



Transport
Roads & Maritime
Services

MONA VALE ROAD EAST AND WEST UPGRADES

Community Consultation Report

July 2015

Roads and Maritime Services 15.254
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Executive summary

Project detail

The NSW Government is proposing to upgrade Mona Vale Road from two lanes to four lanes between Terrey Hills and Mona Vale. The upgrade is being planned in three stages and aims to improve safety and traffic flow. The proposed road upgrades include:

- Stage 1 – Improvement of Mona Vale Road and Ponderosa Parade intersection. This upgrade was completed at the end of 2014
- Stage 2 – The proposed upgrade of Mona Vale Road East which includes upgrading 3.2 kilometres of Mona Vale Road from two lanes to four lanes between Manor Road, Ingleside and Foley Street, Mona Vale
- Stage 3 – The proposed upgrade of Mona Vale Road West which includes upgrading 3.2 kilometres of Mona Vale Road from two lanes to four lanes between McCarrs Creek Road, Terrey Hills and Powder Works Road, Ingleside.

What was consulted on

Between 20 October and 14 November 2014, Roads and Maritime Services displayed the proposed preliminary concept designs for Mona Vale Road East (Stage 2) and Mona Vale Road West (Stage 3) for community comment and feedback.

Information sessions were held on 23 October, 25 October and 1 November 2014. Late responses received after the 14 November 2014 deadline were accepted and are included in this report.

Community response

Roads and Maritime considered all feedback from the community about the upgrade of Mona Vale Road East and West. A total of 94 responses were received from the community and stakeholders. Within these responses, 297 individual comments were made about specific aspects of the proposal.

The feedback categories with the highest level of response included:

- Natural environment (35 per cent, 103 comments): This category focused on flora, fauna habitat and other environmental concerns including air and water quality. The majority of comments related to fauna (the safety and health of native animals and their habitat) for both Mona Vale Road East and Mona Vale Road West
- Project (17 per cent, 50 comments): This category addressed general support for or opposition to the project. The majority of comments in this category address suggested changes and additions to the preliminary concept designs for both the Mona Vale Road East and Mona Vale Road West upgrades.
- Safety (15 per cent, 45 comments): This category addressed the safety of all road users including motorists, drivers of heavy vehicles, pedestrians and cyclists. The majority of comments in this category related to the implications of heavy vehicle movements on safety.

During consultation Roads and Maritime also conducted a survey via an online video animation. A total of 24 people completed the survey and comments made via this survey have been included in the feedback summary of the report. General outcomes of the video survey indicated that the

majority of survey participants were satisfied with the preliminary concept designs for the East and West upgrades.

For the West upgrade, participants responded positively to how the preliminary concept designs would address safety, environment, and how access to Wirreanda Road and Tumburra Street would be improved.

For the East upgrade, participants responded positively to how Roads and Maritime planned to address safety, road capacity and the environment. Respondents liked the proposed truck arrester bed. All respondents liked the proposed improvements to the Ponderosa Parade and Samuel Street intersection.

A copy of the survey questions and detailed results can be found in Appendix C of this report.

Next steps

Roads and Maritime is currently preparing environmental assessment reports for Mona Vale Road East and West. These reports provide detailed information on the proposed concept road designs, environmental impacts and mitigation measures to minimise these impacts. Both environmental assessment reports will be placed on display for community and stakeholder comment.

The environmental assessment report for Mona Vale Road East will be placed on display in the second half of 2015. The environmental assessment report for Mona Vale Road West will be placed on display in the first half of 2016.

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1.0 Introduction

1.1 Background

Mona Vale Road is the main east/west link between the Pacific Highway at Pymble and Pittwater Road at Mona Vale. At about 20 kilometres long, Mona Vale Road connects the recreational attractions of the Northern Beaches and Ku-ring-gai Chase, and Garigal National Parks, with the rapidly expanding Macquarie Business Park and Macquarie University. The road corridor serves a population of 80,000 and 34,000 jobs in an area expected to continue to grow.

Mona Vale Road West currently experiences congestion in peak periods and has limited capacity. Mona Vale Road East currently experiences congestion as a result of the steep grades which reduce travel times, particularly for heavy vehicles.

In 2009 Roads and Maritime prepared the Mona Vale to Macquarie Park Corridor Strategy, which set out a 25 year framework for management of the corridor. The strategy identified short and long term priorities for Mona Vale Road, including the East and West upgrades. The strategy can be found at <http://www.rms.nsw.gov.au/projects/sydney-north/mona-vale-macquarie-park/index.html>

Roads and Maritime in January 2014 completed initial improvements at the intersection of Mona Vale Road with Ponderosa Parade and Samuel Street at Mona Vale. The work included new speed limit signs, improved line markings, signs on the steep descent and warning signs. These improvements were completed following a fatal crash in 2013 and formed part of NSW Government's \$246 million Pinch Point Program (PPP), which aims to reduce delays, manage congestion and maintain travel times on Sydney's main roads particularly during week day peak periods. Stage 1 of the upgrade followed this initial work.

1.2 The proposals

Stage 1 – Intersection improvement of Mona Vale Road and Ponderosa Parade

Stage 1 was the upgrade of the intersection of Mona Vale Road with Ponderosa Parade and Samuel Street at Mona Vale and followed on from the initial works completed in early 2014. The upgrade improved traffic flow and safety by providing a safe opportunity for cars to pass heavy vehicles before the steep grade to the west of the Mona Vale Road/Ponderosa Parade roundabout. The work included:

- Road widening and resurfacing
- Additional lane on the roundabout
- Relocating the westbound bus stop closer to the roundabout
- New signage, line marking and safety barrier.

This work was completed in late 2014.

Stage 2 – Mona Vale Road East upgrade (3.2 kilometres)

Stage 2 involves upgrading Mona Vale Road from two to four lanes between Manor Road and Lane Cove Road, Ingleside and Foley Street, Mona Vale. This upgrade aims to improve safety as well as travel time, particularly for heavy vehicles, with this section currently experiencing congestion due to the steep grades. The proposed work includes:

- Additional lanes for climbing and descending to improve travel time in both directions
- Widened shoulders and median separation to improve safety
- 80km/h speed limit between Mona Vale and Belrose once the road upgrades for both Mona Vale Road East and Mona Vale Road West are completed
- Facilities for cyclists and pedestrians
- Bus priority measures.

Stage 3 – Mona Vale Road West upgrade (3.2 kilometres)

Stage 3 involves upgrading Mona Vale Road from two to four lanes between McCarrs Creek Road, Terrey Hills and Powder Works Road, Ingleside. This upgrade aims to improve safety as well as capacity and reduce travel times with this section of Mona Vale Road experiencing congestion in peak periods. The proposed work includes:

- Additional lanes for climbing and descending to improve travel time in both directions
- Widened lanes and shoulders and median separation to improve safety
- 80km/h speed limit between Mona Vale and Belrose once the road upgrades for both Mona Vale Road East and Mona Vale Road West are completed
- Facilities for cyclists, pedestrians and recreational horse riders.

2.0 Consultation approach

Roads and Maritime is committed to understanding the views, values and concerns of the local community and stakeholders as well as keeping them informed and involved in the project.

2.1 Consultation objectives

Roads and Maritime displayed the preliminary concept designs for both Mona Vale Road East upgrade (Manor Road to Foley Street) and Mona Vale Road West upgrade (McCarrs Creek Road to Powder Works Road) for community feedback from 20 October to 14 November 2014.

The aim of the consultation was to inform the community and key stakeholders about the project, the planning approval process and next steps and to encourage feedback at the information sessions and via written submissions.

2.2 How consultation was done

Roads and Maritime invited the community and stakeholders to provide feedback on the proposed Mona Vale Road upgrades. The community and stakeholders were encouraged to provide their feedback to the project team via mail, email or phone. Feedback received after the consultation period ended was also accepted, and is included in this report.

The consultation program followed initial consultation for Mona Vale Road West in 2012. The planning for the upgrade of Mona Vale Road West started in mid 2011 and involved preliminary surveys, design feasibility studies, preliminary environmental investigations and community stakeholder discussions.

For Mona Vale West selecting the preferred option was an iterative process involving both technical and specialist input through review of constructability and value management. This included workshops with community representatives. In August 2013, Option 2 was selected as the preferred upgrade option for Mona Vale Road West following previous consultation in 2012. The preferred route includes upgrading Mona Vale Road West from two lanes to four lanes following a new alignment to the north of Mona Vale Road for a portion of the route.

The table below provides details on the communication and consultation tools used for the Mona Vale Road East and West upgrade projects.

Table 2-1 Consultation for the Mona Vale Road West and East preliminary concept design

Consultation tool or channel	Description
Local media/Newspaper advertisements	Two press advertisements were placed in the Manly Daily to raise awareness of the consultation for Mona Vale Road East and Mona Vale Road West and community information sessions.
Two community update newsletters	Separate community updates for Mona Vale Road East and Mona Vale Road West were distributed to 8,500 residents and businesses within the suburbs of Terrey Hills, Ingleside, Warriewood, Elanora Heights and Mona Vale from Monday 20 October. The updates were also published on the Roads and Maritime website. Refer to Appendix A.

Consultation tool or channel	Description
Video animation	A video fly-through of the proposed road upgrades for Mona Vale Road East and Mona Vale Road West was developed and made available at the community information sessions to help the community to clearly visualise the proposed road upgrades. The video was also published on the project web page or can be found using the following link http://www.media-server.com/m/go/MonaValeRoad_upgrade/ftag/hq1
Web page	The project web page included both community updates, information on the community information sessions and a video animation and survey.
Community information sessions	<p>Three community information sessions were held on:</p> <ul style="list-style-type: none"> • Thursday 23 October, 5pm to 8pm, German International School, Terrey Hills • Saturday 25 October, 10am to 2pm, Mona Vale Memorial Hall, Mona Vale • Saturday 1 November, 9am to 1pm, German International School, Terrey Hills. <p>The information sessions 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 100 members of the public.</p>
Stakeholder briefings	Roads and Maritime held meetings with key stakeholders about the proposed road upgrades for Mona Vale Road East and Mona Vale Road West and potential impacts.

2.3 Community response

Thank you to everyone who provided feedback during the consultation period:

- Roads and Maritime received 67 written submissions
- Roads and Maritime received three submissions by phone
- Roads and Maritime received 24 submissions via the online video animation for the preliminary concept designs
- Around 100 people attended the community information sessions.

3.0 Consultation report

3.1 Overview

Roads and Maritime considered all responses received about the preliminary concept designs for the proposed East and West upgrades of Mona Vale Road. A total of 94 responses were received from the community and stakeholders, raising a total of 297 individual comments overall for Mona Vale East, Mona Vale West and general comments to both projects. Mona Vale East had 97 comments, Mona Vale West had 80 comments and there were 120 general comments related to both projects.

Figure 3-1 Number of comments relating to both upgrades by feedback category for both upgrades

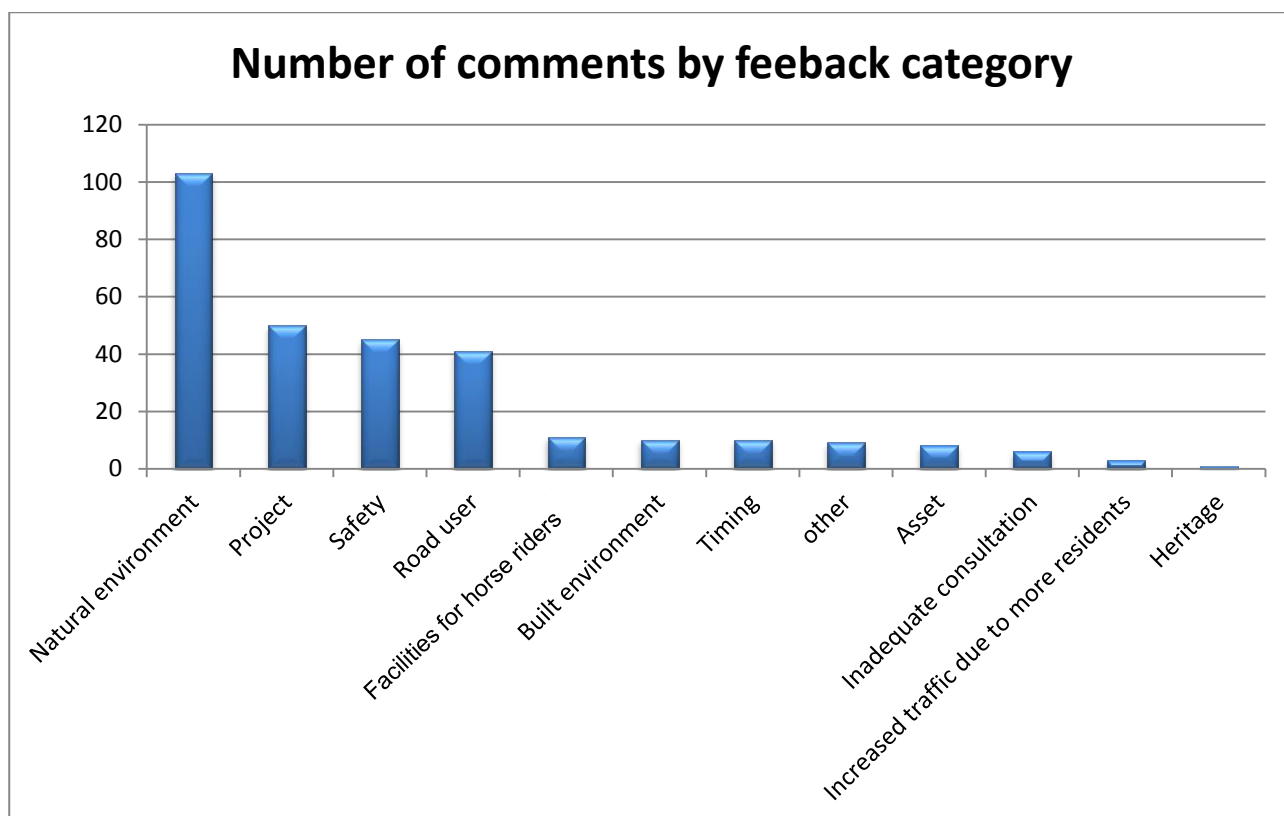


Figure 3-1 shows the number of comments received from the community and stakeholders by feedback category. Of the 297 comments received in relation to the upgrades of Mona Vale Road, matters concerning the natural environment represented over a third of all comments at 35 per cent (103 comments).

3.1.1 Preliminary concept design animation

The preliminary concept design video animation was viewed 1198 times. Linked to this animation was a survey. Some survey questions asked respondents to select from specific response choices (e.g. I like it, no opinion, I don't like it) and open comments were also invited. The survey was completed by 36 participants, 24 of which contributed written answers that are included in the submissions count. The online survey was divided into two sections for Mona Vale Road West and Mona Vale Road East.

The section on Mona Vale Road West asked seven questions. Overall, these questions were answered positively, with the majority of participants selecting 'I like it' to respond to the questions. This indicates that the majority of survey participants are satisfied with both the overall concept plan and with how the plans would address safety, environment, and how access to Wirreanda Road and Tumburra Street would be improved.

The section of the survey on Mona Vale Road East asked eight questions. The overall responses to these questions were positive with a considerable majority of participants selecting 'I like it' to respond to the questions. These positive responses show that the survey participants are happy with the concept plan for Mona Vale Road East and how Roads and Maritime proposes to address safety, road capacity and environment. The responses also indicate that the respondents like the proposed truck arrester bed. One hundred per cent of participants who answered question five responded with 'I like it', which shows that improvements to the Ponderosa Parade and Samuel Street intersection was very well received by the survey participants.

To view the questions and responses of the survey, refer to the Community Analytics report compiled in Appendix C.

3.2 Summary and Roads and Maritime response

Comments raised by the community have been categorised and divided into three sections to help you to navigate through the feedback including:

1. General feedback that relates to the road upgrades for both Mona Vale Road East and Mona Vale Road West (120 comments)
2. Feedback that is specific to Mona Vale Road West (80 comments)
3. Feedback that is specific to Mona Vale Road East (97 comments).

