

## Design Response to TfNSW Comments



Project: Forestway

Item	TfNSW Comment	Response
1.	TfNSW does not provide approval in accordance with Section 87 of the Roads Act, 1993 for the modification of the existing signalised pedestrian crossing to provide entry/exit movements at this location. The proposed exit is relying on a new signal phase essentially making the site a T-Junction, which was not previously proposed in the Traffic Report dated October 2019 or considered/supported by TfNSW. An additional signalised movement from the car park onto Forest Way will impact the existing performance of Forest Way, including public transport and freight vehicles.	<b>Agreed and Achieved.</b> The signalised movement has been removed.
2.	The current Traffic Signal Guidelines state that a signalised marked foot crossing must be provided on each leg of a signalised intersection in a built up area. This is highly likely to impact traffic turning left from the proposed access, as pedestrian protections in the form of left turn red arrows will be holding traffic back into the car park before they are released. This is also likely to lead onto other issues such as poor air quality within the car park.	<b>Agreed and Achieved.</b> The signalised movement has been removed.
3.	The Road Safety Audit highlights possible conflicts between exiting vehicles and pedestrians, and TfNSW does not support a signalised crossing for pedestrians across the exit as per the above comments. Given that the subject site has alternative vehicular access to the shopping centre for all movements, TfNSW requests that the application is amended to relocate the proposed exit further away from the signalised pedestrian crossing on Forest Way or remove it altogether.	<b>Agreed and Achieved.</b> The exit has been reconfigured such that pedestrians give way to all vehicles.

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4.	TfNSW previously requested a deceleration lane to be provided for the entry access on Forest Way and a slip lane has been provided that is too short.	<p><b>Agreed and Achieved.</b> The deceleration lane has been lengthened to a length of 60m which extends into the centre. No pedestrian crossing have been designed such that vehicles can decelerate sufficiently over the 60m length.</p>
5.	The proposed type F barrier is a hazard to pedestrians and greater separation needs to be provided between the slip lane and the signalised pedestrian crossing.	<p><b>Agreed and Achieved.</b> The deceleration lane has been redesigned to provide greater separation between the slip lane and the pedestrian crossing.</p>
6.	There should not be a marked pedestrian crossing across the slip lane/entry due to sight line issues and also potential queuing impacts onto Forest Way due to the short slip lane. Pedestrians will need to wait to cross. Please note if a marked pedestrian crossing is required at this location, then a warrants assessment for a zebra crossing should have been provided in the Traffic Report.	<p><b>Agreed and Achieved.</b> Any marked pedestrian crossing has been removed from both the entry and exit such that pedestrians always give way. This has been done in order to prevent queuing onto Forest Way or queuing back into the carpark.</p>
7.	TfNSW will not provide concurrence for an unsafe vehicular access on Forest Way.	<p><b>Agreed and Achieved</b> The proposed access to/from Forest Way has been modified to address the traffic matters raised by TfNSW. It provides for safe vehicular access to/from Forest Way. The safety review has been updated based on the modified access arrangements.</p>
8.	The pedestrian fencing on the Forest Way median is supported in principle, subject to compliance with the design complying with TfNSW requirements and relevant standards.	<p><b>Agreed and Achieved.</b> Fencing has been modified to work with the new configuration.</p>