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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

9 September 2024

Reference: 240047.02FA

Revelop
PO Box 313
Baulkham Hills NSW 1755
Attention: Anthony El-Hazouri

SUPPLEMENTARY TRAFFIC ADVICE MODIFICATIONS TO FORESTWAY SHOPPING CENTRE AT FOREST WAY, FRENCHS FOREST

Dear Anthony,

Reference is made to your request to provide supplementary traffic advice for the proposed Modifications to Forestway Shopping Centre at Forest Way, Frenchs Forest. This advice is provided as an update on the progress in responding to the matters raised in the letter from Transport for NSW (TfNSW) dated 23 August 2024 which is reproduced in **Annexure A** for reference.

Each of the matters raised has been reproduced (*italicised*), with *M^CLaren Traffic Engineering's* (MTE) response thereafter.

1 Forest Way Lane Widths

1.1 Impacts of Proposal on Queueing

Lane widths (3.0 metres) proposed on Forest Way where the road deflects to accommodate the proposed right turn bay on Forest Way are too narrow and as such poses a road safety hazard.

To address this matter, the lane widths are being increased to reflect the following in the northbound lanes:

- 3.7m width in the kerbside lane;
- 3.2m width in the second lane;
- 3.2m width in the median lane.

It is anticipated that this change will be completed within the next 10 working days.

2 Performance of Warringah Road / Forest Way Intersection

Modelling results indicated that the applicant's proposed access strategy (i.e. all turning movements permitted) on Forest Way combined with the traffic generated by the proposed development would have a detrimental operational impact on the adjacent signalised intersection of Warringah Road and Forest Way.

The model has been updated to address the comments provided in TAB B to the TfNSW letter. The results reflect no detrimental operational impact on the intersection of Warringah Road / Forest Way. A detailed response to the issues raised by TfNSW will be available in approximately the next 10 working days.

3 Performance of Warringah Road / Forest Way Intersection

As such, the Agency recommended a revised access strategy (i.e. no right turn movements out of the site onto Forest Way) be considered by the applicant.

Further traffic counts have been undertaken for a 24-hour period at the intersection of Russell Avenue and Forest Way which will assist all parties in considering the access strategy for the site. The results of these counts are expected to be available in the next 10 working days.

Please contact the undersigned on 9521 7199 should you require further information or assistance.

Yours faithfully,
McLaren Traffic Engineering



Tom Steal
Associate
BE Civil MIEAust
TfNSW Accredited Level 3 Road Safety Auditor



**ANNEXURE A: TFNSW LETTER
(4 SHEETS)**

23 August 2024

TfNSW Reference: SYD24-00053/01
Council Reference: DA2023/1757 (CNR-64457)

Mr. Scott Phillips
Chief Executive Officer
Northern Beaches Council
PO Box 82
MANLY NSW 1655

Attention: Adam Croft

**REDEVELOPMENT OF FORESTWAY SHOPPING CENTRE
22 FOREST WAY, FRENCHS FOREST**

Dear Mr Phillips,

Reference is made to the abovementioned development application (**DA**) and the previous Transport for NSW (TfNSW) submission dated 27 February 2024 (**TAB A**) advising Northern Beaches Council (**Council**) of the following:

- Lane widths (3.0 metres) proposed on Forest Way where the road deflects to accommodate the proposed right turn bay on Forest Way are too narrow and as such poses a road safety hazard.
- Modelling results indicated that the applicant's proposed access strategy (i.e. all turning movements permitted) on Forest Way combined with the traffic generated by the proposed development would have a detrimental operational impact on the adjacent signalised intersection of Warringah Road and Forest Way.
- As such, the Agency recommended a revised access strategy (i.e. no right turn movements out of the site onto Forest Way) be considered by the applicant.

In response to the previous TfNSW submission of 27 February 2024, the applicant submitted Supplementary Traffic Advice (**STA**) dated 18 June 2024 and revised SIDRA modelling to the Agency for review and comment.

TfNSW has reviewed the STA and revised SIDRA modelling and advises that the Agency does not support the DA in its current form on road safety and network efficiency grounds, which are outlined in detail in **TAB B**.