3.2.1 General feedback relating to both upgrades for Mona Vale Road East and West

A total of 120 comments were raised by the community relating to both upgrades. Figure 3-2 shows the spread of general comments across feedback sub-categories. It demonstrates that the community and stakeholders are most concerned about impacts on fauna (i.e. the safety and health of native animals and their habitat) for both Mona Vale Road East and West. Table 3-2 below provides a summary of all general comments received and our response.

Figure 3.2 Number of comments relating to both upgrades by feedback sub-category

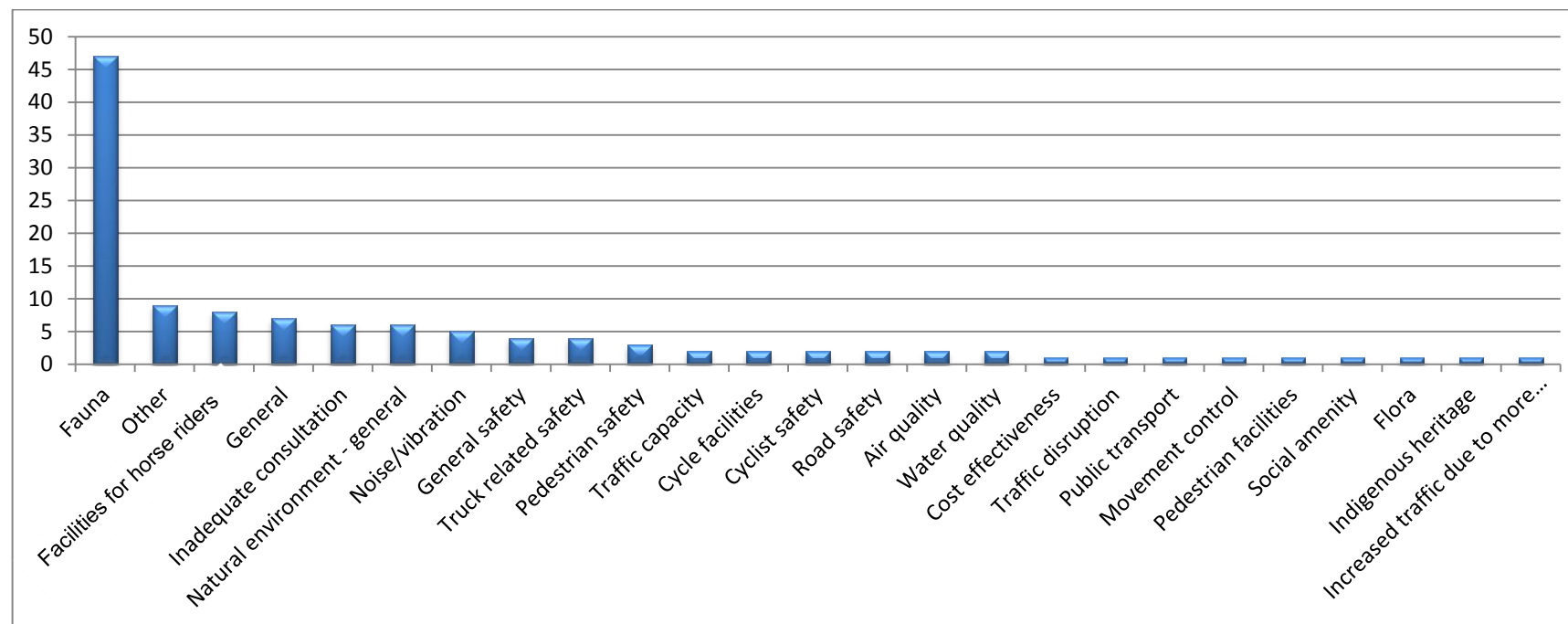


Table 3-2 General feedback summary and responses

Category	Sub-comments	Comment	Roads and Maritime's response
Project	General	There are concerns that the proposed road widening is not providing a long term solution.	Roads and Maritime is working closely with Pittwater Council and the Department of Planning and Environment and has taken the projected traffic into account in the traffic modelling for the proposed road upgrades for Mona Vale Road East and West. The traffic projections also include the impacts of future residential land releases in the area. The proposed road widening would not preclude additional lanes in the future using the widened carriageway.
		Some respondents positively commented on the proposed road upgrades: <ul style="list-style-type: none"> • Future oriented transport solution • Well thought out proposal • Taking action to address congestion. 	Roads and Maritime has noted this positive feedback and would like to thank the members of the community for taking the time to provide this feedback.
		Requests were made to reduce the number of traffic lights along Mona Vale Road East and West.	Roads and Maritime is currently carrying out a traffic impact assessment that includes assessing the impacts of the additional traffic lights. As a result of the proposed road widening, a number of intersections would require traffic lights to improve safety.
		Requests were made to fence the Mona Vale Road where there is thick natural bush on both sides of the road.	Roads and Maritime is currently carrying out flora and fauna investigations. A result of these studies will be the identification of areas where fauna fencing may be required.

		<p>There are concerns that the plans to carry out the proposed road upgrades to Mona Vale Road East ahead of Mona Vale Road West will do little to address the issue of morning peak hour traffic on weekdays, particularly where traffic merges into a single lane at the Baha'i temple.</p>	<p>Roads and Maritime acknowledges that the Mona Vale Road East upgrade would not address the traffic merging issues west of Powder Works Road. Stage 3 of the project involves widening Mona Vale Road west of Baha'i Temple Way which will eliminate this current bottle neck. Roads and Maritime is planning that the upgrade of Mona Vale Road West would follow soon after the completion of the Mona Vale Road East upgrade. Once both the upgrades are completed, road users would experience the overall benefit of the improvements to Mona Vale Road.</p>
		<p>There was a request for the proposed road upgrades to be designed to emulate the free flowing advantages of a freeway.</p>	<p>Roads and Maritime has considered requirements for future widening. A freeway/motorway style road would require a larger construction footprint than what is currently proposed for the upgrades to Mona Vale Road East and West and would not be consistent with Mona Vale Road between Terrey Hills and Pymble. Most of the proposed road upgrade follows the current Mona Vale Road alignment along a ridge line through two national parks. A motorway style road would not accommodate local access requirements. These factors, together with the topography of the area, must be taken into consideration in determining the practical 'footprint' of the project. The road upgrades that have been proposed by Roads and Maritime would provide road users with a better travelling experience and will improve safety and traffic efficiency.</p>

		<p>Some residents were critical of the consultation process in relation to the notification period, timing of the information sessions and timing of distribution of community updates.</p>	<p>When Roads and Maritime carries out community consultation, the community and stakeholders are informed using a combination of the following methods:</p> <ul style="list-style-type: none"> • Community updates published and distributed • Press advertisements in local newspapers • Media releases • Updates on project web pages • Emails updates to community members who have signed up to the project database • Meetings and briefings. <p>All of these methods were used for this phase of consultation for Mona Vale Road East and West upgrades in October 2014.</p>
<p>Consultation process</p>		<p>Some residents were critical of the limited information provided in the supporting collateral and wanted information regarding the construction including the duration, expected duration of construction, start date, the techniques, noise, timing of work and the construction footprint.</p>	<p>The consultation that was carried out in October 2014 was for the preliminary concept design. Development of the detailed construction methodology information is usually not known until the design has progressed to concept design or detailed design. During the future public display of the environment assessment and concept design, information about construction methods and staging will be available. The community and stakeholders will be provided with a further opportunity to comment at this time. Please note that the timing of construction has not yet been confirmed.</p>

		Some residents were critical of the information available on the project web page and commented that the information was not detailed enough.	Information on the project website is related to the current stage of project development which is the preliminary concept design stage. More detailed information will be available when the environmental assessment and proposed concept design has been completed and is placed on display for comment.
Asset	Cost effectiveness	Requests were made to ensure the proposed road upgrades catered for future capacity and additional lanes.	Roads and Maritime has considered capacity requirements for future upgrades including the increased traffic from future land releases in the area. Most of the proposed road upgrade follows the current Mona Vale Road alignment along a ridge line through two national parks. The road design, which allows for the additional two lanes of traffic, would ensure that impacts on these national parks are minimised and that the project 'footprint' is minimised.
		A suggestion was made to reserve land at major intersections to allow for future upgrades.	Roads and Maritime has included known proposed land releases into our traffic modelling to assess the impact of these releases. This modelling forecasts potential growth to 2036. This information will guide the design of the road and need for acquisition of any additional land.
		A request was made to ensure that the proposed road upgrades prioritised traffic flow and road safety over environmental concerns.	Roads and Maritime considers a number of issues when planning a road upgrade. These include road safety, future traffic growth and environmental impacts. These issues would all be addressed in the environmental assessment for the project, which will be displayed for comment.

	Maintenance	Requests were made to ensure that the surface, maintenance and clearing of debris on the upgraded road are maintained to create and retain a safe cycle route.	Roads and Maritime maintenance contractors will be required to maintain the widened road including the road shoulders once the upgrade is completed.
Road user	Traffic capacity	Some residents are concerned that the proposed road upgrades (Stages 1, 2 and 3) will be of no benefit to westbound morning commuter traffic until the bottle neck west of Baha'i Temple Way is opened.	<p>Roads and Maritime recognises that improvements to the existing congestion along Mona Vale Road will not be fully realised until all stages of the project have been completed. Stage 3 of the project involves widening Mona Vale Road west of Baha'i Temple Way which will eliminate this current bottle neck.</p> <p>The reason that Mona Vale Road East is to be constructed first is that this section is considered a higher safety risk due to the steep downhill grade and past serious crashes. In addition, Mona Vale Road West has a number of more complex issues that must be resolved prior to construction commencing. These include the acquisition of small sections of Ku-ring-gai Chase National Park and the impacts on species that are listed under the NSW Threatened Species Act 1995 and Commonwealth Environment Protection and Biodiversity Conservation Act 1995.</p>
	Traffic disruption	Some residents are concerned that construction of the proposed upgrade will severely interrupt traffic flow possibly for some years.	Roads and Maritime acknowledge that there will be disruption to traffic flow during the construction period. A traffic management plan would be prepared to manage traffic during the construction period. The local community and road users will be regularly informed of any changed traffic arrangements.

	Public Transport	Requests were made to improve the frequency and duration of bus services along Mona Vale Road to reduce traffic (current bus service is infrequent at times and almost non-existent at night).	Bus timetabling and planning is managed by Transport for NSW. Roads and Maritime is working with Transport for NSW to understand their future requirements for public transport along this road corridor. Roads and Maritime has also forwarded this request to Transport for NSW.
	Cyclist and cycle facilities	Some residents are concerned about the proposed wide shoulders along Mona Vale Road East and West to allow cyclists to cycle along Mona Vale Road and are calling for alternative routes to be made available to cyclists.	Roads and Maritime is investigating provision of an alternate off-road cycle facility for the length of the upgrade away from the Mona Vale Road corridor. Further details will be provided during the display of the environmental assessment. On-road cyclists would be able to use the wide shoulder on the upgraded road.
		There was a request to upgrade McCarrs Creek Road, the adjacent national park roads, to cater for cyclists and make it an alternative route for cyclists instead of Mona Vale Road.	Upgrades to McCarrs Creek Road or the adjacent national park roads are outside the scope of the current proposed upgrades for Mona Vale Road East and West. Roads and Maritime is investigating provision of an alternate off-road cycle facility for the length of the upgrade away from the Mona Vale Road corridor as part of the Mona Vale Road East and West upgrades.
		Some residents are concerned that the proposed road upgrades for Mona Vale Road East and West do not connect at Ingleside. This is a safety concern for cyclists as the wide shoulders vary in width and they will be forced into narrower cycle lanes which collect debris and nails.	Roads and Maritime will explore options for improving the cycle connections between the two projects in consultation with the local council.

		Some residents are concerned that Roads and Maritime could remove all the proposed provisions for cyclists because the bike design guidelines from AustRoad are non-binding.	Roads and Maritime is proposing to provide widened shoulders to cater for on-road cyclists and provide paths away from Mona Vale Road for recreational cyclists as part of the upgrades.
		Some members of the community commented that the details on signage, lanes and traffic flow for other road users is not yet available and a safe cyclist thoroughfare over the overpass is crucial to avoid motor transport 'cutting off' pedal transport.	<p>The consultation that was carried out in October 2014 was on the preliminary concept design and did not include detailed information. During the display of the environment assessment and concept design more detailed information will be available. Community members and stakeholders will be provided with a further opportunity to comment at this time.</p> <p>As part of the proposed upgrades Roads and Maritime would provide upgraded road signage in accordance with Australian standards.</p> <p>Roads and Maritime is proposing to provide a multi-use path along the length of the Mona Vale Road West proposal to connect Ingleside to Terrey Hills for use by pedestrians, cyclists and recreational horse riders. The path would generally follow the alignment of the proposed new utility corridor. The proposed road upgrade would also provide 2.5 metre wide shoulders on Mona Vale Road West for on-road cyclists.</p>
		Signage should be provided to show that cyclists are permitted to use the road and to make drivers aware of cyclists.	Appropriate signage indicating that multi-use paths are for the use of cyclists, pedestrians and horse riders would be provided. The proposed road upgrade would also provide 2.5 metre wide shoulders on Mona Vale Road West for on-road cyclists. Appropriate signage would be provided indicating that the shoulders can be used by cyclists.

	Movement control	Some residents are concerned that the proposed median barriers will change access to their properties.	Roads and Maritime acknowledge that there will be some changes to property access. Property owners impacted by any proposed access changes will be consulted. This issue will also be addressed further in the environmental assessment report.
	Pedestrian facilities	<p>Some members of the community made requests to provide additional pedestrian facilities including:</p> <ul style="list-style-type: none"> • Provide a pedestrian bridge rather than fauna underpasses and overpasses • Provide safe pedestrian crossings at key intersections along Mona Vale Road and pedestrian bridges • Provide pedestrian overpass and underpass facilities at intersections. 	<p>The traffic modelling, which is based on existing and proposed pedestrian demand, shows that pedestrian bridges are not warranted.</p> <p>New pedestrian facilities proposed as part of the Mona Vale East and West upgrades include:</p> <ul style="list-style-type: none"> • An off-road multi-use path (for use by pedestrians, cyclists and recreational horse riders) along the length of the Mona Vale Road West upgrade to connect Ingleside with Terrey Hills • Additional pedestrian connectivity away from the Mona Vale Road East corridor due to the steep descent from the Warriewood Escarpment • A shared path along the southern side of Mona Vale Road between Foley Street and Ponderosa Parade • New signalised pedestrian crossings at the intersections of Mona Vale Road with Ponderosa Parade/Samuel Street and Kimbriki Road. <p>Existing signalised pedestrian crossings are located at the intersections of Mona Vale Road with Foley Street, Powder Works Road and Manor Road.</p>

