management	Some submissions requested the installation of contra flow lanes along Warringah Road to accommodate changing volumes in morning and afternoon peak flows.	This option was considered as part of planning and investigations by Roads and Maritime to consider measures to ease current traffic congestion along sections of Warringah Road and found to be ineffective in terms of relieving traffic congestion, especially in the future years with increases to traffic from the hospital and local area from land use changes.
	Some submissions requested the installation of a bridge or overpass above Warringah Road from Jones Street to beyond the Forest Way intersection.	Roads and Maritime is investigating options for the stage two road upgrades to increase the capacity of the surrounding road network and reduce congestion. Provision for an overpass or bridge has been investigated and will form part of an options report which is due to be released for information and feedback in late 2014.
	Some submissions requested the installation of a tunnel under Warringah Road from Jones Street to beyond the Forest Way intersection.	Roads and Maritime is investigating options for the stage two road upgrades to increase the capacity of the surrounding road network and reduce congestion. Provision for a tunnel has been investigated and will form part of an options report which is due to be released for information and feedback in late 2014.
	Some submissions requested the installation of a sunken roundabout under the intersection of Wakehurst Parkway and Warringah Road.	Roads and Maritime is investigating options for the stage two road upgrades to increase the capacity of the surrounding road network and reduce congestion. The findings of the investigations will form part of an options report, which is due to be released for information and feedback in late 2014. However, a roundabout would be ineffective at this location as travel along Warringah Road is dominated by a heavy two-way, east-west flow, rather than an even spread of traffic from four different directions. A roundabout would also not be able to manage the heavy volumes of traffic on Warringah Road which average 80,000 vehicle movements per day.

<p>Some submissions requested the installation of an underpass under the intersection of Forest Way and Warringah Road for eastbound traffic and install a roundabout for the remaining traffic accessing this intersection.</p>	<p>Roads and Maritime is investigating options for the stage two road upgrades to increase the capacity of the surrounding road network and reduce congestion. The findings of the investigations will form part of an options report, which is due to be released for information and feedback in late 2014.</p> <p>However, a roundabout would be ineffective at this location as travel along Warringah Road is dominated by a heavy two-way, east-west flow, rather than an even spread of traffic from four different directions. A roundabout would also not be able to manage the heavy volumes of traffic on Warringah Road which averages 80,000 vehicle movements per day.</p>
<p>Some residents are concerned about the predicted increased traffic on Frenchs Forest Road</p>	<p>Predicted increases in traffic volumes on Frenchs Forest Road are expected to be catered for via the proposed widening of Naree Road and Frenchs Forest Road from two lanes to four lanes.</p>
<p>Some submissions asked Roads and Maritime to investigate options to preserve the local amenity, improve the function of the wildlife corridor and maintain the existing footprint of Warringah Road.</p>	<p>Roads and Maritime is investigating options for the stage two road upgrades to increase the capacity of the surrounding road network and reduce congestion. Roads and Maritime is also investigating options to minimise impacts for residents, businesses and the environment. Roads and Maritime is committed to finding the best solution to ensure the road network can support the broader traffic needs, the new hospital and increased growth in the area. The findings of the investigations will form part of an options report, which is due to be released for information and feedback in late 2014.</p>
<p>Some submissions asked how breakdowns and other incidents will be managed in the proposed underpass.</p>	<p>Roads and Maritime is considering a range of incident management features for the underpass to make sure that breakdowns or other incidents are managed safely and effectively. In the event of breakdowns in the underpass and in the absence of specific breakdown lanes, Roads and Maritime Traffic Commanders and Traffic Emergency Patrols (TEP) would provide responsive support for motorists by managing traffic around road incidents. Currently there is a team of towing staff who work to clear breakdowns and incidents at major traffic locations such as Sydney Harbour Bridge, Sydney Harbour Tunnel and ANZAC Bridge and on other key roads where there is no breakdown lane.</p>