Should you have any questions, please contact Matthew Houlden via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



Aleks Tancevski
Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

Encl: Tab A – TfNSW correspondence dated 27/2/2024
Tab B – Detailed Road Safety and Network Operations (Modelling) Comments

OFFICIAL

Transport for NSW



27 February 2024

TfNSW Reference: SYD24-00053/01
Council Reference: DA2023/1757 (CNR-64457)

Mr. Scott Phillips
Chief Executive Officer
Northern Beaches Council
PO Box 82
MANLY NSW 1655

Attention: Melissa Domjen

**REDEVELOPMENT OF FORESTWAY SHOPPING CENTRE
22 FOREST WAY, FRENCHS FOREST**

Dear Mr Phillips,

Reference is made to Council's correspondence, concerning the abovementioned development application which was referred to Transport for NSW (**TfNSW**) for concurrence under section 138 of the *Roads Act 1993* and clause 2.119 and 2.122 of the State Environmental Planning Policy (Transport and Infrastructure) 2021.

TfNSW has reviewed the development application and cannot provide concurrence to the proposed development and civil works on Forest Way for the following reasons:

1. The modelling results indicate that queuing as a result of the proposed development is expected to impact the intersection of Warringah Road / Forest Way and the intersection of Forest Way / Naree Road.
2. The lane widths proposed on Forest Way are considered too narrow adjacent to the proposed development where the road deflects around the proposed right turn bay into the site. This is likely to result in a higher crash risk to vehicles using this northbound section of Forest Way.
3. The traffic report states in Section 5.3 "*Construction of a concrete median in Russell Avenue to restrict the Russell Avenue driveway to left-in / left-out movements only*". Despite the proposed change to Russell Avenue and the additional signalised intersection to service the proposed development, the intersection of Forest Way / Russell Avenue is expected to be operating over capacity post development, which is expected to lead to an increased risk of crashes at this intersection.
4. Based on the scale of the proposed development and the traffic modelling results, it is recommended that a revised vehicular access strategy be considered.

TfNSW also offers the following comment for Council's consideration:

1. The modelling results show a queue of up to 48m inside the site during the weekday PM peak hour. A queue longer than approximately 20m inside the site is expected to impact vehicle circulation within the car park.

We request that the latest Sidra modelling files are provided for review, and we are happy to meet to discuss our comments in more detail. Should you have any questions, please contact Matthew Houlden via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Aleks Tancevski".

Aleks Tancevski
Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

OFFICIAL

4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150
PO Box 973 Parramatta CBD NSW 2124