	<p>Facilities for horse riders</p>	<p>Some members of the community commented positively on the facilities for recreational horse riders. Some requests were made to:</p> <ul style="list-style-type: none"> • Provide trails for horse riders linking the national parks and the trail link between the Chiltern trail and duck ponds • Provide a safe crossing, underpass or overpass for horse riders. 	<p>Roads and Maritime has noted the positive feedback. Additional trails for horse riders linking the national parks with other trails are outside the scope of work for this project.</p> <p>Horse riders would be able to safely cross Mona Vale Road once they have dismounted in five locations including:</p> <ul style="list-style-type: none"> • Two new signalised pedestrian crossings at traffic lights at the intersections of Mona Vale Road with Ponderosa Parade/Samuel Street and Kimbriki Road • Three existing signalised pedestrian crossings located at the intersections of Mona Vale Road with Foley Street, Powder Works Road and Manor Road. <p>Horse riders would also be able to safely cross a single lane of traffic at Tumburra Street which connects to the Caley Trail.</p>
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Safety	General	<p>Requests were made to ensure that the proposed road designs incorporated road safety features for all road users.</p>	<p>A primary objective of the road upgrade is to improve road safety. Roads and Maritime has incorporated numerous features to improve safety along the corridor.</p> <p>The proposed road upgrade would provide:</p> <ul style="list-style-type: none"> • 2.5 metre wide shoulders for on-road cyclists and to allow a safer area for breakdowns on Mona Vale Road West and three metre shoulders on Mona Vale Road East • An additional westbound truck climbing lane on • Mona Vale Road west of Kimbriki Road as well as dual lanes for climbing and descending to improve travel times and to allow vehicles to safely pass heavy vehicles on the steep grade • A central concrete safety barrier along Mona Vale Road between McCarrs Creek Road and Powder Works Road, and from east of Manor Road to the west of Daydream Street to improve safety by preventing vehicles crossing to the other side of the road • A truck arrester bed on the downward slope immediately west of the Mona Vale Cemetery.
		<p>Some residents are concerned that the proposed road upgrades have not taken the current state of the rock cliffs and rock faces into account, particularly the impacts on the cliffs on the northern side of Mona Vale Road heading east.</p>	<p>Roads and Maritime has carried out various technical investigations to inform the design of the proposed road upgrades, including geotechnical investigations. Geotechnical investigations contribute to information on rock face stability. Where necessary, rock faces would be stabilised as part of construction.</p>

		<p>Some residents are concerned that the proposed road upgrades do not go far enough to reduce speeding and could even encourage speeding.</p>	<p>Roads and Maritime appreciates and shares the concerns of the community about speeding drivers in NSW. The primary objectives of the proposed Mona Vale Road upgrades are to improve safety, increase capacity and reduce congestion in peak periods. The upgrades will be designed to conform to current road design standards and to meet modern road safety requirements. The new road design will be subject to a road safety audit to confirm that the road can safely be used at the design speed of 80km/h. While Roads and Maritime makes every effort to design its roads as safely as possible, drivers who deliberately speed irrespective of the sign posted speed limit continues to be an issue across the State. Roads and Maritime together with the Centre for Road Safety and NSW Police will continue in its efforts to reduce this unsafe behaviour through enforcement actions and safe driving awareness and behaviour change campaigns.</p>
		<p>Requests were made to provide fencing along Mona Vale Road to separate motorists and cyclists and to improve safety for all road users.</p>	<p>Roads and Maritime does not typically provide fencing along major arterial roads to separate motorists and cyclists. Roads and Maritime is proposing 2.5 metre and three metre wide shoulders which can be used by on-road cyclists and intends to provide alternate off-road cycle facilities for the length of the upgrades away from the Mona Vale Road corridor. Details will be provided during the display of the environmental assessment report.</p>

	Truck related safety	<p>Some residents are concerned about the number of truck crashes and fatalities on the existing Mona Vale Road which they believe has been poorly designed.</p> <p>Requests were also made to provide safety measures for heavy vehicles including:</p> <ul style="list-style-type: none"> • Reduced speed limits for heavy vehicles • Truck arrester facilities. 	<p>As part of the Mona Vale Road East upgrade a truck arrester bed and a truck and bus speed limit would be introduced. Roads and Maritime also intends to provide:</p> <ul style="list-style-type: none"> • Dual lanes for climbing and descending to improve travel times and to allow vehicles to safely pass heavy vehicles at the steep grade • A central concrete safety barrier along Mona Vale Road between McCarrs Creek Road and Powder Works Road, and from east of Manor Road to west of Daydream Street to improve safety by preventing vehicles crossing to the other side of the road.
	Road	<p>Requests were made to provide three metre wide shoulders along both Mona Vale Road East and West.</p>	<p>A three metre wide shoulder for Mona Vale Road West could not be accommodated due to impacts on national parks and threatened species. A 2.5 metre shoulder would be provided as part of the road upgrade.</p>
Built environment	Noise/vibration	<p>Residents are concerned that the proposed road upgrades will remove all the trees along Mona Vale Road East and West that currently dissipate road noise. Requests were also made to provide noise walls along the length of the road to reduce the noise from the extra traffic that will be generated by the upgrade.</p>	<p>As part of the environmental assessment a noise assessment would be carried out to determine the noise impacts of the proposal on surrounding land uses including residents. This noise assessment will advise if any noise treatments are required. Details of the noise assessment will be provided during the display of the environmental assessment report. In general, trees provide poor noise mitigation. Nevertheless, Roads and Maritime is preparing an urban design and landscape assessment report that will provide recommendations on landscaping requirements to improve visual amenity.</p>

	Air quality	Residents are concerned that the air pollution will get worse once the road is upgraded.	A primary objective of the proposed upgrade is to reduce congestion and improve travel time. This improvement in travel times and vehicle speed is expected to result in lower overall vehicle emissions and improve air quality. The environmental assessment will assess air quality impacts in more detail.
	Social amenity	Requests were made to plant trees along the shared paths to provide shade along the shared pedestrian and cycle path.	Roads and Maritime has commissioned a landscape and urban design investigation as part of the environmental assessment. Details will be provided during the display of the environmental assessment.
Natural environment	General	Residents would like to know what the plans are for seed collection and soil translocation where bushland is located.	Revegetation work would be carried out in accordance with the Roads and Maritime Biodiversity Guidelines – Guide 3: Re-establishment of Native Vegetation. Consultation and collaboration between ecological and landscape design specialists would be carried out to ensure revegetation works are based on sound ecological principles.
	Flora/fauna	Residents would like to know if an ecology assessment has been carried out and whether a Review of Environmental Factors/Environmental Impact Statement has been completed.	Roads and Maritime has carried out several years of ecological investigations. The results of these will be included in the Review of Environmental Factors (REF) reports that are currently being prepared for Mona Vale Road East and Mona Vale Road West. The REFs will be displayed for community comment.

		<p>Requests were made to provide solutions to maintain and monitor the present and future populations of both the flora and fauna in advance of the road works commencing.</p>	<p>Extensive monitoring of flora and fauna species has been carried out by specialist biodiversity consultants for the past two years. In accordance with Roads and Maritime's obligations the proposed road upgrade is being designed to avoid and minimise the impacts on flora and fauna where possible. The environmental assessment and approval process will inform any post construction monitoring requirements. Fauna connections would be constructed as part of the upgrades. Details will be provided during the display of the environmental assessments.</p>
		<p>Some residents are concerned about the impact of the proposed road upgrades on the upland swamp/wet heathland next to Mona Vale Road in Ingleside.</p>	<p>Detailed flora and fauna surveys are being carried out for the environmental assessment to identify any potential impacts from the proposed road upgrade. An assessment of the impacts on the upland swamp and heath would be carried out and appropriate mitigation measures included in the environmental assessment report.</p>
		<p>Some residents are concerned that the proposed concrete barriers in the middle of Mona Vale Road will reduce fauna connectivity for terrestrial species by 100 per cent.</p>	<p>To help minimise the potential impacts of the concrete median on fauna, Roads and Maritime is working with specialist biodiversity consultants to determine the most appropriate locations for fauna crossings, fauna fencing and the type and design of crossing structures. These structures would be incorporated into the road design. Details will be provided during the display of the environmental assessment for each of the road upgrade proposals.</p>

		<p>Some members of the community positively commented on the plans to provide fauna crossings (overpasses and underpasses). However, some residents didn't feel that the upgrades provided enough fauna crossings. Specific suggestions included the installation of:</p> <ul style="list-style-type: none"> • Pipes or culverts at 50 metre intervals • Fauna fencing along Mona Vale Road • Fauna crossing options tailored to individual species • A substantial vegetated fauna overpass to link the relevant national parks and to allow a source of breeding and food • Crossings for Swamp Wallabies and birds under 20 grams • Wildlife signs at appropriate locations • Fauna crossings on ancillary roads leading to Mona Vale Road • Underpasses that are not too long and dark • Provide a combination of overpasses and underpasses to encourage use by the different species • Glider poles and canopy bridges at appropriate locations. 	<p>Roads and Maritime has noted the positive feedback and would like to thank the members of the community for taking the time to provide this feedback.</p> <p>Roads and Maritime is working with specialist biodiversity consultants to determine the most appropriate locations for fauna crossings, fauna fencing and the type and design of crossing structures. These structures will be incorporated into the road design.</p> <p>Details will be provided during the display of the environmental assessment for both of the road upgrade proposals.</p>
		<p>Some residents requested that the bushland in the proposed Ingleside land release precinct be preserved to provide wildlife corridors from the proposed animal mitigation measures on the Mona Vale Road upgrade.</p>	<p>Roads and Maritime is working with Department of Planning and Environment and Pittwater Council to understand the potential impacts of the land release and the road upgrades and develop appropriate green corridors within the Ingleside land release.</p>

	Water quality	Some residents queried the drainage plans for the proposed road upgrades.	Roads and Maritime has carried out a concept drainage design including an assessment of the need for installing water quality control improvement devices such as gross pollutant traps. Details will be provided in the environmental assessment for each of the upgrades and displayed for public comment.
Heritage	Indigenous	Some residents requested that any indigenous heritage in the area should not be affected by the proposed upgrades and road widening.	Roads and Maritime has engaged specialist cultural heritage consultants to carry out an archaeological heritage survey. A Statement of Heritage Impact is being prepared to determine any impacts on local indigenous heritage and appropriate mitigation measures. This will form part of the environmental assessment reports that will be displayed for comment.
Increased traffic due to more residents		Some residents are concerned about the proposed land releases and subsequent traffic growth from the Warriewood Valley and the impacts to traffic.	Roads and Maritime has included known proposed land releases in our traffic modelling to assess the impact of the releases. This modelling forecasts potential growth to 2036. This information will guide the design of the road upgrades. More detail would be provided in the environmental assessment reports which will be displayed for comment.
		Some members of the community are concerned about the future traffic impacts on Mona Vale Road and Powder Works Road with the proposed land releases by the councils and multi-story developments. What does Roads and Maritime and Pittwater Council have planned for these major roads?	Roads and Maritime has included known proposed land releases into our traffic modelling to assess the impact of the releases. This modelling forecasts potential growth to 2036. This information will guide the design of the Mona Vale Road upgrades. Improvements or changes to Powder Works Road are under the control of Pittwater Council. This work is outside the scope of work for the proposed upgrades to Mona Vale Road East and West.

Other		A request was made to move the utility cables from the road reserve to the footpath.	Roads and Maritime is investigating relocating impacted utilities to a utility corridor away from Mona Vale Road where practical. This would be outlined in the environmental assessment and displayed for comment.
		A request was made to fix the stormwater drains.	Roads and Maritime would upgrade stormwater drainage where it is impacted by the upgrades. This would be outlined in the environmental assessment and displayed for comment.
		A request was made for the proposed road upgrades to consider the needs of road users towing horse floats.	Travel lane widths of 3.5 metres would be provided as part of the proposed road upgrades. The proposed intersection upgrades would also be able to cater for turning movements of vehicles up to 19 metres in length. This would be outlined in the concept design and displayed for comment.
		A request was made to improve the road signage.	As part of the proposed upgrades Roads and Maritime would provide upgraded road signage in accordance with Australian Standards.
		Some residents are concerned that the proposed road upgrades do not include any improvement to the intersection of Powder Works Road and Chiltern Road.	<p>The section of Mona Vale Road at Ingleside, between Manor Road and Powder Works Road has previously been upgraded to four lanes (Chiltern Road is between this section).</p> <p>There are no plans to further upgrade this section of road or to upgrade the intersections of Mona Vale Road with Powder Works Road and Chiltern Road. The proposed upgrades to Mona Vale Road, which would provide four lanes along its entire length, are expected to improve the performance of these intersections.</p>

		<p>Some members of the community commented positively on Roads and Maritime's efforts and stated that they appreciate the effort to consult and communicate with the community regarding the proposed road upgrades to date.</p>	<p>Roads and Maritime thanks members of the community for providing this positive feedback.</p>
		<p>Some members of the community want to know the plans for upgrading Powder Works Road.</p>	<p>Improvements or changes to Powder Works Road are under the control of Pittwater Council. This work is outside the scope of work for the proposed upgrades to Mona Vale Road East and West.</p>

3.2.2 Feedback relating to Mona Vale Road West upgrade

A total of 80 comments were raised by the community relating to the Mona Vale Road West upgrade. Figure 3-3 shows the spread of general comments across feedback sub-categories. It demonstrates that the community and stakeholders are most concerned about impacts on fauna (i.e. the safety and health of native animals and their habitat). This is followed by suggested changes or additions to the concept design. Table 3-3 below provides a summary of all general comments received and provides a response to each of the comments.

Figure 3-3 Number of comments relating to the Mona Vale Road West Upgrade by feedback sub-category

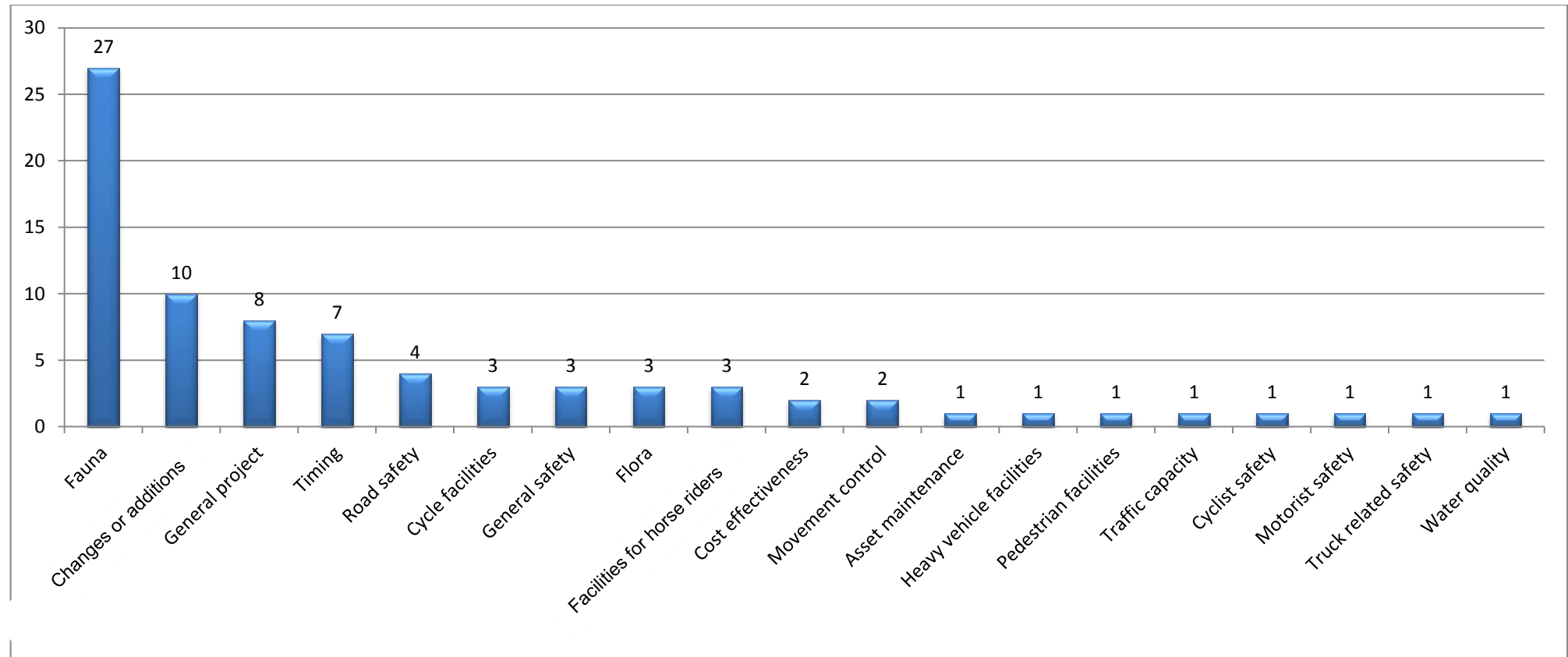


Table 3-3 General feedback summary and responses relating to the Mona Vale Road West upgrade

Category	Sub-comments	Comment	Roads and Maritime's response
Project	General	Wirreanda Road and Tumburra Street – Some members of the community positively commented on the proposed access improvements at the intersections of Wirreanda Road and Tumburra Street from Mona Vale Road and felt they were long overdue.	Roads and Maritime has noted this positive feedback and would like to thank the members of the community for taking the time to provide this feedback.
		Some members of the community commented that they were not concerned about the environmental impacts from the proposed road upgrades for Mona Vale Road West because the upgrades are for the greater good.	When Roads and Maritime plans future road upgrades it is required by legislation to assess the environmental impact of proposals and provide mitigation measures for any significant environmental impacts.
		Some members of the community positively commented on the proposed separate multi-use path.	Roads and Maritime has noted this positive feedback.
	Suggested changes or additions to the concept design	Kimbriki Road intersection – A request was made to remove the proposed traffic lights for eastbound traffic at the intersection of Kimbriki Road and Mona Vale Road to ensure that traffic can flow freely similar to Tumburra Street.	There are significant constraints at the Kimbriki Road intersection that prevent the construction of an overpass at this location similar to that proposed for Tumburra Street. These include the topography and the need to minimise the acquisition of land from the adjacent national parks.
		Wirreanda Road – A request was made to move the proposed exit for Wirreanda Road further east off Mona Vale Road to provide safer access for traffic entering from Kimbriki Road.	Roads and Maritime will carry out a road safety audit on the proposed design to ensure the proposed exit is in the right location. Relocating this exit ramp further to the east may not be possible due to environmental, road safety and constructability issues.