	<p>Some residents are concerned that the proposed Warringah Road underpass will create bottlenecks as vehicles struggle to get in and out of the underpass at either end.</p>	<p>Roads and Maritime is continuing to examine other nearby traffic congestion pressure points along the corridor, particularly at the Starkey Street intersection with Warringah Road, to identify complementary measures that would assist in the management of congestion along the corridor.</p> <p>Extensive traffic modelling has been conducted and will continue as part of the traffic impact assessment for the stage two Environmental Impact Statement. The most effective engineering treatments will be designed to make sure that lane merging is carried out safely and to effectively manage congestion. Details about how lanes will merge between the surface roads and underpass lanes will be determined as the design for stage two develops and more detail will be provided in early 2015.</p>
	<p>Some residents are concerned about the traffic delays during construction, the staging of the construction and the start and finish times for construction.</p>	<p>The project is still in the development phase, therefore Roads and Maritime has not yet compiled construction management plans. Roads and Maritime will work with the appointed contractor, as well as the contractor appointed to construct the hospital, to align construction plans and minimise cumulative impacts of construction on the community.</p>

	<p>Some residents are concerned about the 'vast scale' of the proposed underpass and widening to twelve lanes along Warringah Road between Forest Way and Wakehurst Parkway and how it would divide the suburb in two.</p>	<p>Current traffic congestion is due to a heavy and dominant east-west traffic flow for through traffic travelling on Warringah Road between Dee Why and Chatswood. Locally, this is further complicated by the heavy traffic movements at the surface road intersections of Warringah Road with Wakehurst Parkway and Forest Way that then joins the through traffic on Warringah Road.</p> <p>Presently Warringah Road is up to nine lanes wide at the intersections with Wakehurst Parkway and Forest Way. This is to accommodate the through traffic lanes and the turning lanes into Wakehurst Parkway and Forest Way to cater for the heavy turning traffic movements.</p> <p>To provide an effective solution to current (and future) traffic congestion, it is necessary to separate the east-west through traffic on Warringah Road from the turning intersection traffic at Wakehurst Parkway, Forest Way and Hilmer Street and a four lane (two lanes in each direction) underpass is proposed for the through traffic. However, even with the underpass the surface road is still required to accommodate the turning movements and local access along Warringah Road for non-through traffic. This surface road traffic is also projected to increase in the future due to the hospital and also the growth in traffic generated from future land use change.</p> <p>The traffic impact assessment for the Stage 2 Environmental Impact Statement (due on display by mid 2015) and a preferred option report (expected to be published in late 2014) will include a further rationale for the proposed widening of Warringah Road and a justification for the number of travel lanes.</p>
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	<p>Some submissions asked for a tunnel to be constructed along Warringah Road instead of the proposed underpass to minimise the width of the surface road and potentially maintain the leafy feel of the suburb and allow Bantry Bay shops to be retained.</p>	<p>Roads and Maritime is investigating options for the stage two road upgrades to increase the capacity of the surrounding road network and reduce congestion. Roads and Maritime is also investigating options to minimise impacts for residents, businesses and the environment.</p> <p>Roads and Maritime is committed to finding the best solution to ensure the road network can support the broader traffic needs, the new hospital and increased growth in the area. The findings of the investigations will form part of an options report, which is expected to be published in late 2014. The preferred option report will include investigations carried out to identify, investigate and assess a range of options for the project.</p>
	<p>Some submissions asked for grade separate the intersection of Frenchs Forest Road and Wakehurst Parkway by using an overpass.</p>	<p>Traffic modelling indicates the need for grade separation does not exist at this location. Additionally, the grade separation (underpass) proposed for Warringah Road will facilitate traffic flow of the dominant east-west movement, freeing up 'green' traffic signal time for motorists crossing Warringah Road on Wakehurst Parkway.</p>

