



Transport  
Roads & Maritime  
Services

# **BELLS LINE OF ROAD CORRIDOR IMPROVEMENT PROGRAM – OVERTAKING LANES FOR SITES 2 AND 3**

## Community Consultation Report

May 2015

## Executive summary

The NSW Government has provided \$48 million to improve safety on the Bells Line of Road corridor. As part of this program, Roads and Maritime Services invited feedback on a proposal to widen the Bells Line of Road corridor at two locations between Mount Tomah and Kurrajong Heights to provide new overtaking lanes.

As part of the Bells Line of Road Corridor Improvement Program, Roads and Maritime is planning to build seven new overtaking lanes to improve road safety and maintain traffic efficiency along Bells Line of Road.

The new overtaking lanes would improve traffic flow, reduce traffic delays, and improve road safety for all road users.

The proposal for Site 2 is an eastbound 1030 metre long overtaking lane. It would start just east of Glenara Road and Pittmans Road, Kurrajong Heights, six kilometres east of Bilpin and would include:

- 0.6 metre-wide dividing lines for greater safety
- 3.3 metre-wide lanes
- A two metre-wide shoulder
- Relocation of the overhead power to the southern side of the road.

The proposal for Site 3 is a westbound 1.2 kilometre-long overtaking lane, four kilometres east of Bilpin. It would start about 300 metres west of Tadrosse Lane, Bilpin and would include:

- 0.6 metre-wide dividing lines for greater safety
- 3.3 metre-wide lanes
- A two metre-wide shoulder
- A right-hand turning bay into Johnsons Road
- A wider median for private property access.

Roads and Maritime invited the community and key stakeholders to provide feedback on this proposal between 1 March and 16 March 2015. About 150 letters were distributed in the local area inviting feedback. The notification was also emailed to over 100 stakeholders.

During consultation, comments were received from six people and one organisation relating to design, project need and environment. Roads and Maritime has considered all feedback received and has decided to proceed with the proposal.

Work on these overtaking lanes for sites 2 and 3 is expected to start later this year. The community will be notified prior to any work starting.

This report provides responses to all feedback and it will be available on our website [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au). We will also write directly to the people and organisations that made comments.

Roads and Maritime would like to take this opportunity to thank everyone who took the time to review the proposal and provide feedback.

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# 1. INTRODUCTION

## 1.1 Background

Roads and Maritime is proposing to build two overtaking lanes on the Bells Line of Road corridor for sites 2 and 3 between Mount Tomah and Kurrajong Heights.

The objective of the proposal on the Bells Line of Road corridor is to:

- Improve traffic efficiency for road users
- Improve the road safety environment
- Minimise environmental impacts
- Avoid the need for private property acquisition or revocation of National Park land
- Provide a value for money solution within the proposed project budget.

## 1.2 The proposal

The NSW Government has provided \$48 million to improve safety on the Bells Line of Road corridor. As part of the Bells Line of Road Corridor Improvement program, Roads and Maritime is planning to build seven new overtaking lanes to improve road safety and maintain traffic efficiency along Bells Line of Road.

In March 2015, Roads and Maritime sought feedback on a proposal to provide new overtaking lanes on the Bells Line of Road at two locations between Mount Tomah and Kurrajong Heights.

The new overtaking lanes would improve traffic flow, reduce travel delays, and improve road safety for all road users.

### Site 2 overtaking lane

The proposal for Site 2 is an eastbound 1030 metre long overtaking lane. It would start just east of Glenara Road and Pittmans Road, Kurrajong Heights, six kilometres east of Bilpin and would include:

- 0.6 metre-wide dividing lines for greater safety
- 3.3 metre-wide lanes
- A two metre-wide shoulder for the eastbound lane.
- Relocate the overhead power to the southern side of the road.

### Site 3 overtaking lane

The proposal for Site 3 is a westbound 1.2 kilometre-long overtaking lane, four kilometres east of Bilpin. It would start about 300 metres west of Tadrosse Lane, Bilpin and would include:

- 0.6 metre-wide dividing lines for greater safety
- 3.3 metre-wide lanes
- A two metre-wide shoulder
- A right-hand turning bay into Johnsons Road
- A wider median for private property access.

