

Katoomba to Lithgow

Great Western Highway upgrade



Transport
Roads & Maritime
Services

NOVEMBER 2014

KATOOMBA TO MOUNT VICTORIA ROAD SAFETY IMPROVEMENTS

A preferred treatments report has been prepared to improve road safety on the Great Western Highway between Katoomba and Mount Victoria. The report confirms what work will be done and also lists the priority in which the work will be carried out.

Current situation

The Australian and New South Wales governments have provided \$250 million in funding to improve safety and travel conditions along the Great Western Highway between Katoomba and Lithgow.

A number of projects are underway, including safety upgrades at Forty Bends, in the Hartley Valley and planning for Mount Victoria village. The remaining funding will be used for safety upgrades in a priority order between Katoomba and Mount Victoria.

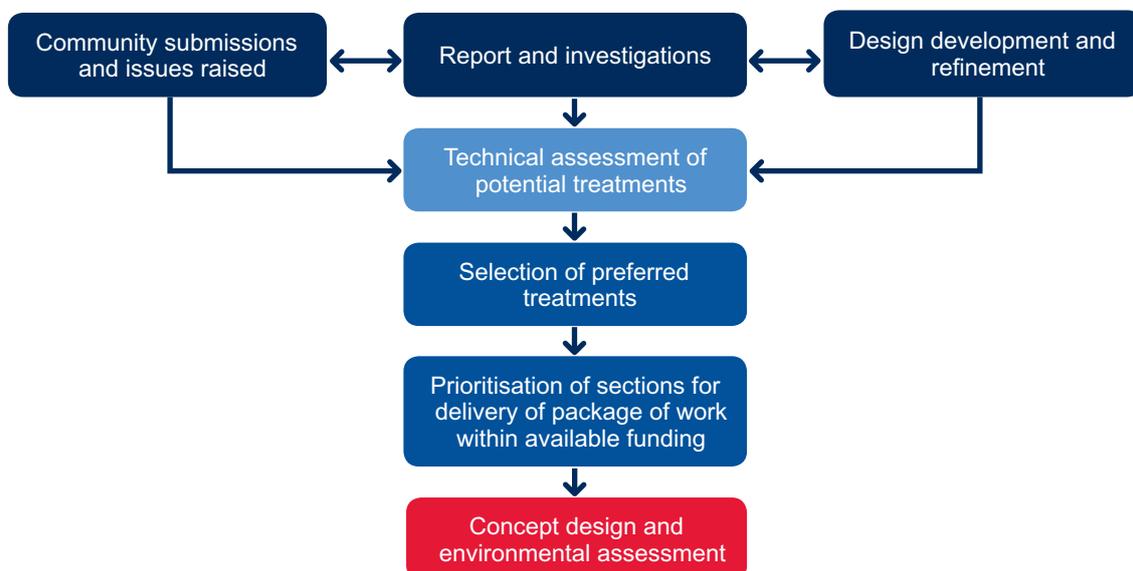
A community feedback report has been prepared which notes all comments received from the community about the potential treatments. The report also shows Roads and Maritime Services' responses to those comments.

How the preferred treatments were identified and what happens next?

The following diagram illustrates the process that was followed to select the preferred treatment (improvement) sections that will proceed to the concept design and environmental assessment phase.

In identifying which work will be delivered first, the project team prioritised the preferred treatments on a section by section basis (see map on next page).

Process of prioritising treatments



What are the preferred treatments?

SECTION E

Preferred treatments:

- Two metre wide sealed road shoulders
- Painted central median 1-1.2 metres wide
- Protected right turn bay for access to the cemetery
- Painted traffic island at exit/entry and improved lane line marking at Mt Boyce Heavy Vehicle Checking Station (HVCS)
- Signage for heavy vehicle checking station left lane (eastbound approach)
- Upgrade to safety barrier separation through Soldiers Pinch
- Extension of painted road markings on shoulder area before entry to Browntown Oval.

SECTION D

Preferred treatments:

- Installation of safety barriers at suitable locations to provide protection against roadside hazards
- Relocation of the overtaking lane start and end merges to a safer location. Adding double barrier lines to prevent overtaking where there are no overtaking lanes
- A range of intersection improvements and changes to access (see details below)
- Two metre wide sealed road shoulders
- Off road sealed shared path between Medlow Bath and Blackheath (using existing track - on parts as indicated)
- Painted central median 1-1.2 metres wide (on approaches to the township).