		Consider an opening at the eastern end of Old Mona Vale Road at Terrey Hills to assist with congestion	While the intersection is outside the project boundary, Roads and Maritime will investigate if it is feasible to provide this opening as part of detailed design. Road safety considerations will dictate whether this is a feasible option.
		Tumburra Street – A request was made to provide an eastbound on ramp from Tumburra Street to Mona Vale Road eastbound.	Roads and Maritime considered providing an eastbound ramp to Mona Vale Road from Tumburra Street but determined it was not feasible due to the existing topography and constructability issues. An alternate ramp location off Wirreanda Road was identified.
		A suggestion was made to construct the proposed road upgrade further north and away from the existing road corridor. It was also suggested that a bridge could be built above the valley like the Sea Cliff Bridge to resolve any environmental concerns.	Roads and Maritime carried out an extensive route options selection process in 2012/13. This included investigating alternate routes away from the existing Mona Vale Road alignment. This process has been documented in the preferred options report that is available on the Roads and Maritime website. A section of the proposed alignment, east of Kimbriki Road, has been moved to the north of the existing alignment. A viaduct (bridge) option was considered, however this was not feasible due to budget and constructability constraints.
Road user	Movement control	McCarrs Creek Road: A request was made to provide a right turn at McCarrs Creek Road A request was made to queue lengths at the traffic lights on ramp instead of through signals eastbound at the McCarrs Creek Road intersection.	As part the traffic impact assessment, Roads and Maritime has examined the traffic impacts of the proposed upgrade and determined that the intersection at McCarrs Creek Road would operate at a satisfactory level in its current configuration. However, Roads and Maritime will continue to monitor the performance of the intersection and the impacts on the road network.

	Heavy vehicle facilities	Wirreanda Road/Tumburra Street – A request was made to ensure the proposed roundabout could cater for large trucks.	Roads and Maritime has designed the upgrade to cater for trucks. The proposed upgrades to intersections would be able to cater for turning movements of vehicles up to 19 metres in length, this includes semi-trailers.
Safety	Multi-use path	A request was made to ensure there is an adequate buffer between Mona Vale Road and the shared path, and signage to inform users on how to share the path safely.	An appropriate separation between the path and road would be provided, or a fence would be provided.
		A request was made to install speed limits on the shared path for cyclists to ensure that all users can safely use the path.	Signage will be placed on the multi-use pathway indicating that the pathway is for the use of cyclists, pedestrians and horse riders. Speed limits on cycle paths are generally not sign posted and are difficult to enforce. Appropriate signage would be placed indicating that the path is for shared use, consistent with the NSW Bicycle Guidelines.
	Cyclist	A request was made to provide a crossing for cyclists at the intersection of McCarrs Creek Road and Mona Vale Road.	There is an existing underpass to the west of McCarrs Creek Road to provide cyclists with a safe crossing.
	Road	A request was made to review the speed limit along Mona Vale Road.	Roads and Maritime has reviewed the speed limit for the road upgrades and is proposing to provide a consistent 80km/h speed limit between Mona Vale and Belrose once Mona Vale Road East and West upgrades are completed. The upgrades would be designed to conform to current road design standards and to meet modern road safety requirements. The new road design would be subject to a road safety audit to confirm that the road can safely be used at the design speed of 80km/h.

		A request was made to provide shoulders wider than 2.5 metres for safety reasons.	A three metre wide shoulder for Mona Vale Road West could not be provided due to impacts on National Parks and threatened species. A 2.5 metre shoulder would be provided as part of the proposed road upgrade.
		A request was made to review the changed access arrangements from Addison Road to Mona Vale Road as some residents are concerned they might get trapped in emergency situations.	The closure of Addison Road is to address an existing safety issue at the intersection with Mona Vale Road. A gate would be provided across the access which could be opened in an emergency situation, providing direct access to Mona Vale Road. The local bushfire brigade, council and Roads and Maritime would be able to open these gates in emergency situations.
	Truck related safety	Kimbriki Road intersection – A request was made to remove the proposed traffic lights at the intersection of Kimbriki Road and Mona Vale Road as some residents are concerned that heavy vehicles won't be able to stop safely on the downhill run from McCarrs Creek Road.	With the upgrade of Mona Vale Road and the expansion of the Kimbriki tip, the intersection requires a set of traffic lights to operate safely. The existing right turn bay into Kimbriki Road would be lengthened for additional vehicle storage capacity and safety.
Natural environment	Flora	Wirreanda Road – A member of the community commented that the proposed new exit for Wirreanda Road on the northern side of Mona Vale Road is also very sensitive in terms of flora. Grevillea caleyi – Some members of the community are concerned about the impact of the proposed upgrade for Mona Vale Road West on flora such as Grevillea caleyi.	Roads and Maritime has carried out about two years of biodiversity surveys to assist in assessing the impacts the project will have on fauna and flora. The environmental assessment report will identify any impacts the proposal will have on threatened flora species including Grevillea caleyi. Impacts of the new exit ramp to Wirreanda Road will also be assessed.

	Fauna	<p>Tumburra Road:</p> <ul style="list-style-type: none"> • A suggestion was made to build the Mona Vale Road flyover as an open structure supported by piers to allow for increased fauna connectivity • A request was also made to consider using the fauna crossing overpasses that are used on the Pacific Motorway. 	<p>Roads and Maritime is proposing to provide a three span bridge over Tumburra Street for Mona Vale Road. The bridge would provide fauna connectivity.</p> <p>A separate fauna overpass would be considered to the East of Kimbriki Road linking the two national parks.</p>
		<p>Some members of the community positively commented on the proposed fauna crossings in the road upgrades and would like Roads and Maritime to consider providing more where possible.</p>	<p>We thank the community for their positive comments about the initial locations for proposed fauna connectivity that were shown in the preliminary concept design in October 2014. Additional details about proposed fauna connectivity measures would be included in the environmental assessment report.</p>
		<p>Red-crowned Toadlet – Some members of the community are concerned about the effects of the Mona Vale West upgrade on fauna like the Red-crowned Toadlet.</p>	<p>Roads and Maritime has carried out about two years of biodiversity surveys to assist in assessing the impacts the project will have on fauna and flora.</p> <p>The environmental assessment report will identify impacts the proposal would have on threatened fauna species including the Red-crowned Toadlet, and proposed mitigation measures.</p>

		<p>Some members of the community are concerned about the amount of road kill already on Mona Vale Road and want to know what Roads and Maritime will do to mitigate this as part of the road upgrade.</p>	<p>The proposed road upgrade would provide fauna connection between the Ku-ring-gai National Park and Garigal National Park at several locations. A bridge over Tumburra Street would be provided which would allow for fauna connectivity between the Wirreanda Valley and Garigal National Park. A separate fauna overpass would be considered to the east of Kimbriki Road linking the two national parks. The exact number of fauna crossings will be determined during development of the concept design and displayed with the environmental assessment.</p>
		<p>Some members of the community have commented that it would be more effective and more cost-effective to provide fauna underpasses compared to overpasses.</p>	<p>Specialist ecological advice provided as part of the environmental impact assessment process will determine the most appropriate and effective type of fauna crossing structures.</p>
		<p>Some members of the community are concerned that wallabies will be able to easily access Mona Vale Road around the exit and entry points near Wirreanda Road and Tumburra Street where the proposed speed limit is to be 80km/h. They are concerned that this will make this section of the road dangerous as motorists will likely swerve to avoid hitting the animals.</p>	<p>Roads and Maritime is currently investigating the provision of fauna fencing along the upgrade. This includes examining whether fencing would be required around the exit and entry ramps.</p>

		<p>Some members of the community made requests to provide the following facilities to warn drivers of crossing wildlife including:</p> <ul style="list-style-type: none"> • Install variable message signs at the intersection of Kimbriki Road and Mona Vale Road to warn drivers of crossing wildlife • Install wildlife road signs at common spots where there is already a high incidence of collisions with wildlife. 	<p>As part of the proposed upgrades Roads and Maritime would provide upgraded road signage in accordance with Australian Standards.</p>
	Water quality	<p>Wirreanda Road – A member of the community commented that the proposed new exit for Wirreanda Road on the northern side of Mona Vale Road will be within a few metres of a natural watercourse and could create runoff.</p>	<p>The drainage design considers the impact of increased water runoff from the road upgrade, and would provide appropriate mitigation measures such as level spreaders which dissipate stormwater flows and the installation of gross pollutant traps.</p>
Facilities for horse riders		<p>Some residents commented that the multi-use path needs to be suitable for all users including horse riders. They asked Roads and Maritime to consider providing adequate passing space for horse and rider.</p>	<p>The multi-use path is proposed to follow the utility corridor which is proposed to be six metres wide. The multi-use path would be about 3.5 metres wide which is considered adequate for the needs of all users.</p>
Timing		<p>Some residents are concerned that Stage 2 (Mona Vale Road East) has been prioritised over Stage 3 (Mona Vale Road West). They have asked Roads and Maritime to review this decision because they believe that Stage 3 will resolve more of the congestion.</p>	<p>Roads and Maritime is planning that the upgrade of Mona Vale Road West would follow the upgrade of Mona Vale Road East. The reason that Mona Vale Road East is to be constructed first is that this section is considered a higher safety risk due to the steep downhill grade and past serious crashes. In addition, Mona Vale Road West has a number of more complex issues that must be resolved prior to construction commencing. These include the acquisition of small sections of Ku-ring-gai Chase National Park and the impacts on species that are listed under the NSW Threatened Species Act 1995 and Commonwealth Environment Protection and Biodiversity Conservation Act 1995.</p>

3.2.3 Feedback relating to Mona Vale Road East upgrade

A total of 97 comments were raised by the community relating to the proposed Mona Vale Road East upgrade. Figure 3-6 shows the spread of general comments across feedback sub-categories. It demonstrates that the community and stakeholders are most concerned about ensuring the project addresses various comments and suggestions made along the Mona Vale Road East section (i.e. Providing suggested changes to or additional treatments for the preliminary concept design). This is followed by protection of fauna. Table 3-4 below provides a summary of all general comments received and provides a response to each of the comments.

Figure 3-1 Number of comments relating to the Mona Vale Road East upgrade by feedback sub-category

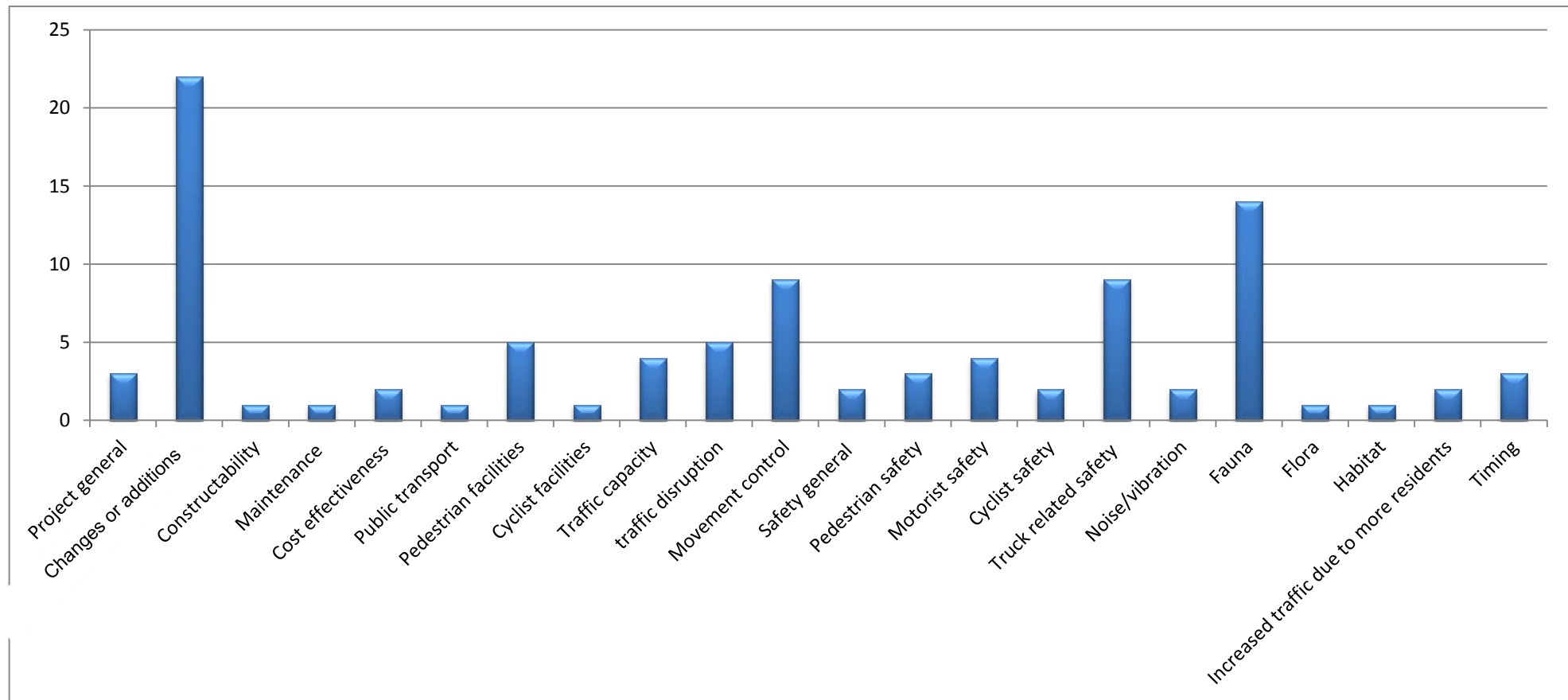


Table 3-4 General feedback summary and responses relating to the Mona Vale Road East upgrade

Category	Sub-comments	Comment	Roads and Maritime's response
<p>Project</p>	<p>General</p>	<p>The animation of the proposed upgrade to Mona Vale Road East does not give real perspective on the impact of the downhill run into Mona Vale from Ingleside.</p>	<p>The information presented to the community in October/November 2014 was the preliminary concept design for Mona Vale Road East. During the next phase an environmental assessment report will be prepared that provides more details about the proposal, justification for the project and information about social and environmental impacts. The concept design and environmental assessment report will be placed on display and the community will be invited to provide their comments to Roads and Maritime.</p>
		<p>Some members of the community commented that the proposed road upgrade for Mona Vale Road East has a modest impact on the surrounding land which is necessary for the proposed increases in population.</p>	<p>The environmental assessment will take into consideration proposed changes in surrounding land use and any increases in the local population. In assessing the impacts of the proposal, Roads and Maritime will balance the need for the upgrade with environmental and social impacts. The environmental assessment report will recommend mitigation measures that would be put in place to minimise any significant impacts.</p>
		<p>A suggestion was made to realign Chiltern Road, Lane Cove Road and Powder Works Road so that they have one intersection with Mona Vale Road.</p>	<p>Mona Vale Road is an arterial road that is under the control of Roads and Maritime. Chiltern Road and Powder Works Road are maintained by Pittwater Council. The suggestion made to realign these roads is outside the scope of the proposed road upgrades for Mona Vale Road East and West.</p>

Suggested changes or additions to the concept design	Foley Street – A suggestion was made to change the access at Foley Street to left-in/left-out only or turn it into a cul-de-sac to remove the current traffic signals.	Foley Street is a local road under the control of Pittwater Council. Roads and Maritime is proposing to upgrade the existing signalised T-intersection at Mona Vale Road East and Foley Street to provide a dedicated westbound left turn lane into Foley Street and a dedicated westbound left turn lane out of Foley Street.
	A suggestion was made to investigate new routes through Ingleside Chase to improve the grades in the road.	Roads and Maritime has investigated numerous options for the proposed upgrade to Mona Vale Road East. The environmental impacts of a possible route through Ingleside Chase are too significant to be able to proceed with this option. The proposed alignment for the Mona Vale Road East upgrade provides the best balance of constructability, budget and environmental impacts.
	A request was made to review the proposed speed limit and consider reducing the speed limit on the eastbound downward slope to 60km/h.	Roads and Maritime has reviewed the speed limit for the road upgrades and is proposing to provide a consistent 80km/h speed limit between Mona Vale and Belrose once the road upgrades for both Mona Vale Road East and Mona Vale Road West are completed. The upgrade would be designed to conform to current road design standards and to meet modern road safety requirements. The new road design would be subject to a road safety audit to confirm that the road can safely be used at the design speed of 80km/h. A 60km/h speed limit would apply to trucks and buses descending the escarpment. A truck arrester bed would be constructed on the downward slope in the vicinity of Mona Vale Cemetery as a further safety measure.