## 2. CONSULTATION APPROACH

### 2.1 Consultation objectives

Consultation was carried out to:

- Seek comments, feedback, ideas and suggestions for Roads and Maritime to consider when developing the proposal
- Build a database of interested community members for Roads and Maritime to engage during the proposal's development.

### 2.2 How consultation was done

Consultation was open from Sunday 1 March to Monday 16 March 2015.

Community members were encouraged to provide feedback via mail, email or phone.

Members of the local community and key stakeholders were contacted using a range of tools including:

<b>Community letter - Have your say (APPENDIX A)</b>	<ul style="list-style-type: none"><li>• Delivered to about 150 residents and businesses around Bilpin and Kurrajong Heights (See APPENDIX B &amp; C – Have Your Say distribution maps).</li><li>• Emailed to emergency services, government agencies, schools, businesses, aged care centres, religious centres and community groups in the local area.</li></ul>
<b>Website</b>	<ul style="list-style-type: none"><li>• Information about the proposal was published on the Roads and Maritime website.</li></ul>

## 3. CONSULTATION SUMMARY

### 3.1 Overview

Roads and Maritime received feedback from six people and one organisation about the proposal on six different issues.

The community provided informed and helpful responses to the proposed overtaking lanes, with both positive and negative views raised. Key issues of concern included location of the Site 3 overtaking lane, the need for shoulders, safety of existing junctions, project need, safe property access and noise reduction.

### 3.2 Feedback summary and Roads and Maritime response

Category	Comment	Roads and Maritime response
<b>Design</b>  <b>(Location of Site 3 overtaking lane)</b>  <b>Two comments</b>	<p>This overtaking lane is on a bend and could potentially lead to cars speeding to overtake vehicles in the slower lanes. The overtaking lane is also directly outside a truck repair workshop, making it difficult for trucks to slow down and access the workshop.</p> <p>A better place to build an overtaking lane would be east of Mount Lagoon Road.</p>	<p>Roads and Maritime has conducted a traffic analysis to choose the most appropriate and safest sites for these overtaking lanes.</p> <p>The proposed design at Site 3 overtaking lane includes a three metre wide painted median that provides road users with a safe location to slow down, give way to traffic and turn into properties with minimal delay or hazard to other road users. The design also includes a dedicated right turn bay into Johnsons Road for westbound traffic to allow sufficient room between through traffic and traffic needing to turn. This design was determined to be the safest solution of all options considered and meets the functional requirements and project objectives.</p> <p>There are seven overtaking lanes planned between Kurrajong Heights and Mount Tomah. The community are currently being consulted about proposed Site 5 overtaking lane which is located east of Mountain Lagoon Road.</p>

Category	Comment	Roads and Maritime response
	<p>Concerned about Site 3 overtaking lane (westbound) merging and ending just east of the access road to Pup Road.</p> <p>There are two lanes of speeding traffic merging at the location where vehicles are braking to turn right across oncoming traffic. We have had two accidents in 10 years at this intersection and would like to see how Roads and Maritime will manage this intersection.</p>	<p>The Site 3 overtaking lane will end prior to the intersection with Pup Road. The current conditions at the intersection will not change as a result of these works.</p> <p>The engineering and access analysis for the Bells Line of Road Long Term Strategic Corridor Plan 2012 identified a number of potential short and medium term improvements to the existing road corridor.</p> <p>These corridor improvements included:</p> <ul style="list-style-type: none"> <li>• Overtaking lanes</li> <li>• Minor realignments and straightening</li> <li>• Lanes, shoulders, clear zones, safety barriers and improved drainage</li> <li>• Intersections.</li> </ul> <p>From the short and medium-term improvements considered, a specific need for overtaking lanes and road safety improvements were identified for the road corridor, given the lack of current opportunities and the incidence of crash occurrence in these areas.</p> <p>The overtaking lane design was preferred over shorter lengths, because it improved the safety of the Johnsons Road intersection, and vehicles are expected to merge on a straight with improved site distance east of Pup Road. This design was determined to be the safest solution of all options considered and best met the functional requirements and project objectives.</p>

