

Dear Sir/Madam,

I am writing to you in connection with the planned road works for the new Frenchs Forest Hospital. As a resident of Frenchs Forest at 32 Jimada Avenue Frenchs Forest , 2086 I have attended a number of the public forums with both Local and State Government and have taken progressing interest in the project and provided comment, when asked.

I am pleased to relate the excellent presentation yesterday at Starkey Street Forestville, unfortunately I was overseas when Stage 1 was presented leaving me with no opportunity for comment however I was able to see various proposals yesterday in conjunction with Stage 2.

Please excuse the following recommendations which may appear verbose however I believe it is important to explain from a resident's perspective the impact your proposals will have and I believe there is still time to reconsider the following.

### **1 Skyline Shops – Parking**

**Background:** It is recognised the traffic flow in and out of the current designated short duration parking adjacent to the shops and chemist is hazardous at the best of times given the speed and flow of traffic proceeding easterly from Frenchs Forest East to join Warringah Road traffic.

It is now my understanding there is a plan to relocate these right angle parking bays to the South kerb of Frenchs Forest Rd East causing shoppers and handicapped patrons to the Chemist to now cross this hazardous traffic flow to access shops and postal services or be expected to walk excessive distances to a new set of pedestrian lights at the corner (yet to be installed).

**Comment:** I do not believe this planned relocation is the most effective or safest for the public. There will be a drop in patronage to the shops and businesses will suffer and a reduced level of service will result, causing cars to travel further and congest roads.

**Recommendations:** I recommend to close off Frenchs Forest Road East and Warringah Road access for Easterly bound private vehicles and allow them to turn South to Warringah Road and they may then turn left with safety at the Warringah Road lights, this may be supplemented with a "left turn permitted after stopping" sign at Warringah Road lights or a left green arrow if you desire. This solution will allow existing parking to remain and reduce the current risk.

### **2. Bus stop relocation – pull over lane**

**Background:** There is currently a bus stop and shelter shed located on the South side of Frenchs Forest Road East between Patanga Rd and Inverness Ave.

It is proposed to install a set of lights with a pedestrian refuge at the intersection of Frenchs Forest Road East and Allambie Road. Part of the road works includes to widen the South West corner making traffic to swiftly flow West and not allowing a Northerly entrance into Patanga Rd from South side of Frenchs Forest Road East due to the shape of the intersection and danger of a rear-end collision.

**Recommendation:** It is recommended to relocate the existing bus stop and shelter shed further west along Frenchs Forest Road East to now be opposite existing North Side shelter shed between Inverness and Harmston Ave. This relocation will also encompass a bus pull over bay to allow the bus to proceed Westerly along Frenchs Forest Road East and allow traffic to flow westerly away from the new set of Allambie Rd lights.

### **3. No stopping signs in Romford, Hurdis, Harmston, Inverness and Patanga avenue**

**Background:** There are some mixed "no stopping" signs in the above roads at the intersection with Frenchs Forest Road East. These minor access roads are standard width for residential access, however signs were installed to allow traffic to flow off Frenchs Forest Road East and proceed in a Northerly direction, however due to the now increased ownership of vehicles parked in the streets especially as other residents are using these streets as satellite parking bays prior to catching City

bound buses or working at the large factory complex South along Frenchs Forest Road East, ready pull over space is constricted for both North and South bound traffic along the minor roads.

**Comment:** It must be considered there is now proposed “no right turn” from Frenchs Forest Road East into Patanga and Inverness and there will be an overall increase in traffic flow for all the above roads, therefore a solution for restrictive parking and swing entrance must be implemented, bearing in mind busses, delivery trucks and council vehicles use these roads for drop off, garbage collection and street sweeping and general access.

**Recommendations:** It is recommended either “no stopping” signs be installed on both sides of the above minor roads for the appropriate distance from the intersection with Frenchs Forest Road East or alternatively have no parking on one side of the total length of the above minor roads to allow traffic to pass.

#### **4. Right turn to Inverness Avenue – to be continued**

**Background:** Currently a right turn is permitted into Inverness avenue from Frenchs Forest Road East and it is proposed to prevent this due to flow of traffic from the new lights at corner of Frenchs Forest Road East and Allambie Road.

**Comment :** It is agreed with all the major works and traffic lights being installed at Patanga, there is certainly good evidence to prevent right turn into Patanga however I do not believe it reasonable to prevent a right turn into Inverness from Frenchs Forest Road East. If my recommendation 2 (above) is accepted and implemented then further congestion of busses pulling from kerb would be prevented and there would be sufficient room for passing cars to share the road especially to the left of the turning traffic otherwise it is expected the first north bound turn will be Harmston Ave again loading this street unnecessarily.

**Recommendation:** It is recommended to remain a right turn into Inverness Avenue from Frenchs Forest Road East.

#### **5. Bus Stops – Pull over Lane (general acceptance)**

**Background:** As you are aware there are no rail services to the Northern Beaches only Bus Service, there have been various approaches to Transit lanes, Bus only lanes, limited access shared use lanes and more; all have the unfortunate result in stopping the vehicles behind from proceeding, making the traffic as fast as the slowest vehicle.

**Comment:** If every bus stop was provided with a pull over bay this would allow other vehicles (including other busses) to pass, and traffic would flow more smoothly. I believe there is currently certain reluctance to allow a bus to re-enter the traffic flow from curb or the few pullover bays scattered around the district as motorists are fearful of being stuck behind a stopping bus with no means of passing. Once there are bus pull over bays then all traffic including busses will flow at the same speed.

**Recommendation:** It is recommended all bus stops on major roads be provided with a pull over bay and a public education program be implemented to support this.

I look forward to your careful review and acceptance of my recommendations, if you or your staff wish to discuss these matters with me I may be contacted at the above address or phone on 02 9451 9852.

Yours faithfully

John Bell  
26 July 2015