Issue category	Issues raised	Roads and Maritime response
Noise and vibration	Some residents are concerned about the potential for noise during construction of the roads upgrades.	The contractor appointed for construction will be required to give affected residents advanced notice in writing of any potential disruptive construction. This is typically a minimum of five days notice. The environmental assessment will also assess the anticipated impact of noise from construction works and will identify suitable measures to minimise noise before the works commence.
	Some residents are concerned about the potential for vibration during construction of the road upgrades.	The contractor appointed for construction will be required to carry out pre-construction assessments of residences in the immediate project area. These assessments will help Roads and Maritime to determine if there is any damage to residences resulting from vibration during construction.
	Some residents are concerned about the potential for increased traffic noise (particularly for residents of Karingal Crescent and Frenchs Forest Road) following completion of the road upgrades.	<p>The Environmental Impact Statements for stages one and two include noise studies and investigations of the potential impacts on nearby dwellings both during construction and once the new upgrades are operational. In the event these studies indicate potential noise impacts, suitable mitigation measures would be considered. These mitigation methods could include measures such as noise walls or, in some cases, treatments to homes. Any such measures would also need to satisfy the urban design and landscape assessment, which is also a key input into the Environmental Impact Statement.</p> <p>In response to concerns raised by Karingal Road residents, road designs have been revised to provide at least three metres of landscaping space between the property boundaries and the proposed new pedestrian pathway on the southern side of Warringah Road.</p>

Issue category	Issues raised	Roads and Maritime response
Environment and urban design	Some submissions raised concerns that the increased water run-off from the removal of large amounts of vegetation at Duffy's Forest will have detrimental effects on the catchment and cause damage to creek lines and weed infestation, as a result of increased nutrient content.	The studies carried out for the Environmental Impact Statements for stage one and two road upgrades will examine the impacts of the potential water run off resulting from the clearing of vegetation at Duffy's Forest and identify suitable measures to mitigate and manage this.
	Some submissions asked Roads and Maritime to restore the degraded area on the corner of Wakehurst Parkway and Warringah Road in the wildlife corridor using the top soil including the seed bank from the Duffy's Forest Ecological Community/hospital site.	Roads and Maritime investigated this request, however it was not possible to achieve as the timelines for the clearing of the land at the hospital site did not align with commencement of work for stage one of the road upgrades.
	Some submissions asked Roads and Maritime to install speed calming devices and speed cameras on Wakehurst Parkway to prevent wildlife road kill.	It is also not possible to install traffic calming devices on busy arterial roads like the Wakehurst Parkway as they are more suited to manage traffic on quieter local roads. As a result, there are no proposals to introduce speed calming devices on Wakehurst Parkway. Measures such as speed cameras would only be considered in response to a known speeding problem (i.e. from a trend in speed related crashes).
	<p>Wildlife connectivity:</p> <ul style="list-style-type: none"> • Requests were made for Roads and Maritime to preserve the regional wildlife corridor between Oxford Falls and Manly Dam • Some residents noted that wildlife connectivity is essential to protect the swamp wallabies living in the adjacent Garigal National Park and Ku-ring-gai National Park as they move between the two parks • Some submissions suggested potential wildlife corridors including arboreal crossings, culverts and underground closed tunnels. 	The provision of a continuous wildlife corridor linking Narrabeen Catchment Area to Manly Dam on natural ground will be considered during the compilation of the Environmental Impact Statements for stages one and two of the project. In response to requests for arboreal crossings – Glider poles or rope bridges are being considered, where practical, to provide connectivity for arboreal species moving between the Garigal National Park and the Ku-ring-gai Chase National Park at locations along Warringah Road and Wakehurst Parkway that lie within the project area.
	Some residents are concerned that the underpass will flood in the event of heavy rain.	An underpass design would not proceed without extensive surface and groundwater drainage, geotechnical, and geometric design to ensure that the most suitable and effective means of drainage system is designed to properly manage drainage from both surface and groundwater flows.