Category	Comment	Roads and Maritime response
<b>Design</b> <b>(Need for shoulders)</b>  <b>Site 2 and 3 overtaking lanes</b>  <b>One comment</b>	<p>I am fully supportive of all passing lanes as planned. However, greater value would be a one metre shoulder along each side of Bells Line of Road from Kurrajong Heights to Mount Tomah (and beyond).</p> <p>Cyclists, pedestrians and tractors travel along the side of this rural (farming district) road and a wide shoulder would make this safer.</p>	<p>The engineering and access analysis for the Bells Line of Road Long Term Strategic Corridor Plan 2012 identified a number of potential short and medium term improvements to the existing road corridor.</p> <p>These corridor improvements included:</p> <ul style="list-style-type: none"> <li>• Overtaking lanes</li> <li>• Minor realignments and straightening</li> <li>• Lanes, shoulders, clear zones, safety barriers and improved drainage</li> <li>• Intersections.</li> </ul> <p>From the short and medium-term improvements considered, a specific need for overtaking lanes and road safety improvements were identified for the road corridor, given the lack of current opportunities and the incidence of crash occurrence in these areas.</p> <p>Providing consistent shoulders along the entire length of the road could assist with improving safety; however the environmental impact does not meet all of the functional requirements and project objectives.</p>
<b>Project</b> <b>(Safety of existing junctions)</b>  <b>Site 2 overtaking lane</b>  <b>One comment</b>	<p>The junction of Glenara Road and Bells Line of Road (near Site 2) is dangerous because of poor sight lines and large trucks parking outside the pie shop. A right turning bay into Glenara Road would solve this problem and could be included in the work.</p>	<p>Site 2 is an eastbound overtaking lane and does not change the road environment for westbound traffic turning right into Glenara Road. No changes are proposed to Glenara Road intersection.</p> <p>From the short and medium-term improvements considered, a specific need for overtaking lanes and road safety improvements were identified for the road corridor, given the lack of current opportunities and the incidence of crash occurrence in these areas.</p>



Category	Comment	Roads and Maritime response
<b>Project</b>  <b>(Project need)</b>  <b>Site 2 and 3 overtaking lanes</b>  <b>One comment</b>	<p>Twenty years ago the Deputy Premier Ian Armstrong had plans to turn the Bells Line of Road into a freeway to open up the Central West to Sydney.</p>	<p>In 2012, The Australian and NSW governments jointly released the Bells Line of Road Long Term Strategic Corridor Plan (BLoR Corridor Plan). The BLoR Corridor Plan, prepared by Roads and Maritime, outlines a process to guide the short, medium and long term future development of this road corridor.</p> <p>The BLoR Corridor Plan identified a number of potential short and medium term improvements to the existing road corridor.</p> <p>These corridor improvements included:</p> <ul style="list-style-type: none"> <li>• Overtaking lanes</li> <li>• Crossfall corrections and road pavement shape correction</li> <li>• Wider shoulders and wider clear zones</li> <li>• Improved line marking.</li> </ul> <p>From the short and medium-term improvements considered, a specific need for overtaking lanes and road safety improvements were identified for the road corridor, given the lack of current opportunities and the incidence of crash occurrence in these areas.</p>
<b>Design</b>  <b>(Safe property access)</b>  <b>Site 3 overtaking lane</b>  <b>One comment</b>	<p>Bilpin Rural Fire Brigade has attended a number of motor vehicle accidents on Bells Line of Road and particularly in this area and asked:</p> <p>Will the properties on the Northern side of Site 3 overtaking lane have safe and practical access to their properties at all times given the crest in the road and the number of accidents and close calls on this stretch of road?</p> <p>Will there be a wider median for private property access on the north or south side of Bells Line of Road?</p>	<p>The proposed design at Site 3 overtaking lane includes a three metre wide painted median that provides road users with a safe location to slow, give way to traffic and turn into properties with minimal delay or hazard to other road users.</p> <p>The design also includes a dedicated right turn bay into Johnsons Road for westbound traffic to allow sufficient room between through traffic and traffic needing to turn.</p> <p>This design was determined to be the safest solution of all options considered and best met the functional requirements and project objectives.</p>