		<p>A request was made to increase the speed limit along Mona Vale Road East.</p>	<p>A consistent 80km/h speed limit between Mona Vale and Belrose would be provided once the road upgrades for both Mona Vale Road East and Mona Vale Road West are completed. The road would be designed to conform to current road design standards and to meet modern road safety requirements. The new road design will be subject to a road safety audit to confirm that the road can safely be used at the design speed of 80km/h.</p>
		<p>Make the roundabout at the intersection of Mona Vale Road with Ponderosa Parade and Samuel Street to the original design being two lanes in both directions at the roundabout with a merging lane from Emma Street and a turning lane into Foley Street</p>	<p>Roads and Maritime is proposing to replace the existing roundabout at the intersection of Mona Vale Road with Ponderosa Parade and Samuel Street with new traffic lights and signalised pedestrian crossings. Roads and Maritime is also proposing to upgrade the existing signalised T-intersection at Mona Vale Road East and Foley Street to provide a dedicated westbound left turn lane into Foley Street and a dedicated westbound left turn lane out of Foley Street.</p>
		<p>Suggestions were made to retain and enlarge the existing roundabout at the intersection of Mona Vale Road with Ponderosa Parade and Samuel Street and provide a pedestrian bridge instead.</p>	<p>A larger roundabout would not allow for the efficient flow of traffic, particularly as vehicle traffic numbers increase. The construction footprint of a bigger roundabout to accommodate extra lanes would also be significantly larger than installing new traffic lights and result in more property impacts at this location. The traffic lights would include signalised pedestrian crossings to provide safer pedestrian crossing points which are more cost effective than building a pedestrian bridge. The proposed traffic lights would minimise property impacts, provide safer pedestrian crossing points and improve traffic flow.</p>

		<p>A suggestion was made to replace the existing roundabout at the intersection of Ponderosa Parade and Samuel Street with new traffic lights and signalised pedestrian crossing as part of the Stage 1 upgrade instead of upgrading the existing roundabout. The traffic signals are needed now to allow a safe flow of traffic and to provide for pedestrian safety.</p>	<p>The intersection improvement at Mona Vale Road East and Ponderosa Parade was an interim solution to reduce delays and relieve congestion, and was funded through the Pinch Point Program. Traffic signals were not installed initially due to the time required to design the new intersection and assess the impacts of the provision of traffic signals on the local road network. A set of traffic lights would be provided when Mona Vale Road East is widened from two lanes to four lanes (Stage 2). The traffic lights would include signalised pedestrian crossings to provide safer pedestrian crossing points.</p>
		<p>A suggestion was made to widen Mona Vale Road East to five or six lanes from Emma Street to Ponderosa Avenue, to retain the right turn into Emma Street from Mona Vale Road and provide a merging lane for motorists turning right from Emma Street onto Mona Vale Road. The removal of the trees destroyed by the tanker accident provides room for this minor additional widening.</p>	<p>The proposal would provide two lanes in each direction. The provision of additional lanes would have a larger footprint and increased social and environmental impacts. Roads and Maritime believes that the proposed design provides the best balance of constructability, safety, budget and minimal environmental impacts.</p>
		<p>A suggestion was made to provide intelligent traffic light system for the Mona Vale Road and Ponderosa Parade intersection that are sensitive to varying traffic volumes as the resident believes that fixed timed lights will nullify any improvements in the roadway.</p>	<p>Traffic signal operations are controlled by Roads and Maritime's Sydney Co-ordinated Adaptive Traffic System (SCATS). SCATS is an area-based traffic control system that responds to changes in traffic flow by adjusting traffic signal green time.</p>
		<p>A request was made to ensure the traffic lights at Mona Vale Road and Ponderosa Parade are coordinated with the traffic lights at Foley Street.</p>	<p>Roads and Maritime would review the configuration of the traffic light operation as part of the upgrades for Mona Vale Road East.</p>

		<p>A request was made to provide a fly over at the intersection of Mona Vale Road and Forest Way to prevent the bank up of traffic.</p>	<p>This request is outside the scope of the proposed upgrades. Roads and Maritime is proposing to upgrade Mona Vale Road from two lanes to four lanes between Terrey Hills and Mona Vale. The upgrades are being planned in stages and are aimed at improving safety and traffic efficiency.</p>
		<p>A suggestion was made to build a roundabout at the intersection of Emma Street and Briony Place to provide a safe exit from Briony Place which is located on the crest of a hill.</p>	<p>Emma Street and Briony Place are local roads managed by Pittwater Council. This request is outside the scope of the proposed road upgrade for Mona Vale Road East. However, Roads and Maritime has passed this suggestion onto Council for their consideration.</p>
		<p>A request was made to retain the existing set of traffic lights at Foley Street. Some residents believe that Road and Maritime is proposing to change the access arrangements at Foley Street by removing the set of traffic lights and making Foley Street left-turn in and out only.</p>	<p>Roads and Maritime is not proposing to remove the traffic signals at Foley Street. The proposal would upgrade the existing signalised T-intersection at Foley Street and Mona Vale Road to include an additional dedicated westbound left turn lane into Foley Street and a dedicated westbound left turn lane out of Foley Street.</p>
		<p>A request was made to provide an overpass or underpass at the intersection of Mona Vale Road and Ponderosa Parade instead of a set of traffic lights.</p>	<p>The amount of traffic forecast by traffic modelling indicates that this location would not warrant a grade separated interchange. An interchange would also require a large area of land. The proposed traffic lights at this intersection would provide the best balance of meeting safety, traffic and budget requirements.</p>

		A request was made to consider a tunnel on Mona Vale Road from the cemetery to Ingleside.	Tunnels are very costly to construct and operate. Traffic modelling indicates the need for grade separation or a tunnel does not exist at this location. Provision of a bridge or tunnel would also have a larger construction footprint due to the need for exit and entry ramps. Roads and Maritime believes that the current concept provides the best balance of constructability, safety, budget and minimal environmental impacts.
Asset	Constructability	Some residents are concerned about the impacts of construction of Mona Vale Road East particularly as it is very steep.	Roads and Maritime acknowledges that there would be some disruption to residents during the construction period. Construction engineers would determine safe and appropriate construction techniques for working on the steep sections of Mona Vale Road. The environmental impacts of the construction phase will be assessed as part of the environmental assessment process and mitigation measures put in place to minimise impacts on the community and the environment.
	Maintenance	A request was made to ensure the road upgrades prevent any debris from building up on the shoulders which could be a hazard for cyclists.	Roads and Maritime maintenance contractors will be required to maintain the road including the road shoulders.
	Cost effectiveness	A request was made to ensure that the proposed upgrade to Mona Vale Road East allows for future upgrades.	Roads and Maritime is working closely with Pittwater Council and the Department of Planning and Environment and has taken projected future traffic volumes into account in the traffic modelling for the proposed road upgrades for Mona Vale Road East and West. The proposed three metre wide shoulders could allow for future additional lanes if required.

Road user	Public transport	Some residents are concerned about the extra distance people will have to walk once the eastbound bus stop is relocated further east. The bus stop is currently located on Mona Vale Road near the Ponderosa Parade and Samuel Street intersection.	Due to the proposed road widening it is not possible to leave the bus stop in its current location as it would encroach on the Mona Vale Cemetery. Roads and Maritime proposes to move the bus stop about 200 metres to the east of its current location.
	Pedestrian facilities	Intersection of Mona Vale Road East with Ponderosa Parade and Samuel Street: Some residents are concerned that the proposed changes to the intersection of Mona Vale Road and Ponderosa Parade are only going to make it more difficult for pedestrians to cross A request was made to improve the pedestrian crossing facilities at the intersection of Mona Vale Road with Ponderosa Parade and Samuel Street.	Roads and Maritime is proposing to replace the existing roundabout at the intersection of Mona Vale Road with Ponderosa Parade and Samuel Street with new traffic lights and signalised pedestrian crossings. This would make it easier and safer for pedestrians to cross.
		A request was made to provide safe pedestrian access (footpath) from Manor Road, Ingleside to Pittwater RSL and Mona Vale.	Roads and Maritime is investigating pedestrian connectivity options away from the Mona Vale Road corridor because the road descends steeply from the Warriewood Escarpment. Roads and Maritime would also provide a shared path along the southern side of Mona Vale Road between Foley Street and Ponderosa Parade.
		A request was made to provide a signalised pedestrian crossing at the intersection of Mona Vale Road and Foley Street.	This intersection already has signalised pedestrian crossings. The existing pedestrian crossings at Foley Street would remain.

		A request was made to provide Pegasus (equestrian) signalised crossings at the intersection of Manor Road and Mona Vale Road that cater for pedestrians and horse riders.	Roads and Maritime will investigate this suggestion. At this stage it is proposed that the intersection would include a signalised pedestrian crossing and horse riders will be required to dismount in order to cross the road.
	Cyclist facilities	A request was made to provide a bike path along Mona Vale Road between Ponderosa Parade and Manor Road.	Roads and Maritime is investigating bicycle and pedestrian connectivity options away from the Mona Vale Road corridor because the road descends steeply from the Warriewood Escarpment. Roads and Maritime would provide a shared path along the southern side of Mona Vale Road between Foley Street and Ponderosa Parade. The proposed road upgrades would provide three metre wide shoulders on Mona Vale Road East for on-road cyclists.
	Traffic capacity	From 8.15am to 9.00am there is significant traffic in Emma Street from the Mona Vale Primary School drop-off area. Cars are often parked on both sides of Emma Street, almost as far as Barbara Court and Briony Place, and both sides of Oliver Way as parents walk their infants to the school gates.	These are local roads and are managed by the local council. However, Roads and Maritime has passed these concerns onto Pittwater Council.
		Some residents are concerned that the proposed access changes to the intersection of Mona Vale Road and Emma Street will substantially increase traffic along Maxwell Street, Waratah Street, Emma Street, Oliver Way and Foley Street and will inconvenience local residents.	The environmental assessment report will include an assessment of traffic impacts as a result of changed access arrangements at Emma Street. The report will be placed on public display allowing the community the opportunity to provide comments.

		Some residents are concerned that Foley Street is a narrow road and the proposed road upgrades and the changes to the Foley Street intersection with Mona Vale Road will only send additional traffic down this street.	The environmental assessment report will include an assessment of traffic impacts as a result of changed access arrangements at Foley Street. The assessment report will be placed on public display at which stage the community will have a further opportunity to provide comments.
		Some residents are concerned that the proposed road upgrades don't take into account the difficulty faced by motorists trying to safely turn right from Oliver Way onto Mona Vale Road and have requested a merging lane.	Oliver Way is outside the limits of the proposed upgrade. Roads and Maritime is proposing to upgrade Mona Vale Road from two lanes to four lanes between Manor Road and Foley Street.
	Traffic disruption	Some residents are concerned that Roads and Maritime is proposing to provide additional traffic lights at the intersections of Mona Vale Road and Oliver Way and Mona Vale Road and Emma Street.	Roads and Maritime is not proposing to install traffic lights at the intersections of Mona Vale Road East with Oliver Way or Emma Street. Roads and Maritime is proposing to change access arrangements at the intersection of Mona Vale Road East with Emma Street so that it only allows for left turns in and left turns out.
		Some residents are concerned that the proposed new set of traffic lights at the intersection of Mona Vale Road and Ponderosa Parade will affect the traffic flow.	The existing roundabout will not meet future traffic needs which will result from increased development in the area. The proposed traffic lights at this intersection are designed to improve traffic flow, access, pedestrian safety and cater for future traffic demand.
	Movement control	Some residents are concerned that the intersection of Manor Road and Mona Vale Road has been poorly designed and needs to provide two longer lanes along Lane Cove Road to allow traffic to efficiently exit onto Mona Vale Road.	This request is outside the scope of the current proposed upgrades. Roads and Maritime is proposing to upgrade immediately east of the Mona Vale Road and Manor Road/Lane Cove Road intersection.

		A request was made to extend the left turn slip lane from Ponderosa Parade westbound onto Mona Vale Road.	As part of the upgrade to the Mona Vale Road intersection with Ponderosa Parade and Samuel Street a free flowing left turn lane would be provided.
		A request was made to remove the give way signs on Emma Street at the intersection with Briony Place due to the proposed changes to access at the intersection of Mona Vale Road and Emma Street.	Emma Street and Briony Place are local roads that are managed by Pittwater Council. Roads and Maritime has referred this suggestion to Pittwater Council.
Safety	General	Some residents are concerned that the additional set of traffic lights at the Mona Vale Road and Ponderosa Parade intersection are impractical and dangerous and believe that heavy vehicle crashes are inevitable.	The proposed upgrade would be designed to conform to current road design standards and to meet modern road safety requirements. The new road design would be subject to a road safety audit to confirm that the road can safely be used at the design speed of 80km/h. A 60km/h speed limit would apply to trucks and buses descending the escarpment. A truck arrester bed would also be constructed on the downward slope in the vicinity of Mona Vale Cemetery west of the Mona Vale Road intersection with Ponderosa Parade and Samuel Street as a further safety measure.