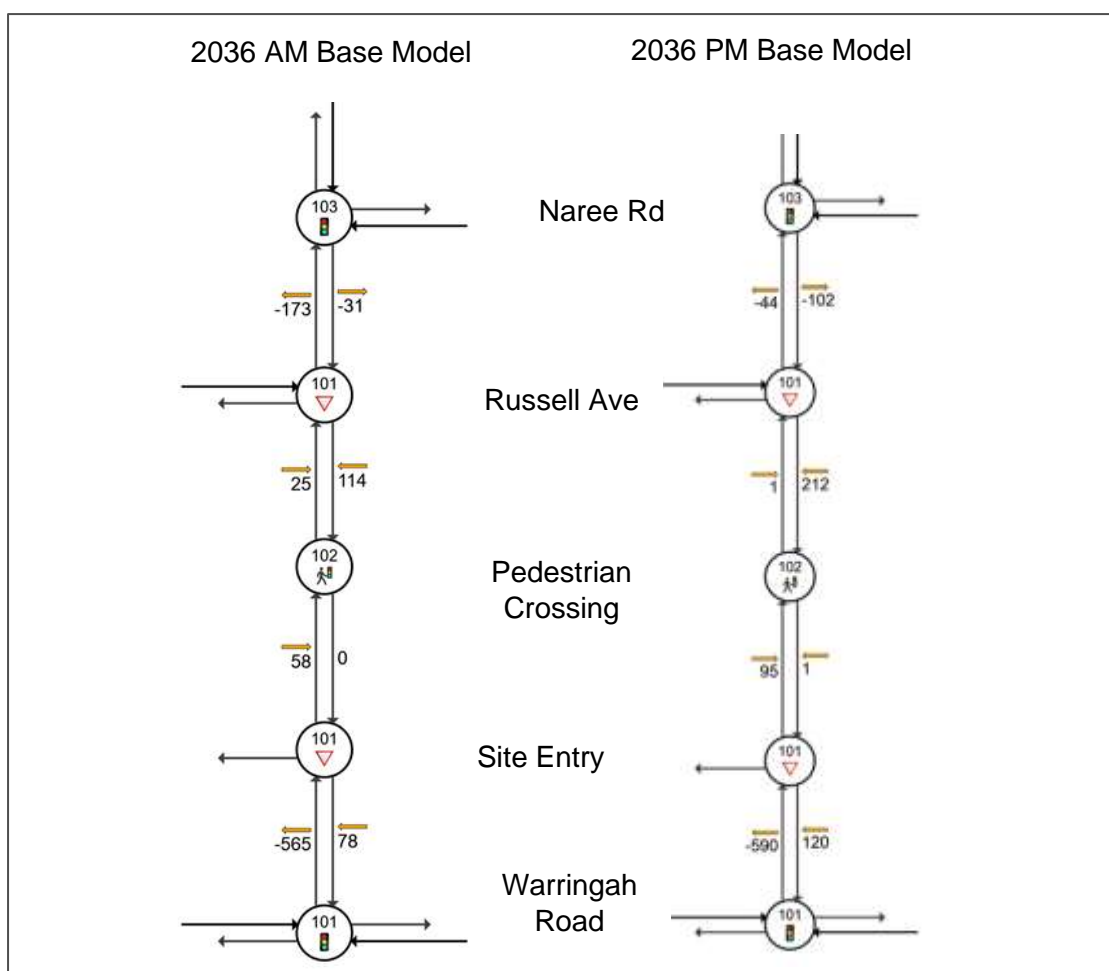
W transport.nsw.gov.au

TAB B – Detailed Road Safety and Network Operations (Modelling) Comments

Traffic Modelling

TfNSW has reviewed the revised SIDRA models and advises that:

1. The modelling results indicate that the access strategy proposed by the applicant will result in vehicle queues southbound on Forest Way extending back from Warringah Road past the proposed signalised site access location. Consistent with previous advice, TfNSW does not support right turn exit movements out of the subject site onto Forest Way and would only support the following vehicle movements on Forest Way at the proposed signalised intersection:
 - Right turn entry movements from Forest Way into the subject site;
 - Left turn entry movements from Forest Way into the subject site; and
 - Left turn exit movements from the subject site onto Forest Way
2. The subject intersections were recently changed to operate at 130 seconds and as such, the modelling needs to be updated to reflect the existing and post development operating conditions at 130 seconds.
3. There are midblock differences in traffic volumes in the 2036 AM base model which are not accounted for in the traffic report as follows:



- a. The largest differences are between Warringah Road and the site entry with a difference of 565 and 590 vehicles in the AM and PM base models respectively.
- b. While differences in timings between intersections may lead to a difference in traffic volume crossing the stop line during the peak hour, the differences appear much larger than this and the count data should be re-checked and the reason for the differences explained.

2. Figure 7 and Figure 8 of the McLaren Traffic report dated 27/9/23 identify a total of 38% of all vehicles entering left in and right into the subject site with a total of 38% of vehicles exiting right out. A review of the development traffic volumes show a total of 373 new trips in and 337 out (Table 8). The Sidra results on page 79 of the PDF of the supplementary advice dated 18/6/24 shows 121 vehicles turning right (32%) in and 256 turning left in (38%). It appears that the traffic turning right into the site is lower than the 38% previously identified and clarification is required in this regard.
3. The speeds within the models should be updated to reflect the posted speed limits, including the school zone during the AM peak hour.

Other minor issues which should be addressed to be consistent with the TfNSW Modelling Guidelines include:

4. The Heavy vehicle PCU should be 2 instead of 1.65
5. The average walking speed should be 1.2m/s and not 1.3m/s
6. Two (2) departure lanes have been incorrectly coded on Naree Road instead of one (1) and there is a pedestrian crossing distance of approximately 25.5m.

Road Safety Concerns

The lane widths proposed on Forest Way (adjacent the subject site) associated with the road deflection to accommodate the proposed right turn bay on the north approach to the proposed signalised intersection on Forest Way are too narrow and poses a road safety hazard. In particular, the kerb side lane is shown as 3.0 metres wide, which cannot be accepted by the Agency as the absolute minimum lane width required to safely accommodate the movement of large vehicles is 3.2m (excluding kerb and gutter).

TfNSW notes that the swept path assessment undertaken in the Supplementary Traffic Assessment for through movements on Forest Way has a bus as the designated design vehicle. The Agency advises that Forest Way is a designated 26 metre B-Double Route. As such, the design vehicle used for swept path assessment for through movements on Forest Way should be based on a 26 metre B-Double and show adequate clearance between the edge of the vehicle and the lane line. Austroads recommends a 0.5m clearance from the body of the vehicle to the pavement lane line or to a kerb.