Category	Comment	Roads and Maritime response
<b>Environment</b>  <b>(Noise reduction)</b>  <b>Overtaking lane 3</b>  <b>One comment</b>	<p>Overtaking lane 3 is directly outside our property and currently we have a significant tree barrier between our house and the road to assist with noise reduction. As a large number of these trees will be removed, we request that Roads and Maritime plant a hedge on Roads and Maritime land to sustain the noise barrier.</p>	<p>The trees to be removed are within the road reserve corridor. Roads and Maritime will replant vegetation where appropriate to reinstate the existing landscape character of the road corridor over time. Landscaping will occur following completion of construction.</p> <p>A noise impact assessment was carried out for the proposed design at overtaking lane 3. The result showed there would be a 0.5 decibel increase in noise once the project is operating. This is attributed to the travel lane being three metres closer than it currently is, and not through any intervening vegetation between the property and the road. Typically any increase in noise below 2 decibels is not noticeable.</p> <p>Without significant depth and density of planting, vegetation does not reduce noise transmission from road traffic. The existing trees do not have the necessary density or depth, and therefore do not provide any significant noise reduction benefits.</p>

## **4. DECISION**

Roads and Maritime has reviewed the feedback received about this proposal in relation to providing overtaking lanes for Sites 2 and 3 on the Bells Line of Road corridor between Mount Tomah and Kurrajong Heights and has decided to proceed with building this project.

## **5. NEXT STEPS**

Roads and Maritime will proceed with the development this project and continue to keep the community updated.

Work on Site 3 overtaking lane is expected to start before mid-2015 and Site 2 overtaking lane in late 2015.

# Appendix A – Have Your Say overtaking lanes 2 & 3

## Have Your Say



MARCH 2015

BELLS LINE OF ROAD CORRIDOR IMPROVEMENT PROGRAM

### Proposal for new overtaking lanes on Bells Line of Road

The NSW Government has provided \$48 million to improve safety on Bells Line of Road.

As part of this program, Roads and Maritime Services is inviting feedback on a proposal to widen the Bells Line of Road at two locations between Mount Tomah and Kurrajong Heights to provide new overtaking lanes.

As part of the Bells Line of Road Corridor Improvement Program, Roads and Maritime is planning to build seven new overtaking lanes to improve road safety and maintain traffic efficiency along Bells Line of Road. One of the overtaking lanes has already been completed.

The overtaking lanes will improve traffic flow, reduce traffic delays, and improve road safety for all road users.

We would like to know your views on two of the planned overtaking lanes, between Mount Tomah and Kurrajong Heights.

#### Overtaking lane 2

Overtaking lane 2 would be an eastbound one kilometre long overtaking lane. It would start just east of Glenara Road and Pittmans Road, Kurrajong Heights (as shown on the map overleaf) and would include:

- 0.6 metre-wide dividing lines for greater safety
- 3.3 metre-wide lanes
- A two metre-wide shoulder

We would also relocate the overhead power to the southern side of the road.

#### Overtaking lane 3

Overtaking lane 3 would be a westbound 1.2 kilometre-long overtaking lane (as shown on the map overleaf). It would start about 300 metres west of Tadrosse Lane, Bilpin and would include:

- 0.6 metre-wide dividing lines for greater safety
- 3.3 metre-wide lanes
- A two metre-wide shoulder
- A right-hand turning bay into Johnsons Road
- A wider median for private property access.