<p>The remaining ridge top bushland on the corner of Warringah Road and Wakehurst Parkway is an endangered ecological community. Some residents are concerned it may become extinct if it is not protected from further clearing.</p>	<p>The Environmental Impact Statement studies being carried out for stages one and two require Roads and Maritime to work according to established protocols for the translocation of endangered bushland. Roads and Maritime will work with the Office of Environment and Heritage to ensure best practice is adhered to at all times. Environmental offsets will be identified and purchased to mitigate any identified impacts to the local environment.</p>
<p>Requests were made for Roads and Maritime to install electronic warning signage on Wakehurst Parkway to warn motorists of the presence of wildlife at seasonal times.</p>	<p>Roads and Maritime is progressing with a plan to install a CCTV camera at the corner of Oxford Falls Road and Wakehurst Parkway to improve response time to road incidents such as flooding or road kill removal.</p> <p>Roads and Maritime is also considering installing three new electronic message signs by mid 2015 along Wakehurst Parkway at Pittwater Road (southbound), Forest Way (southbound) and Wakehurst Parkway (northbound) before Aquatic Drive. It is possible that electronic message signs could be used to inform motorists of wildlife present.</p>
<p>Requests were made for Roads and Maritime to install fauna fencing from Aquatic Drive, Frenchs Forest to Burnt Street, Seaforth (on both sides of the road) in an effort to reduce road kill and enhance motorist safety.</p>	<p>Whilst this specific location is outside the scope of work, fauna fencing is being considered as part of the Environmental Impact Statement studies currently underway for stages one and two.</p>
<p>Some residents raised concerns that the increase in impervious surfaces will cause nutrient-rich surface run-off, a lack of appropriate hydrology, and increased flow rate downstream and siltation of the Narrabeen Lagoon Catchment.</p>	<p>Environmental Impact Statement studies currently underway for stages one and two will examine the environmental impacts to water quality in surrounding water catchments and will include mitigation measures to minimise any identified impacts.</p>
<p>Some objections were raised to any destruction of the endangered Duffys Forest Ecological Community.</p>	<p>Environmental Impact Statement studies being carried out for stages one and two require Roads and Maritime to work according to established protocols for the translocation of the Duffy's Forest. Roads and Maritime will work with the Office of Environment and Heritage to ensure best practice is adhered to at all times, which includes the identification of environmental offsets where necessary.</p>

	<p>Some residents raised concerns that the widening of the roads to 12 lanes next to the new Northern Beaches Hospital will expose patients, staff, residents and students at The Forest High School to exhaust fumes from thousands of motor vehicles.</p>	<p>Environmental Impact Statement studies being carried out for stages one and two will assess the potential impacts to air quality as a result of the road upgrades.</p>
	<p>Following the clearing of the new Northern Beaches Hospital site, there has been an apparent increase in the number of birds living in Karingal Reserve. Concerns have been raised about where these birds will reside if Warringah Road is widened into Karingal Crescent.</p>	<p>Environmental Impact Statement studies currently underway will examine all aspects of environmental impacts to fauna and flora and include suitable mitigation measures where required.</p>
	<p>Proposed widening of Warringah Road will bring traffic closer to existing residents and will remove the existing buffer and bike path adjacent to Karingal Crescent. Some residents have raised concerns that this will result in significant long term visual and noise impacts and will have an impact on the value and amenity of these adjoining properties.</p>	<p>The Environmental Impact Statement for stages one and two will examine the potential impacts on urban design and noise impacts on nearby dwellings. In specific response to concerns raised by Karingal Road residents, the proposed road designs have been revised to provide at least three metres of landscaping space between the property boundaries and the proposed pedestrian pathway. The noise impact assessment will also identify any increases in noise from traffic both during construction and in operation and suitable measures to mitigate this noise will be recommended e.g. noise walls. Any structures like noise walls or other physical noise mitigation measures must also be assessed as part of the urban design and landscape impact assessment of the Environmental Impact Statement.</p>
	<p>Some residents highlighted that Brick Pit Reserve is of historical significance and needs to be preserved.</p>	<p>The Brick Pit Reserve is a playground and park area located on the south-west corner of Warringah Road and Wakehurst Parkway, between Bantry Bay Road and Wakehurst Parkway. It is outside the scope of the project and is expected to be unaffected by the stage two road upgrades proposal.</p>
	<p>Some residents are concerned about the air pollution during construction.</p>	<p>Roads and Maritime will work with its contractor/s during construction to ensure the strictest measures are in place to minimise the impacts of construction dust affecting nearby residents. Measures to mitigate this will also be identified in the Environmental Impact Statement and these will be put in place during construction as part of the project approval.</p>