		<p>Requests were made to ensure that the proposed road upgrade to Mona Vale Road East improves safety for all users.</p>	<p>Roads and Maritime is planning to upgrade Mona Vale Road from two lanes to four lanes between Terrey Hills and Mona Vale. The project will be staged to provide customers with a better travelling experience and to improve safety and traffic efficiency. The proposed Mona Vale Road East upgrade would provide:</p> <ul style="list-style-type: none"> • Three metre wide shoulders for on-road cyclists and to allow a safer area for breakdowns • Additional lanes for climbing and descending to improve travel time in both directions and to allow vehicles to safely pass heavy vehicles on the steep grade • A central concrete safety barrier along Mona Vale Road from east of Manor Road to west of Daydream Street to prevent vehicles crossing to the other side of the road • Bicycle and pedestrian connectivity options away from the Mona Vale Road corridor because the road descends steeply from the Warriewood Escarpment • A shared path along the southern side of Mona Vale Road between Foley Street and Ponderosa Parade • Signalised pedestrian crossings at the traffic lights at the Ponderosa Parade/Samuel Street intersection.
	<p>Motorist</p>	<p>A request was made to provide rumble strips along Mona Vale Road to prevent vehicles from easily merging onto the shoulders that will be used by on-road cyclists.</p>	<p>Roads and Maritime will consider installing raised pavement markers to delineate the road shoulder from the vehicle travel lanes provided safety requirements can be met.</p>

		Some residents commented positively on the proposed improvements to the Ponderosa Parade and Samuel Street intersection with Mona Vale Road and believe the upgrade will allow for safer access.	Roads and Maritime has noted this positive feedback and would like to thank the members of the community for taking the time to provide this feedback.
Truck related safety		A request was made to provide fixed speed cameras on Mona Vale Road on the steep gradient to force heavy vehicles to use low gears.	Roads and Maritime has investigated this request. Unfortunately, it is not possible to install a camera in this location due to the steep grade, camera line of sight issues and limited area for camera maintenance activities. A 60km/h speed limit would apply to trucks and buses descending the escarpment. A truck arrester bed would also be constructed on the downward slope in the vicinity of Mona Vale Cemetery west of the Mona Vale Road intersection with Ponderosa Parade and Samuel Street as a further safety measure.
		Some residents positively commented on the proposed eastbound truck arrester bed on Mona Vale Road East.	Roads and Maritime has noted this positive feedback and would like to thank the members of the community for taking the time to provide this feedback.
		A request was made to provide a truck arrester bed/ramp further up the hill on the northern side of Mona Vale Road East beside the Katandra Sanctuary in addition to the proposed eastbound truck arrester bed, west of the Ponderosa Parade and Samuel Street intersection.	For truck arrester beds to be effective they should be located towards the base of the slope and at a point where the grade starts to flatten out. An additional arrester bed would further increase the road footprint by increasing the area of land required for the road upgrade.

Built environment	Noise/vibration	<p>Some residents are concerned that the proposed widening of Mona Vale Road from two lanes to four lanes will bring the traffic closer to their fence lines and want to know what provisions will be made to reduce the noise from traffic.</p> <p>Specific requests were also made by residents to provide noise reduction barriers along Mona Vale Road for residents in Wallaby Circuit and Walana Crescent.</p>	<p>The project environmental assessment will examine the potential impacts on urban design and noise impacts on nearby dwellings. The noise assessment will identify any expected increases in noise from traffic both during the construction and in operation and will make recommendations on noise mitigation measures such as house treatments and/or noise walls. The assessment report will be placed on public display at which stage the community will have a further opportunity to provide comments.</p>
Natural environment	Fauna	<p>A major concern with the concept design for Mona Vale Road East upgrade displayed in October 2014 is the lack of adequate provision for substantial fauna crossings between bushland areas on either side of the road. Mona Vale Road cuts across a vital bushland corridor that runs along the Mona Vale/Warriewood escarpment as it runs down Foley's Hill. This section of the road is a recognised road kill hot spot indicating that fauna regularly move across this road. This fauna movement is critical for the survival of species in the area. Restricting this movement will isolate species, condemning them to local extinction. The fauna identified to exist in this area includes rare and endangered species.</p>	<p>The consultation that was carried out in October 2014 was on the preliminary concept design and did not include detailed information. During the display of the environment assessment and concept design more detailed information will be available. Residents will be provided with a further opportunity to comment at this time.</p> <p>Roads and Maritime is proposing to widen the existing drain (culvert) between the Katandra Wildlife Sanctuary and Ingleside Chase to provide improved fauna connectivity across Mona Vale Road East. The exact number and the design of crossings would be determined with advice from biodiversity specialists during development of the concept design and displayed with the environmental assessment.</p> <p>Detailed flora and fauna surveys are also being carried out as part of the environmental assessment to identify the potential impacts on fauna from the proposed road upgrade.</p>

		<p>Some residents are concerned that the proposed road upgrades for Mona Vale Road West cater for more fauna crossings than Mona Vale Road East and have requested better provisions. Another request was made to provide two or more wildlife underpasses on Mona Vale Road East.</p> <p>A request was also made to provide a vegetated overpass in the vicinity of Narrabeen Creek on Mona Vale Road to create a vegetated corridor to link with the Katandra Bushland Sanctuary.</p>	<p>The area around the proposed road upgrades for Mona Vale Road West is more environmentally sensitive compared to Mona Vale Road East and requires more mitigation measures. Roads and Maritime is proposing to duplicate the existing drain (culvert) between the Katandra Wildlife Sanctuary and Ingleside Chase to provide fauna connectivity on Mona Vale Road East.</p>
		<p>A resident queried whether fauna such as Pygmy Possums can use underpasses or overpasses.</p>	<p>Roads and Maritime is proposing to install an overhead rope crossing at a location to be determined and following advice from biodiversity specialists. The environmental assessment will provide additional details about fauna connectivity measures.</p>
		<p>A community member commented that the community update incorrectly describes the existing culvert as between Katandra and Ingleside Chase Reserve – this culvert leads to Narrabeen Creek which runs to the south of cleared and developed private property, not providing any direct bushland link between the bushland areas along the escarpment. They suggested that widening of the culvert will still not address this and that an underpass in this area does not link Ingleside Case Reserve and Katandra Bushland Sanctuary and will not address the connectivity issues.</p>	<p>Roads and Maritime is proposing to duplicate the existing drain (culvert), at the end of Lane Cove Road (near Narrabeen Creek) to connect Katandra Wildlife Sanctuary and Ingleside Chase. The proposed location joins two heavily vegetated areas. Detailed flora and fauna surveys are also being carried out for the environmental assessment to identify any potential impacts from the proposed road upgrade. Roads and Maritime will consider this comment further while carrying out the surveys.</p>

		A community member commented that wallabies are moving down into the area around Samuel Street and the Mona Vale Cemetery and requested fauna fencing in this area to keep animals away from the road.	Fencing is being considered as a fauna protection measure along some sections of the proposed upgrade for Mona Vale Road East, including the area west of the Mona Vale Cemetery. The provision of fauna connectivity passages such as underpasses, drains (culverts) and overhead rope crossings would also be provided. The precise location and nature of any fauna protection or connectivity measures will be determined in consultation with biodiversity specialists. Further details about fauna protection and connectivity measures will be included in the environmental assessment report which will be placed on display for comment.
	Flora	A request was made to retain the strip of Sydney Turpentine-Ironbark Forest on both sides of the lower slopes of Mona Vale Road East.	Roads and Maritime is carrying out detailed flora and fauna surveys for the environmental assessment to identify any potential impacts from the proposed road upgrade. Roads and Maritime would minimise any clearing required in accordance with its biodiversity guidelines. Opportunities for revegetation with appropriate local flora species will be explored. A landscape plan will be developed for the proposal.
Increased traffic due to more residents		A request was made to provide two left turn lanes out of Foley Street onto Mona Vale Road East to cater for the proposed population increase.	Roads and Maritime is working closely with Pittwater Council and the Department of Planning and Environment and has taken the projected traffic volumes into account in the traffic modelling for the proposed road upgrade for Mona Vale Road East. The expected traffic volumes were taken into account when the new single westbound left turn lane from Foley Street into Mona Vale Road East was proposed.

Timing		A request was made to start work on Mona Vale Road East (Stage 2) now to fix the safety issues of the steep gradient.	The road upgrade for Mona Vale Road East is still being developed, and requires environmental approval, detailed design and land acquisition before construction can commence. The timing of construction is yet to be confirmed.
		Some residents queried the rationale behind progressing with Mona Vale Road East (Stage 2) ahead of Mona Vale Road West (Stage 3).	Roads and Maritime is proposing to progress with Mona Vale Road East ahead of Mona Vale Road West as there are more environmental constraints for West and it also requires the revocation of land from National Parks.

Next steps

Roads and Maritime is currently preparing environmental assessment reports for Mona Vale Road East and Mona Vale Road West. These reports provide detailed information on the proposed concept road designs, environmental impacts and the mitigation measures to minimise these impacts. These environmental assessment reports will be placed on display for community and stakeholder comment.

The environmental assessment report for Mona Vale Road East will be placed on display in the second half of 2015. The environmental assessment report for Mona Vale Road West will be placed on display in the first half of 2016.

Appendix A – Community Updates for Mona Vale Road East and West upgrades

<h2>Community Update</h2>	 The new state of business
OCTOBER 2014	

Mona Vale Road East upgrade – Manor Road to Foley Street

What are the benefits?

The NSW Government is planning to upgrade Mona Vale Road from two lanes to four lanes between Terrey Hills and Mona Vale.

The project will be staged to provide customers with a better travelling experience and to improve safety and traffic efficiency. Mona Vale Road East currently experiences congestion as a result of the steep grades which reduces travel times, particularly for heavy vehicles. The proposed road upgrade for Mona Vale Road East would provide:

- additional lanes for climbing and descending to improve travel time in both directions
- widened shoulders and median separation to improve safety
- a consistent 80 km/h speed limit between Mona Vale and Belrose once the road upgrades for both Mona Vale Road East and Mona Vale Road West are completed
- facilities for cyclists and pedestrians
- bus priority measures.

Roads and Maritime has developed a preliminary concept design for Mona Vale Road East and is seeking your feedback. We will be accepting feedback on the design until Friday 14 November 2014.

What road upgrades are being proposed?

Roads and Maritime has developed a preliminary concept design for Mona Vale Road East which includes upgrading the 3.2 kilometres of Mona Vale Road between Manor Road and Foley Street from a two lane undivided road to a four lane divided road. Mona Vale Road East is proposed to be upgraded at the current level (i.e. at-grade) with the majority of widening being located on the northern side of Mona Vale Road. There would be a number of deep cuts and tall retaining walls as part of the road upgrade due to the local terrain.

The key features of the proposed road upgrade would include:

- Widening Mona Vale Road between Manor Road and Foley Street from two lanes to four lanes with a central concrete safety barrier. The concrete safety barrier would be located east of Manor Road to west of Daydream Street
- Providing three metre wide shoulders along the length of Mona Vale Road between Manor Road and Foley Street to allow a safer area for breakdowns and on-road cyclists
- Replacing the existing roundabout at the intersection of Ponderosa Parade and Samuel Street with new traffic lights and signalised pedestrian crossings
- Providing bus priority lanes on Mona Vale Road on the approaches to and departures from the intersection of Ponderosa Parade and Samuel Street
- Relocating the eastbound bus stop on Mona Vale Road near the Ponderosa Parade and Samuel Street intersection further east
- Upgrading the existing signalised T-intersection at Foley Street and Mona Vale Road to provide a westbound left turn lane into Foley Street and a westbound left turn lane out of Foley Street
- Providing a shared path along the southern side of Mona Vale Road between Foley Street and Ponderosa Parade
- Providing additional pedestrian connectivity away from the Mona Vale Road corridor due to the steep descent from the Warriewood Escapement
- Providing fauna connectivity at the end of Lane Cove Road near Narrabeen Creek
- Changing the speed limit from 70 km/h to 80 km/h once the road upgrades for both Mona Vale Road East and Mona Vale Road West have been completed
- Making the Emma Street intersection left turn in and left turn out only.



There are no changes proposed to the intersection of Mona Vale Road and Manor Road as this intersection has already been upgraded to a four lane configuration with traffic lights and signalised pedestrian crossings.

To help better explain these upgrades, we have included a diagram.

Background
Roads and Maritime is proposing to upgrade Mona Vale Road between Terry Hills and Mona Vale to improve safety and traffic efficiency. The upgrade includes:

- Stage one** – Intersection improvement of Mona Vale Road with Ponderosa Parade and Samuel Street, Mona Vale. This work is currently being carried out and is due to be completed in late 2014.
- Stage two** – Mona Vale Road East Upgrade (this project) Upgrade of 3.2 kilometres of Mona Vale Road from two lanes to four lanes between Manor Road, Ingleside and Foley Street, Mona Vale.
- Stage three** – Mona Vale Road West upgrade Upgrade of 3.2 kilometres of Mona Vale Road from two lanes to four lanes between McCarrs Creek Road, Terry Hills and Powder Works Road, Ingleside. The preferred route was announced in August 2013 and Roads and Maritime is currently displaying the proposed preliminary concept design and is seeking feedback.

Delays occurring along Mona Vale Road East are primarily due to the reduced speeds associated with climbing the steep grade. Mona Vale Road East climbs 150 metres in height from the intersection of Ponderosa Parade and Samuel Street (elevation 25 metres) over a 2.5 kilometres length to Manor Road (elevation 160 metres). Heavy vehicles are particularly susceptible to slowing caused while climbing or descending the steep grade.

In October 2013 there was a fatal tanker crash just east of the Ponderosa Parade and Samuel Street intersection. The tanker's brakes failed while descending from the Warriewood Escarpment. This is the second fatal truck crash as a result of loss of brakes on the steep grade on this section of Mona Vale Road.

Frequently asked questions

Q. What provisions are being made for cyclists?
Roads and Maritime would provide a shared path along the southern side of Mona Vale Road between Foley Street and Ponderosa Parade. The proposed road upgrades would also provide three metre wide shoulders on Mona Vale Road East for on-road cyclists.

Q. What provisions are being made for pedestrians?
Roads and Maritime would provide a shared path along the southern side of Mona Vale Road between Foley Street and Ponderosa Parade. Roads and Maritime is also investigating pedestrian connectivity options away from the Mona Vale Road corridor because the road descends steeply from the Warriewood Escarpment.

Q. How will the road upgrade improve safety?
The proposed road upgrade would provide:

- three metre wide shoulders for on-road cyclists and to allow a safer area for breakdowns.
- additional lanes for climbing and descending to improve travel time in both directions and to allow vehicles to safely pass heavy vehicles on the steep grade
- a central concrete safety barrier along Mona Vale Road from east of Manor Road to west of Daydream Street to prevent vehicles crossing to the other side of the road.

Q. How will the proposed road upgrade prevent another truck crash due to brake failure?
Roads and Maritime is investigating options for a truck arrester bed in response to the truck crashes that have occurred on the downhill slope of Mona Vale Road East. The results of this investigation will be considered during concept development and included in the display of the final concept design and Review of Environmental Factors.

Q. What fauna crossings are being investigated as part of the proposed road upgrade for Mona Vale Road East?
Roads and Maritime is proposing to widen the existing culvert between the Katandra Wildlife Sanctuary and Ingleside Chase to provide fauna connectivity on Mona Vale Road East. Detailed flora and fauna surveys are also being carried out to identify any potential impacts from the proposed road upgrade.

Q. The Ingleside Land Release will introduce additional traffic to Mona Vale Road.
Will the proposed road upgrade cater for the expected increase in traffic volumes?
Roads and Maritime is working closely with Pittwater Council and the Department of Planning and Environment and has taken the projected traffic into account in the traffic modelling for the upgrade.

Q. Will the road upgrade require any property acquisition?
We may need to acquire some properties impacted by the proposed road upgrades. Roads and Maritime has held discussions with potentially affected property owners and will continue to work closely with the community to minimise any impacts.

Q. What is happening to Mona Vale Road West?
Roads and Maritime is proposing to upgrade 3.2 kilometres of Mona Vale Road from two lanes to four lanes between McCarrs Creek Road, Terry Hills and Powder Works Road, Ingleside. The preferred route was announced in August 2013 and Roads and Maritime is currently displaying the proposed preliminary concept design for Mona Vale Road West alongside Mona Vale Road East and is seeking feedback by Friday 14 November 2014. A community update for Mona Vale Road West has also been distributed to the community together with this community update for Mona Vale Road East.