We welcome your views on these proposals and would appreciate your feedback by **Monday 16 March**. Please send your written comments to our delivery partner DownerMouchel at:

Bells Line of Road  
PO Box 6465,  
North Ryde NSW 2113

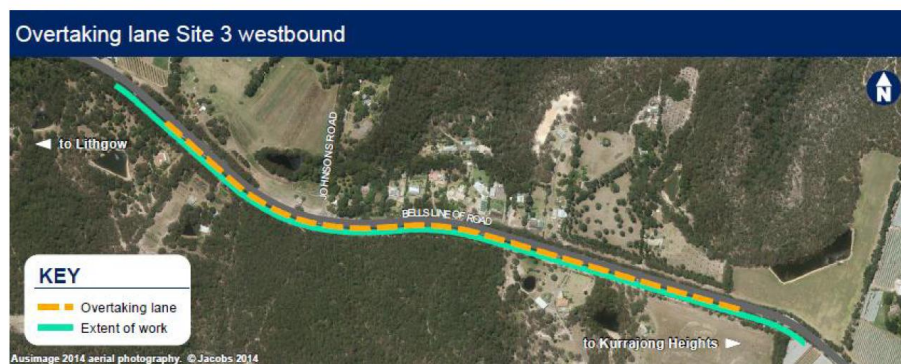
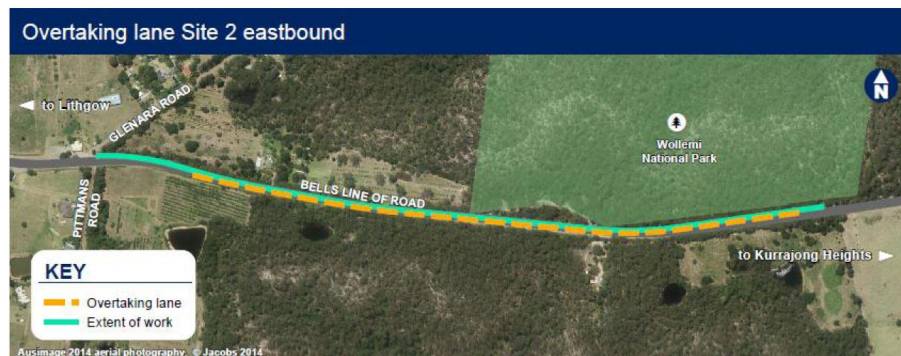
For more information, contact DownerMouchel

T 1800 332 660 | E [enquiries\\_nsw@downermouchel.com](mailto:enquiries_nsw@downermouchel.com)

Letter ref no: T/06439

Or contact DownerMouchel on 1800 332 660 or [enquiries\\_nsw@downermouchel.com](mailto:enquiries_nsw@downermouchel.com).

Roads and Maritime will consider feedback in finalising its decision about this proposal and will continue to keep the community and stakeholders updated.



## Translating and Interpreting Service

If you need an interpreter, please call TIS National on **131 450** and ask them to call DownerMouchel on **1800 332 660**.

### Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الحظية والشفوية (TIS National) على الرقم **131 450**، و الطلب منهم الاتصال بـ DownerMouchel على الرقم **1800 332 660**.

### Cantonese

若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)，要求他們 致電 **1800 332 660** 聯絡 DownerMouchel。

### Mandarin

如果你需要口译员，请致电 **131 450** 联系翻译和口译服务署 (TIS National)，要求他们 致电 **1800 332 660** 联系 DownerMouchel。

### Greek

Αν χρειάζεστε διερμηνέα, παρακαλείστε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (Εθνική Υπηρεσία TIS) στο **131 450** και ζητήστε να τηλεφωνήσουν DownerMouchel στο **1800 332 660**.

### Russian

Если вам нужен переводчик, то позвоните в Службу письменного и устного перевода (TIS National) по номеру **131 450** и скажите переводчику, что вам нужно позвонить в DownerMouchel по номеру **1800 332 660**.

### Korean

통역사가 필요하시면 번역통역서비스 (TIS National) 에 **131 450** 으로 연락하여 이들에게 **1800 332 660** 번으로 DownerMouchel 에 전화 하도록 요청하십시오.

### Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho DownerMouchel qua số **1800 332 660**.

For more information, contact DownerMouchel

T **1800 332 660** | E [enquiries\\_nsw@downermouchel.com](mailto:enquiries_nsw@downermouchel.com)

## Appendix B – Distribution Map Site 2 March 2015



## Appendix C – Distribution Map Site 3 March 2015