Issue category	Issues raised	Roads and Maritime response
Consultation	Some residents are annoyed about the consultation process with affected property owners.	<p>Roads and Maritime door knocked over 500 potentially affected properties in March 2014 to announce the project and inform them that a strategic design for the road upgrades (stage one and two) had been developed. They were also advised that a SSI application for the stage one road upgrades had been submitted to the Department of Planning and Environment and that investigations were continuing for a number of options for stage two. A community update was distributed to 20,000 properties and three community information sessions were held.</p> <p>Roads and Maritime then developed a concept design for stage one and a schematic layout for stage two, submitted a State Significant Infrastructure application for stage two to the Department of Planning and Environment and carried out further consultation activities in July and August 2014. At this time, Roads and Maritime door knocked properties that could be impacted by the proposed road upgrades if they proceed as planned. When the Roads and Maritime project team met the owners they were initially issued with a letter explaining that their property was likely to be impacted should the proposed road upgrades proceed, and that this may lead to either full or partial acquisition. As the project is still in the development phase and is subject to planning approval by the Minister for Planning, official acquisition processes have not commenced. Property acquisitions for potentially affected residents and businesses on Warringah Road will not be initiated until such time as investigations into other options have been considered and a decision is made on the preferred option. Roads and Maritime is committed to finding the best solution to ensure the road network can support the broader traffic needs, the new Northern Beaches Hospital and increased traffic growth in the area to meet the needs of the local community and the broader community of road network customers who travel along the corridor. Given that the proposed road upgrades for stage one are in a more advanced stage of development, negotiations with some affected property owners have commenced where possible.</p>

<p>Some residents are annoyed that the property impacts as part of the stage two road upgrades were not more clear in the July 2014 community update.</p>	<p>The July 2014 community update included a schematic layout for the stage two road upgrades. This was designed to inform the community of the main features of the proposed road upgrades, and Roads and Maritime is still working on the design and options for this stage. Roads and Maritime door knocked all potentially affected property owners prior to the announcement of the consultation period.</p>
<p>Many community members are unaware that there will be future comment periods as the project develops.</p>	<p>The community updates distributed in March and July 2014 outlined the consultation process, the next steps and future opportunities for the community to provide feedback. Roads and Maritime will attempt to more clearly outline these steps in future community updates.</p>
<p>Some residents want to see the same level of detail for the proposed road upgrades for stage two as is available for the stage one road upgrades.</p>	<p>The proposed road upgrades for stage one are more advanced than the proposed road upgrades for stage two. Many aspects of the stage two road upgrades are still being investigated, in some cases in line with community feedback, and are subject to change. More detail will be provided in a preferred option report, which is due to be released for public comment in late 2014.</p>
<p>Some residents claim they did not receive the community update or flyer or received them later than other residents.</p>	<p>Roads and Maritime hired distribution companies to letter box drop the community updates and flyers. The walkers hired to deliver materials are equipped with GPS trackers to ensure they deliver to all houses located within the defined distribution area. In addition, copies:</p> <ul style="list-style-type: none"> • Were left with Warringah Council and at local businesses at their request and • Were made available at the community information sessions, community meetings and presentations by the Roads and Maritime project team • Were mailed out using Australia Post if requested by individuals and groups. <p>The community update was also uploaded on the project website and could be viewed electronically. In addition to community updates, Roads and Maritime informs the community of consultation periods on proposed road upgrades by door knocking, and in press advertisements in local newspapers, media releases, updates on project web pages and the distribution of email updates to community members who have signed up to the project database.</p>