Q. What other road projects are under way in Sydney's northern suburbs?
- **Wakehurst Parkway Road mitigation** – Roads and Maritime is investigating options to reduce the impact of flooding on Wakehurst Parkway in parallel with the planning for the Northern Beaches Hospital road upgrades.
- **Wakehurst Parkway left turn slip lane extension** – Roads and Maritime is extending the southbound left turn lane for Wakehurst Parkway into Frenchs Forest Road East to improve traffic flow and safety for all road users. This work is currently being carried out and is due to be completed in early 2015.
- **Northern Beaches Hospital road upgrades** – 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. 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 developed a concept design for stage one and a schematic layout for stage two and sought feedback in July/August 2014. Community feedback on the proposal is currently being reviewed.



How can you get involved?
Roads and Maritime recognises the importance of involving the community in the proposed road upgrade for Mona Vale Road East. Roads and Maritime will host three community information sessions. The project team will be available to answer questions and receive feedback on the proposed road upgrades for Mona Vale Road East and West. A formal presentation will not be given, so please feel free to drop in at any time during the information sessions.

- Thursday 23 October** from 5pm to 8pm at the German International School (Multi-purpose room), 33 Mycra Road at Terry Hills.
 - Saturday 25 October** from 10am to 2pm at the Mona Vale Memorial Hall (Main Hall), 1606 Pittwater Road at Mona Vale.
 - Saturday 1 November** from 9am to 1pm at the German International School (Multi-purpose room), 33 Mycra Road at Terry Hills.
- The preliminary concept design for Mona Vale Road East is on display together with the preliminary concept design for Mona Vale Road West at Pittwater Council, 1 Park Street, Mona Vale. We are seeking feedback until Friday 14 November 2014. This community update is available on the Roads and Maritime website. You can email the project team on monavaleroad@rms.nsw.gov.au and ask to be added to the stakeholder list to ensure you receive up-to-date information.

Have your say
Roads and Maritime is seeking feedback on the preliminary concept design until Friday 14 November 2014. Comments should be sent to:
Phone: 1800 633 332
Email: monavaleroad@rms.nsw.gov.au
Web: rms.nsw.gov.au/roadprojects and search for 'Mona Vale Road'



Further information
Please contact the Roads and Maritime project team:
Phone: 1800 633 332
Email: monavaleroad@rms.nsw.gov.au
Web: rms.nsw.gov.au/roadprojects and search for 'Mona Vale Road'



Roads and Maritime Services Privacy: Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1988 ("PPPI Act") which requires that any information collected for the purposes of providing services to the community be held in accordance with the PPPI Act. All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given to the contrary. The consent of all or part of that information is not to be published. Information (RMS) will only disclose your personal information, without your consent, if authorised by law. Your personal information will be held by Roads and Maritime Services at 81 Dargy Street, Newcastle NSW 2300. You have the right to access and correct the information if you believe that it is incorrect. RMS 14-445

Community Update
OCTOBER 2014
NSW The new state of business

Mona Vale Road East upgrade – Manor Road to Foley Street

What are the benefits?
The NSW Government is planning to upgrade Mona Vale Road from two lanes to four lanes between Terry Hills and Mona Vale. The project will be staged to provide customers with a better travelling experience and to improve safety and traffic efficiency. Mona Vale Road East currently experiences congestion as a result of the steep grades which reduces travel times, particularly for heavy vehicles. The proposed road upgrade for Mona Vale Road East would provide:

- additional lanes for climbing and descending to improve travel time in both directions
- widened shoulders and median separation to improve safety
- a consistent 80 km/h speed limit between Mona Vale and Belconnen once the road upgrades for both Mona Vale Road East and Mona Vale Road West are completed
- facilities for cyclists and pedestrians
- bus priority measures
- Roads and Maritime has developed a preliminary concept design for Mona Vale Road East and is seeking your feedback. We will be accepting feedback on the design until Friday 14 November 2014.

What road upgrades are being proposed?
Roads and Maritime has developed a preliminary concept design for Mona Vale Road East which includes upgrading the 3.2 kilometres of Mona Vale Road between Manor Road and Foley Street from a two lane undivided road to a four lane divided road. Mona Vale Road East is proposed to be upgraded at the current level (i.e. at-grade) with the majority of widening being located on the northern side of Mona Vale Road. There would be a number of deep cuts and tall retaining walls as part of the road upgrade due to the local terrain.

The key features of the proposed road upgrade would include:

- Widening Mona Vale Road between Manor Road and Foley Street from two lanes to four lanes with a central concrete safety barrier. The concrete safety barrier would be located east of Manor Road to west of Daydream Street.
- Providing three metre wide shoulders along the length of Mona Vale Road between Manor Road and Foley Street to allow a safer area for breakdowns and on-road cyclists
- Replacing the existing roundabout at the intersection of Ponderosa Parade and Samuel Street with new traffic lights and signalised pedestrian crossings
- Providing bus priority lanes on Mona Vale Road on the approaches to and departures from the intersection of Ponderosa Parade and Samuel Street
- Relocating the eastbound bus stop on Mona Vale Road near the Ponderosa Parade and Samuel Street intersection further east.
- Upgrading the existing signalised T-intersection at Foley Street and Mona Vale Road to provide a westbound left turn lane into Foley Street and a westbound left turn lane out of Foley Street
- Providing a shared path along the southern side of Mona Vale Road between Foley Street and Ponderosa Parade
- Providing additional pedestrian connectivity away from the Mona Vale Road corridor due to the steep descent from the Warriewood Escarpment
- Providing fauna connectivity at the end of Lane Cove Road near Narrabeen Creek
- Changing the speed limit from 70 km/h to 80 km/h once the road upgrades for both Mona Vale Road East and Mona Vale Road West have been completed
- Making the Emma Street intersection left turn in and left turn out only.

Mona Vale Road West upgrade – McCarrs Creek Road to Powder Works Road

What are the benefits?

The NSW Government is planning to upgrade Mona Vale Road from two lanes to four lanes between Terrey Hills and Mona Vale.

The project will be staged to provide customers with a better travelling experience and to improve safety and traffic efficiency.

Mona Vale Road West currently experiences congestion in peak periods and requires upgrading to increase capacity and reduce travel times. The proposed road upgrade for Mona Vale Road West would provide:

- additional lanes for climbing and descending to improve travel time in both directions
- widened lanes and shoulders and median separation to improve safety
- a consistent 80 km/h speed limit between Mona Vale and Belrose once the road upgrades for both Mona Vale Road East and Mona Vale Road West are completed
- facilities for cyclists, pedestrians and recreational horse riders.

Roads and Maritime has developed a preliminary concept design for Mona Vale Road West and is seeking your feedback. We will be accepting feedback on the design until Friday 14 November 2014.

What road upgrades are being proposed?

Roads and Maritime has developed a preliminary concept design for Mona Vale Road West which includes upgrading the 3.2 kilometres of Mona Vale Road between McCarrs Creek Road and Powder Works Road from a two lane undivided road to a four lane divided road. We plan to locate the majority of the widening on the northern side of Mona Vale Road.

The key features of the proposed upgrade would include:

- Widening Mona Vale Road between McCarrs Creek Road and Powder Works Road from two lanes to four lanes with a central concrete safety barrier
- Providing 2.5 metre wide shoulders along the length of Mona Vale Road between McCarrs Creek Road and Powder Works Road to allow a safer area for breakdowns and on-road cyclists
- Widening the intersection of Kimbriki Road and Mona Vale Road to replace the existing intersection with new traffic lights and signalised pedestrian crossings. High retaining walls on the southern side of Mona Vale Road will be needed to widen the intersection
- Widening Mona Vale Road to the west of Kimbriki Road to provide a westbound truck climbing lane
- Widening and upgrading the intersection of Mona Vale Road and Tumburra Street to improve safety. The upgrade will provide a new underpass connecting Tumburra Street with Mona Vale Road. Westbound through traffic on Mona Vale Road will travel over the intersection
- Closing traffic access to Mona Vale Road from Addison Road. The existing intersection would be gated to provide an alternate exit from Addison Road in the event of a bush fire or other emergency. A new road joining Addison Road and Tumburra Street would be provided to allow access to Mona Vale Road
- Providing a utility corridor for electricity, gas and other cables away from Mona Vale Road parallel to the local road network
- Providing a multi-use path (for use by pedestrians, cyclists and recreational horse riders) along the length of the project to connect Ingleside to Terrey Hills. The path would generally follow the alignment of the proposed new utility corridor

Mona Vale Road West road upgrade



• Changing the speed limit from 70 km/h to 80 km/h once the road upgrade for both Mona Vale Road East and Mona Vale Road West have been completed.

• Investigating fauna crossings.

There are no changes proposed to the intersection of Mona Vale Road and McCarrs Creek Road, or the intersection of Mona Vale Road and Powder Works Road, as these intersections have already been upgraded to a four lane configuration with traffic lights and signalised pedestrian crossings. To help better explain these upgrades, we have included a diagram.

Background

Roads and Maritime is proposing to upgrade Mona Vale Road between Terry Hills and Mona Vale to improve safety and traffic efficiency. The upgrade includes:

- Stage one** - Intersection improvement of Mona Vale Road with Punderson Parade and Samuel Street, Mona Vale.
- Stage two** - Mona Vale Road East upgrade: Upgrade of 3.2 kilometres of Mona Vale Road from two lanes to four lanes between Manor Road, Ingleside and Foley Street, Mona Vale.
- Stage three** - Mona Vale Road West upgrade: (this project) Upgrade of 3.2 kilometres of Mona Vale Road from two lanes to four lanes between McCarrs Creek Road, Terry Hills and Powder Works Road, Ingleside. The preferred route was announced in August 2013.

Planning for the upgrade of Mona Vale Road West started in mid-2011 and involved preliminary surveys, design feasibility studies, environmental investigations and community stakeholder discussions. Selecting the preferred option was an iterative process involving both technical and specialist input and review of constructability and value management. This included workshops with community representatives and consultation in 2012.

In August 2013, Option 2 was selected as the preferred upgrade option for Mona Vale Road West. The preferred route includes upgrading Mona Vale Road West from two lanes to four lanes following a new alignment to the north of the existing Mona Vale Road.

Frequently asked questions

Q. What provisions are being made for cyclists?

Roads and Maritime is proposing to provide a multi-use path along the length of the project to connect Ingleside to Terry Hills for use by pedestrians, cyclists and recreational horse riders. The path would generally follow the alignment of the proposed new utility corridor. The proposed road upgrade would also provide 2.0 metre wide shoulders on Mona Vale Road West for on-road cyclists.

Q. How will the road upgrade improve safety?

The proposed road upgrade would provide:

- 2.5 metre wide shoulders for on-road cyclists and to allow a safer area for breakdowns;
- an additional westbound truck climbing lane on Mona Vale Road west of Kimbriki Road and dual lanes for descending to improve travel times and to allow vehicles to safely pass heavy vehicles at the steep grade;
- a concrete safety barrier along Mona Vale Road between McCarrs Creek Road and Powder Works Road to improve safety.

Q. What fauna crossings are being investigated as part of the proposed road upgrades for Mona Vale Road West?

The proposed road upgrade would provide fauna connection between the Ku-ring-gai National Park and Gargal National Park at several locations including fencing. Roads and Maritime is investigating an overpass and several small underpasses (either pipes or culverts) within the project area. The proposed location for the overpass is just to the east of Kimbriki Road and the underpasses would be distributed along the length of the project. The exact number of crossings will be determined during the development of the concept design and displayed with the REF. Detailed flora and fauna surveys are also being carried out to identify any potential impacts from the proposed road upgrades.

Q. To what extent will both Ku-ring-gai and Gargal National Parks be impacted by the proposed upgrade to Mona Vale Road West?

The proposed upgrade of Mona Vale Road West will require property acquisition from both Ku-ring-gai and Gargal National Parks. Early engagement has been carried out with the Office of Environment and Heritage regarding this acquisition. The acquisition will require reversion of the land from National Parks. Roads and Maritime is planning on returning some land back to National Parks in the area around the rocky outcrop.

Q. The Ingleside Land Release will introduce additional traffic to Mona Vale Road. Will the proposed road upgrade cater for the expected increase in traffic volumes?

Roads and Maritime is working closely with Pittwater Council and the Department of Planning and Environment and has taken the projected traffic into account in the traffic modelling for the upgrade.

Q. Will the road upgrade require any property acquisition?

We may need to acquire some properties impacted by the proposed road upgrade. Roads and Maritime has had discussions with potentially affected property owners and will continue to work closely with the community to minimise any impacts.

Q. What is happening to Mona Vale Road East?

Roads and Maritime is proposing to upgrade the 3.2 kilometres of Mona Vale Road from Manor Road to Foley Street from a two lane undivided road to a four lane divided road. Roads and Maritime is currently displaying the proposed preliminary concept design for Mona Vale Road East alongside Mona Vale Road West and is seeking feedback by Friday 14 November 2014. A community update for Mona Vale Road East has also been distributed to the community together with this community update for Mona Vale Road West.

Q. What other road projects are under way in Sydney's northern suburbs?

- Wakehurst Parkway flood mitigation** - Roads and Maritime is investigating options to reduce the impact of flooding on Wakehurst Parkway in parallel with the planning for the Northern Beaches Hospital road upgrade.
- Wakehurst Parkway left turn slip lane extension** - Roads and Maritime is extending the southbound left turn lane for Wakehurst Parkway into Fienches Forest Road East to improve traffic flow and safety for all road users. This work is currently being carried out and is due to be completed in early 2015.
- Northern Beaches Hospital road upgrades** - 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. 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 developed a concept design for stage one and a schematic layout for stage two and sought feedback in July/August 2014. Community feedback on the proposal is currently being reviewed.

How can you get involved?

Roads and Maritime recognises the importance of involving the community in the road upgrade for Mona Vale Road West.

Roads and Maritime will host three community information sessions. The project team will be available to answer questions and receive feedback on the proposed road upgrade for Mona Vale Road West and East. A formal presentation will not be given, so please feel free to drop in at any time during the information sessions.

- Thursday 23 October** from 5pm to 8pm at the German International School (Multi-purpose room), 33 Myosora Road at Terry Hills.
- Saturday 25 October** from 10am to 2pm at the Mona Vale Memorial Hall (Man Hall), 1035 Pittwater Road at Mona Vale.
- Saturday 1 November** from 9am to 1pm at the German International School (Multi-purpose room), 33 Myosora Road at Terry Hills.

The preliminary concept design for Mona Vale Road West is on display together with the preliminary concept design for Mona Vale Road East at Pittwater Council, 1 Park Street, Mona Vale. We are seeking feedback until Friday 14 November 2014. This community update is available on the Roads and Maritime website. You can email the project team on monavaleoad@rms.nsw.gov.au and ask to be added to the stakeholder list to ensure you receive up-to-date information.



Have your say

Roads and Maritime is seeking feedback on the preliminary concept design until Friday 14 November 2014. Comments should be sent to:

Email: 1800 633 332

Phone: 1800 633 332

Mail: monavaleoad@rms.nsw.gov.au

Roads and Maritime Services
PO Box 973, Parramatta CBD
NSW 2124

Further information

Please contact the Roads and Maritime project team:

Phone: 1800 633 332

Email: monavaleoad@rms.nsw.gov.au

Web: rms.nsw.gov.au/roadprojects and search for 'Mona Vale Road'



Roads and Maritime Services

Privacy - Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIPA Act") which requires that we comply with the Information Privacy Principles set out in the PPIPA Act.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. This information received, including names and addresses of respondents, may be disclosed to project development partners and other respondents to whom we have passed your contact information. If you have any questions, please contact the Roads and Maritime Services at 60 Darling Street, Newcastle NSW 2300. You have the right to access and correct the information if you believe that it is incorrect.

MM 14-16-010

Community Update

OCTOBER 2014

NEW NSW The new state of business

Mona Vale Road West upgrade – McCarrs Creek Road to Powder Works Road

What are the benefits?