Brightlands Avenue - Left in/left out only
Chelmsford Street - Left in/left out only

Sutton Park - Protected right turn bay
Hargraves Street - Protected right turn bay
Jellicoe Street - Closure of street access from the highway (access would be via Abbott Street)
Abbott Street and Prince George Street - Protected right turn bays into Abbott Street and Prince George Street and a left turn lane into Abbott Street
Leichhardt Street - Left in/left out only
Gardiner Crescent intersection - Left in/left out only
Govetts Leap Road - Dedicated left and right turn bays together with a through travel lane in both directions
Hat Hill Road - Protected right turn bay
Sturt Street - Left in/left out only
Cemetery access - Protected right turn bay
Radiance Avenue - side road access - Left in/left out only.

Potential impacts in some/all sections:

(Further detail in the Preferred Treatments report)

- Potential loss of on street parking
- Possible removal or trimming of trees
- Relocation of pedestrian shelters/bus stops
- Highway may be moved closer to some properties
- Visual impact of changes.

The above potential impacts will be investigated in more detail in the next stage of the project when more information is available.

LEGEND

- Widened sealed road shoulders (both directions)
- Wide painted central median
- Road realignment
- Off road sealed shared path
- Intersection improvement
- Relocation of lane merge
- Installation of pipes instead of open drainage
- Bus stop and pedestrian refuge relocation
- Rail

0 1.0 2.0km



SECTION C

Preferred treatments:

- Relocation of overtaking lane merges to a safer location
- Three metre wide sealed road shoulders
- Painted central median up to 1.5 metres wide
- Upgrade of directional signage and line marking
- Installation of raised line marking (rural sections only)
- Realignment of sections of carriageway to straighten some curves
- Installation of safety barrier near roadside hazards
- Off road sealed shared path between Medlow Bath and Blackheath (using existing track - on parts as indicated)
- Utility pole relocations.

SECTION B

Preferred treatments:

- Two metre wide sealed road shoulders
- Painted central median up to 1.2 metres wide and painted edgeline to improve separation of traffic lanes and the nearby parking
- Relocation of the 70km/h zone after the Bellevue Crescent intersection (providing a 60km/h speed limit across entry/exit to Bellevue Crescent)
- Provision of a protected right turn bay at Bellevue Crescent
- Installation of pipes for drainage instead of open drainage next to the United petrol station

- Improve access arrangements at the United petrol station
- Relocation of the bus stop and pedestrian refuge at the rail station further east (with raised line marking for the pedestrian refuge)
- Relocation of overtaking lane merge to a safer location
- Raised kerb along the central median to improve vehicle direction over the rail bridge
- Wire rope safety barrier (eastbound approach) to the rail bridge
- Off-road sealed shared path between Medlow Bath and Blackheath (using existing track).

SECTION A

Preferred treatments:

- Upgrade of directional signage and line marking
- Relocation of overtaking lane merges to safer locations
- Piping of the open drainage channel near the Explorers Tree memorial
- Installation of suitable safety barriers next to roadside hazards
- Two metre wide sealed road shoulders
- Painted central median up to 1.2 metres wide
- Installation of raised line marking (rural sections only).

Order of priority of sections for delivery of package of work

- 1 **C**
- 2 **D**
- 3 **A**
- 4 **B**
- 5 **E**

How the treatments were prioritised

Work was prioritised based on the following criteria:

- Safety
- Value for money
- Consistency
- Access
- Environment
- Community.

The priority in which the work will be done:

1. Section C - Medlow Bath to Blackheath
2. Section D - Blackheath village
3. Section A - Medlow Bath village
4. Section B - Katoomba to Medlow Bath
5. Section E - Blackheath to Mount Victoria

Next steps

There will be consultation with directly impacted stakeholders and members of the community during the development of the design and environmental assessment.

Questions?

Contact the team directly on: **1800 035 733 (toll free)**

Or email: **K2Lupgrade@rms.nsw.gov.au**

Mail to: **K2L Great Western Highway upgrade,
PO Box 1406, Lane Cove, NSW, 1595.**



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