	<p>Some residents were critical that their questions on stage two could not be answered.</p>	<p>As the project is in the early stages of development, the amount of information available prior to the release of Environmental Impact Statement documents for stages one and two is limited. Many aspects of the proposed road upgrades for stage two are still being investigated and are subject to change. However, we carry out early engagement where possible to encourage feedback into the development of the proposal. During this round of consultation, thorough and informed answers were provided to the public where possible or they were advised when the information would become available.</p>
	<p>Some community members noted an error in the July 2014 Community Update relating to the #6 in the breakout box.</p>	<p>This was an unintended error and was corrected at the community information sessions as soon as it became known. The information contained in the breakout box was accurate and included accurate details and names of the proposed road upgrades. However, the number six was unintentionally placed next to the wrong intersection in the larger map.</p>
	<p>The proposed median on Frenchs Forest Road and the subsequent consequences to access in and out of side streets needed to be made clearer in the July 2014 community update.</p>	<p>The median was colour coded and included in the map's key. Future community updates will look to make the maps clearer, particularly regarding potential access issues.</p>

Issue category	Issues raised	Roads and Maritime response
Outside of scope of work	Wakehurst Parkway – Some residents want to know what flood mitigation work will be carried out and whether the Parkway will be widened.	Roads and Maritime is investigating options to reduce the severity and frequency of flooding on Wakehurst Parkway in parallel with the planning of the road upgrades for the new Northern Beaches Hospital.
	Adams Street – Some residents want the traffic congestion at the intersection of Adams Street and Forest Way to be fixed as part of the road upgrades.	This location falls outside the current scope of work. It should be noted that improvements proposed for both stages one and two should have a flow on effect and alleviate pressure on nearby congestion points.
	Oxford Falls Road and Dreadnought Road – Some residents are concerned about the congestion and road safety issues.	These are local roads under the care and control of Warringah Council. The intersections where these roads meet Wakehurst Parkway fall outside the current scope of work.

4.0 Next steps

The Environmental Impact Statement for the Concept Proposal (overall project) and stage one will be on exhibition for community comment in October 2014. It will outline the key features of the proposal and the potential environmental, social and economic impacts during construction and operation. Importantly, it will also outline measures to minimise and manage potential impacts.

In response to feedback from the community in July and August further investigations into design options for stage two have been carried out. A preferred option report for stage two of the road upgrades is being prepared. This report will outline the process of option identification investigation, analysis and assessment and detail the process taken to arrive at the preferred option.

The preferred option report is expected to be published in late 2014 and the community will be given the opportunity to provide feedback on this. We will meet with residents and business owners/operators who would be potentially affected by the preferred option once this report is finalised.

Roads and Maritime submitted a State Significant Infrastructure (SSI) application to initiate the planning approval process for stage two of the road upgrades. In response to the SSI application, the Department of Planning and Environment issued the Secretary's Environmental Assessment Requirements (SEARS) on 11 September 2014. These requirements set the framework for the environmental assessment and preparation of the environmental impact statement. The SSI application can be viewed on the Department of Planning and Environment's major projects website at www.planning.nsw.gov.au/northernbeacheshospital.

A detailed assessment of the stage two road upgrades will be the subject of a separate Environmental Impact Statement which will be displayed for community comment by mid 2015.

Thank you to everyone for providing feedback in July and August 2014 on the proposed concept design for stage one and the schematic layout for stage two of the road upgrades to support the new Northern Beaches Hospital.

Community Update



JULY 2014



Northern Beaches Hospital connectivity and network enhancement works – have your say

What are the benefits?

The NSW Government is planning to invest \$400 million in road upgrades around the new Northern Beaches Hospital with works scheduled to be completed in time for the hospital opening.

The road upgrades would provide a better travelling experience for vehicle and bus customers and increase the capacity of the road network. Roads and Maritime Services is planning to deliver the road upgrades in two stages:

- Stage one would provide essential access to the Northern Beaches Hospital
- Stage two would help to increase capacity of the surrounding road network and reduce congestion.

Roads and Maritime has developed a concept design for stage one and a schematic layout for stage two and is seeking your feedback. We will be accepting feedback until **Friday 29 August 2014**.