The NSW Government is planning to upgrade Mona Vale Road from two lanes to four lanes between Terry Hills and Mona Vale. The project will be staged to provide customers with a better travelling experience and to improve safety and traffic efficiency.

Mona Vale Road West currently experiences congestion in peak periods and requires upgrading to increase capacity and reduce travel times. The proposed road upgrade for Mona Vale Road West would provide:

- additional lanes for climbing and descending to improve travel time in both directions;
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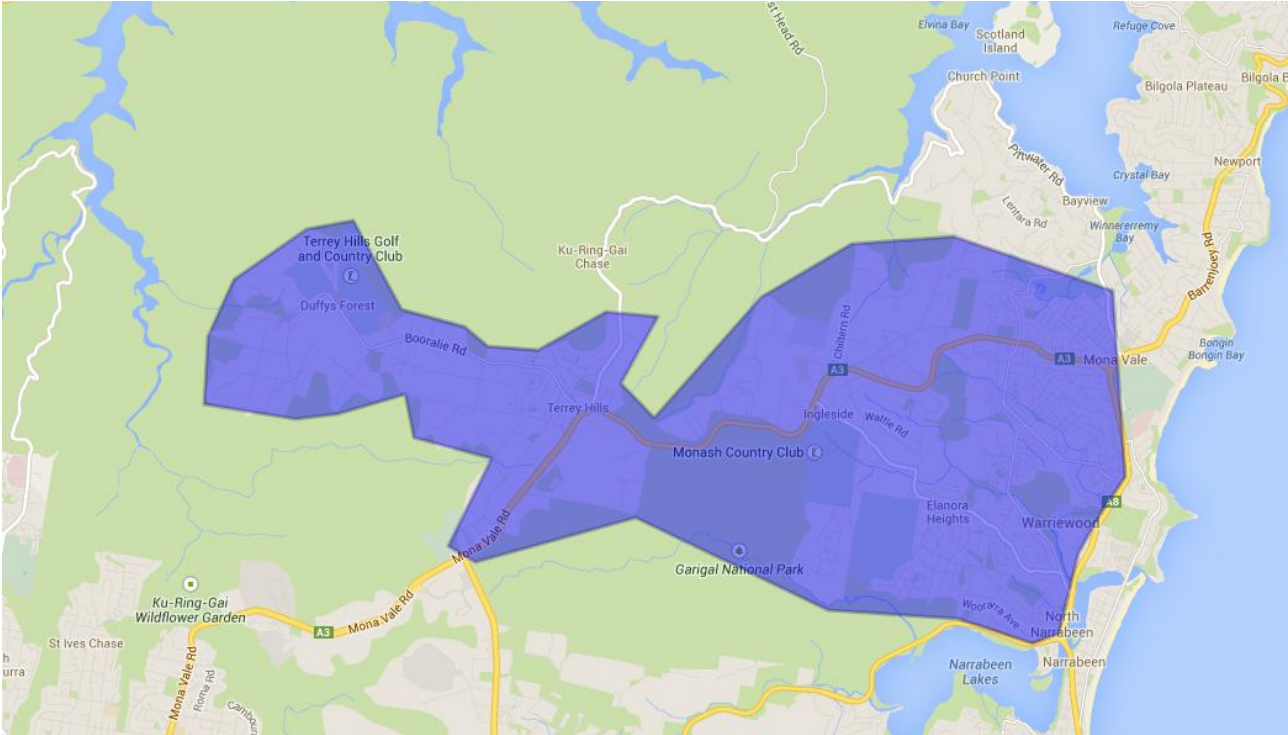
What road upgrades are being proposed?

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- Widening Mona Vale Road to the west of Kimbriki Road to provide a westbound truck climbing lane
- Widening and upgrading the intersection of Mona Vale Road and Tambura Street to improve safety. The upgrade will provide a new underpass connecting Tambura Street with Mona Vale Road. Westbound traffic on Mona Vale Road will travel over the intersection
- Closing traffic access to Mona Vale Road from Addison Road. The existing intersection would be gated to provide an alternate exit from Addison Road in the event of a bush fire or other emergency. A new road joining Addison Road and Tambura Street would be provided to allow access to Mona Vale Road
- Providing a utility corridor for electricity, gas and other cables away from Mona Vale Road parallel to the local road network
- Providing a multi-use path (for use by pedestrians, cyclists and recreational horse riders) along the length of the project to connect Ingleside to Terry Hills. The path would generally follow the alignment of the proposed new utility corridor

Appendix B – Distribution area for Mona Vale Road East and West community updates



Appendix C – Preliminary concept design survey questions



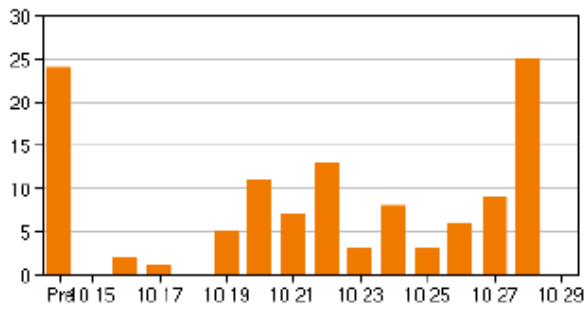
Mona Vale Road upgrade

Report: 2015-23-Feb 10:07am

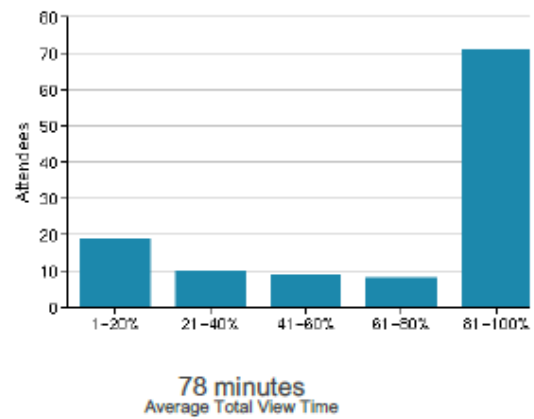
Prepared by: SpatialMedia



REGISTRATION OVER TIME



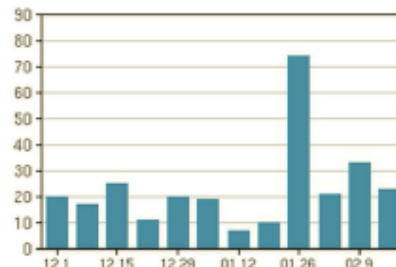
CONTENT COMPLETION RATE PER ATTENDEE



VIEWS

Total Views	1198
Prior	0
Live	0
Post	0
On-demand	1198

WEEKLY VIEWS



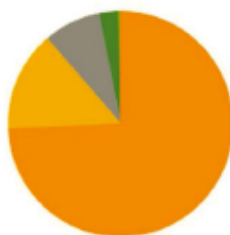
ACTIVITY

Downloads	50
Comments	CLICK for Comments
Questions	3
Interactive	29
Social sharing	9

Downloads Per Asset:

Project video	17
Mona Vale Road East COMMUNITY UPDATE	9
Project slides	9
Mona Vale Road West COMMUNITY UPDATE	8
Mona Vale Road upgrade map	7

VIEWING DEVICES



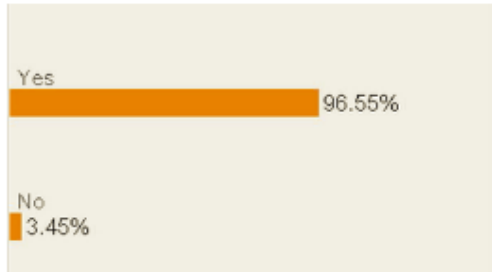
Desktop (74.26%)
iPad (14.36%)
iPhone/iPod (8.23%)
Android phones (2.63%)
Android tablet (0.53%)

QUESTIONS FOR MONA VALE ROAD

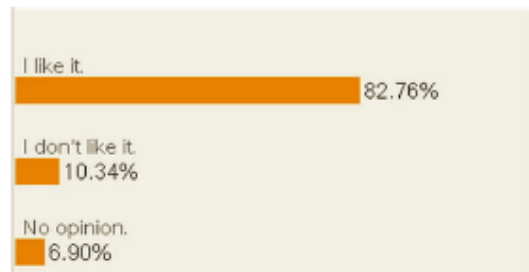
Total Respondents
29

Question 1 : Do you regularly use Mona Vale Road West (McCarrs Creek Road to Powder Works Road)?

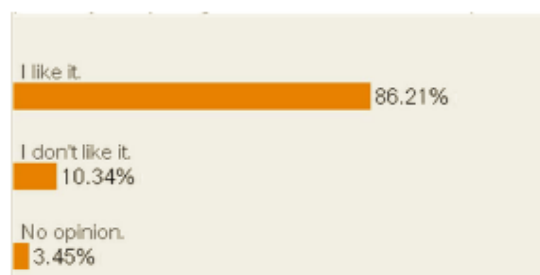
[CLICK for Comments](#)



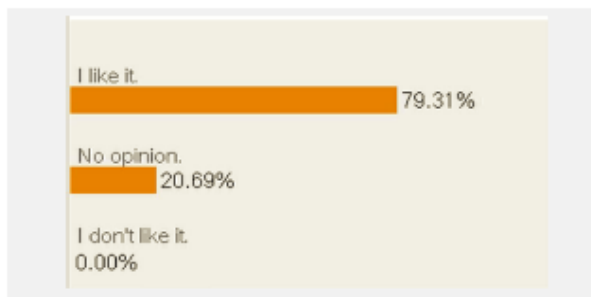
Question 2 : What are your thoughts on the preliminary concept design for Mona Vale Road West?



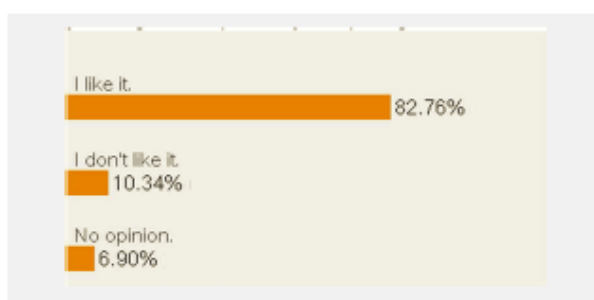
Question 3. This major upgrade aims to improve motorist safety and road capacity. What are your thoughts on the preliminary concept design for Mona Vale Road West in respect to safety and capacity?



Question 4. What are your thoughts on the proposed improved access to Wirreanda Road and Tumburra Street from Mona Vale Road?



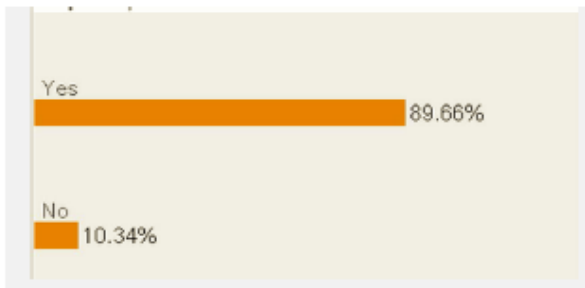
Question 5. This major upgrade aims to improve reduce impact to the local environment and National Parks. What are your thoughts on the preliminary concept design for Mona Vale Road West in respect to the environment?



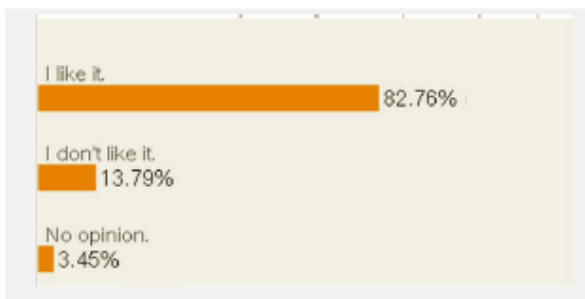
FEEDBACK FOR MONA VALE ROAD EAST

[CLICK for Comments](#)

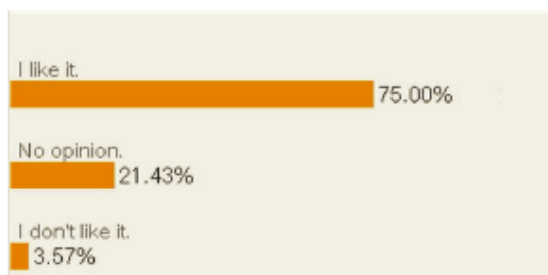
1. Do you regularly use Mona Vale Road East (Manor Road to Foley Street)?



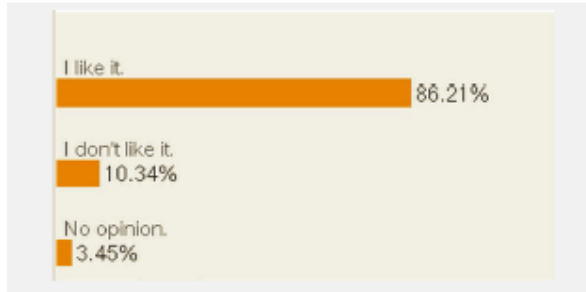
Question 2. What are your thoughts on the preliminary concept design for Mona Vale Road East?



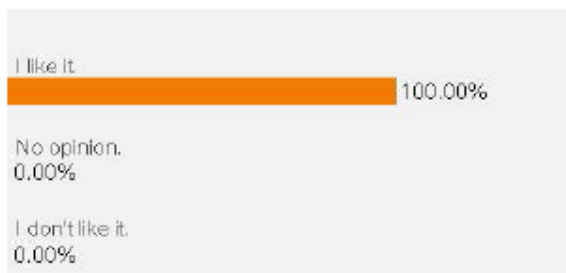
Question 3. This major upgrade aims to improve motorist safety and road capacity. What are your thoughts on the preliminary concept design for Mona Vale Road East in respect to safety and capacity?



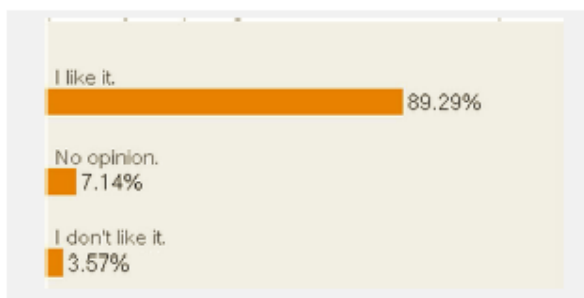
Question 4. What are your thoughts on the proposed eastbound truck arrester bed, west of the Ponderosa Parade and Samuel Street intersection?




Question 5. What are your thoughts on the proposed improvements to the Ponderosa Parade and Samuel Street intersection?



Question 6. This major upgrade aims to improve reduce impact to the local environment. What are your thoughts on the preliminary concept design for Mona Vale Road East in respect to the environment?



Appendix D – Press advertisements for Mona Vale Road East and West upgrades



**Community information sessions –
Mona Vale Road East and
Mona Vale Road West**

The NSW Government is planning to upgrade Mona Vale Road from two lanes to four lanes between Terrey Hills and Mona Vale. Roads and Maritime Services is planning the Mona Vale Road upgrade in stages to provide customers with a better travelling experience and to improve safety and traffic efficiency.

Roads and Maritime has developed a preliminary concept design for Mona Vale Road East and Mona Vale Road West and is seeking feedback. You are invited to come and ask questions about the proposed road upgrades at community information sessions. A formal presentation will not be given, so please feel free to drop in at any time during the session.

- **Thursday 23 October, 5pm to 8pm**, German International School (Multi-purpose room), 33 Myoora Road, Terrey Hills
- **Saturday 25 October, 10am to 2pm**, Mona Vale Memorial Hall (Main Hall), 1606 Pittwater Road, Mona Vale
- **Saturday 1 November, 9am to 1pm**, German International School (Multi-purpose room), 33 Myoora Road, Terrey Hills

For more information call: 1800 633 332,
email: monavaleroad@rms.nsw.gov.au or
visit: rms.nsw.gov.au/projects/sydney-north/mona-vale-road/index.html



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