Background

The new Northern Beaches Hospital will be a contemporary health facility providing a range of complex health services and treatments, with a large, modern Emergency Department and more beds and operating theatres than currently available on the Northern Beaches. The hospital will use leading technologies to deliver the highest quality care to both public and private patients. For the first time, people on the Northern Beaches will be able to access the majority of their health care needs without having to leave the Northern Beaches.

To support the hospital, the road upgrades will provide a better travelling experience for vehicle and bus customers and increase the capacity of the road network. The hospital will be located close to Warringah Road, Forest Way and Wakehurst Parkway which are major arterial roads serving Sydney's northern suburbs.

Appendix B – Reminder flyer – community information sessions



Transport
Roads & Maritime
Services

JULY 2014

Have your say - Northern Beaches Hospital and the hospital road upgrades

The NSW Government is planning to invest \$400 million in road upgrades around the new hospital. Roads and Maritime Services has developed a concept design for stage one and a schematic layout for stage two and is now seeking your feedback.

Come meet our team and find out more at our **Belrose SupaCenta display** (corner Forest Way and Mona Vale Road, Belrose) **being held this Thursday 31 July from 5.30 to 7.30pm**. Our stand will be located on the ground floor near Harvey Norman.

Alternatively, you can attend one of our information sessions being held next week on:

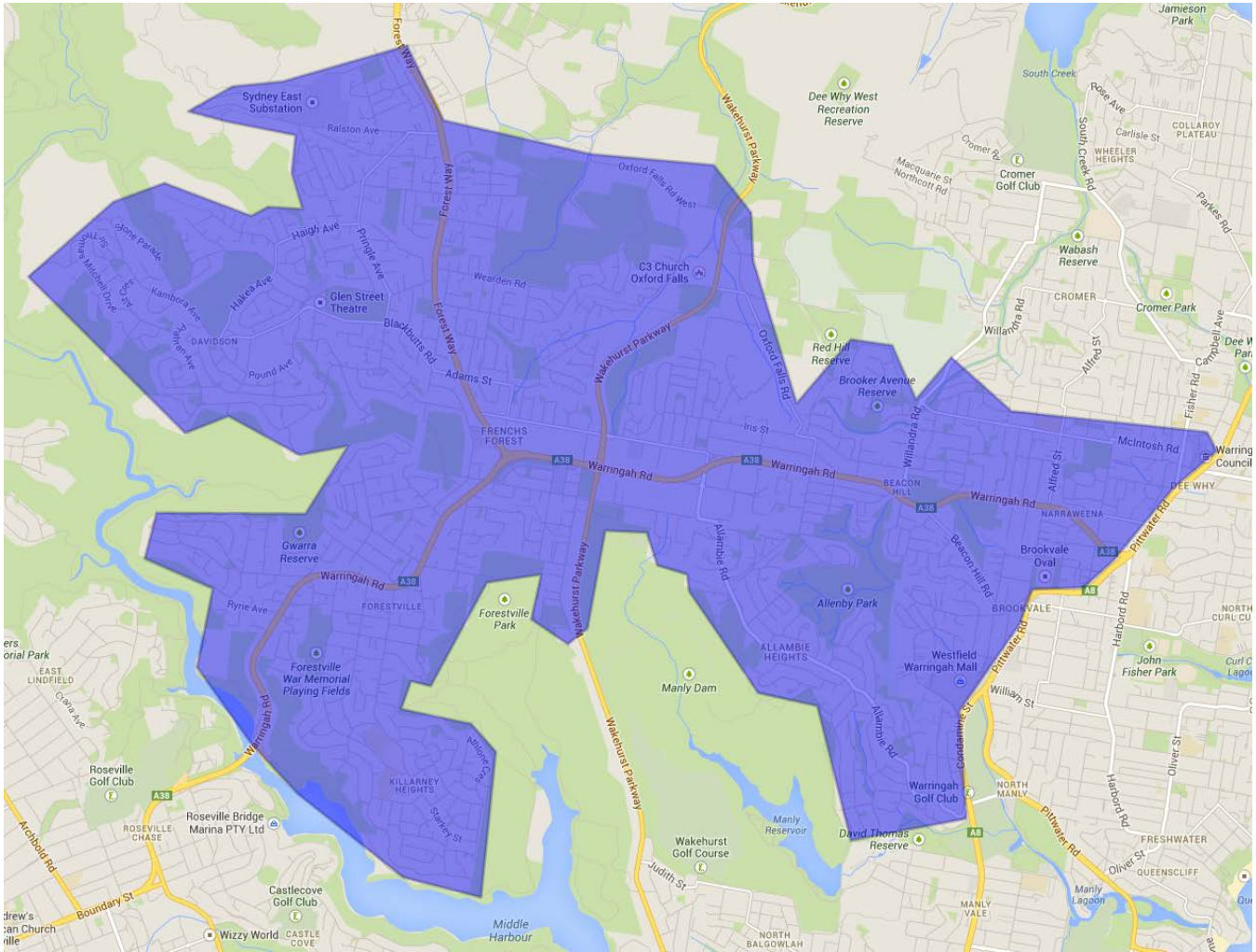
- **Wednesday 30 July 5pm to 8pm**, Galstaun Function Centre, 5 Grattan Crescent, Frenchs Forest
- **Saturday 2 August midday to 4pm**, Forestville Memorial Hall, corner Starkey Street and Warringah Road, Forestville
- **Thursday 7 August 5pm to 8pm** and **Saturday 16 August 10am to 2pm**, Manly Life Saving Club, Manly Surf Pavilion, corner of South Steyne and Ashburner Street, Manly

A formal presentation will not be given, so feel free to drop in at any time during these sessions.

Please provide your feedback to us by **Friday 29 August** by phone 1300 367 459, by email nbhroadwork@rms.nsw.gov.au or to our team directly at one of our information sessions.

rms.nsw.gov.au | 1300 367 459 | nbhroadwork@rms.nsw.gov.au

Appendix C – Distribution zones for community updates



Appendix D – Project webpage

www.ms.nsw.gov.au/projects/sydney/north/northern-beaches-hospital/index.html

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Roads & Maritime

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Home > Projects > Sydney North > Northern Beaches Hospital

Northern Beaches Hospital

The NSW Government is planning to invest \$400 million in road upgrades around the new Northern Beaches Hospital with works scheduled to be completed in time for the hospital opening.

These upgrades would provide customers with a better travelling experience by car or bus, increase the capacity of the road network and improve access through the precinct.

Concept design only, view from North West.

Key build program

Sydney Inner

Sydney North

- Carlingford – Pennant Hills Road and Marsden Road
- Catticrag – Edinburgh Road and Eastern Valley Way
- Castle Hill – Showground Road
- Chatswood – Fullers Road
- Cronome Point Wharf Upgrade
- Epping Town Centre
- Hills M2 motorway
- Lane Cove Road Clearways - Sydney Clearways
- Lane Cove Tunnel
- McMahons Point Wharf Upgrade
- Mona Vale Road Clearways
- Mona Vale Road upgrade
- Mona Vale to Macquarie Park Corridor Strategy
- Mosman Bay Wharf Upgrade

Northern Beaches Hospital

- About this project
- Frequently asked questions
- Project documents

North Manly - Condamine St - Bus Priority Program

Ponderosa Parade, Warriewood Improvement

Rosehill to Clyde – James Ruse Drive

Roseville – Boundary Street upgrade

Tarban Creek Bridge

Community updates

View or download the July 2014 Community Update (PDF, 10MB).

Project contact

For further information about this project contact:

- Phone: 1300 367 459 (toll free)
- Email: nbhroadwork@ms.nsw.gov.au

For information about the Northern Beaches Hospital:

- Phone: (02) 9978 5410
- Email: NorthernBeaches.Enquiries@hinfa.health.nsw.gov.au
- Website

On this page

Project background

Roads and Maritime Services is planning and delivering the road upgrades in two stages:

- Stage one would provide essential access to the Northern Beaches Hospital
- Stage two would help increase capacity of the road network and reduce congestion.

Roads and Maritime has developed a concept design for stage one and a schematic layout