



Great Western Highway upgrade

Katoomba to Mount Victoria

Community Feedback Report

November 2014



RMS 14.533

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1. Executive Summary

Roads and Maritime Services prepared a package of potential treatments to improve road safety on the Great Western Highway between Katoomba and Mount Victoria.

Consultation was done in April/May 2014 about these treatments.

A total of 218 feedback forms, letters, emails and phone calls were received from members of the community, including householders, businesses, and local government. The comments received support the package of potential treatments, favour one of the two options suggested for one intersection and offer feedback on elements of the overall package.

After considering feedback from the community a *Preferred Treatments Report* has been prepared which confirms what work will be done and also lists the priority in which the work will be carried out.

Following the publishing of this report, further consultation will be undertaken with directly impacted stakeholders and members of the community during the development of the design and environmental assessment.

2. Community involvement

The proposed design and options for the package of potential treatments was communicated and displayed for community comment from 28 April 2014 to 30 May 2014.

The community was informed of the display by:

- An update on the Roads and Maritime Services website
http://www.rms.nsw.gov.au/roadprojects/projects/western_region/mt_victoria_lithgow/project_documents/safety_upgrade.html
- Distribution of a community update to residents and businesses in Blackheath and Medlow Bath
- Media release dated 28 April 2014
- Advertisement in the Blue Mountains Gazette week starting 28 April 2014
- Static display of the package of potential treatments, community update and poster at the following venues
 - Blue Mountains City Council
 - Katoomba Library
- Meet the team drop-in sessions at the following venues on 6 May 2014 and 7 May 2014
 - Rural Fire Service Shed, Railway Parade, Medlow Bath
 - Blackheath Community Centre, Great Western Highway, Blackheath

- One-on-one meetings with the following stakeholders:
 - Blue Mountains City Council officers
 - Blue Mountains City Council councillors
 - Community group representatives (meeting convened by Blackheath Highway Action Group)
 - Blackheath Chamber of Commerce.

3. Comments received

A total of 218 feedback forms, letters, emails and phone calls were received from members of the community, including householders, businesses, and local government. The comments received support the package of potential treatments and favour one of the two options for Section D. Some comments offer feedback on elements of the overall package.

Some respondents provided more than one feedback form. These suggestions have been joined together for the purposes of this feedback.

4. Overview of issues raised

Roads and Maritime received 218 items of feedback for the package of potential treatments to improve road safety on the Great Western Highway between Katoomba and Mount Victoria. The feedback period opened on 28 April 2014 and closed on 30 May 2014. However, feedback received up until mid-June 2014 was considered. The feedback received from the incorrect distribution of a community update in November 2013 has also been included, however, duplicate comments from the same individuals (received in November 2013 and again in April 2014) have been classified as one comment.

A number of issues were raised in the feedback, with many respondents commenting on more than one issue. Significant feedback was received in relation to project design followed by street and/or property access. Safety issues and the construction schedule also featured highly.

Summary of feedback on potential treatments at Blackheath village

- Concern about Govetts Leap Road intersection, and incidences of vehicles running the red light
- Would like to see reduction in speed limit through Blackheath from 60 km/h to 50 km/h
- Do not agree with the closing of the 'informal' merging lane eastbound at Evans Lookout Road
- Would like to see some improvements/reduction of speed limit at the entry to Blackheath including a review of the location of the overtaking lane start/finish
- Wide painted median in area adjacent to nursery and pet hostel would impact businesses (west of Blackheath village)

- Businesses at Blackheath not happy with loss of parking on highway – want Roads and Maritime to investigate alternative parking
- Worried about loss of trees – especially mature trees which are characteristic of the village.

Summary of feedback on potential treatments in Medlow Bath

- Consideration to be given for Hydro Majestic Hotel access arrangements proposed by the development application, before deciding on improvements
- Relocation of pedestrian arrangements and bus stop dependent on this
- Recent replanting of avenue of trees not to be compromised.

Significant other comments

- Submission with over 1400 signatures requesting a combined pedestrian/cycleway through the whole area
- Form letter from students of Blackheath Public School asking for pedestrian/cyclist facilities
- Feedback from Blue Mountains City Council and Blackheath Highway Action Group covering a number of issues (specific council comments have been responded to directly).

Support for proposed changes

- There were 44 feedback forms directly or indirectly indicating their support for all, or a majority of, the potential treatments.

5. Community feedback and responses to feedback on proposed treatments

Details of comments received and issues raised

Issues identified are documented in the following subsections followed by a response from Roads and Maritime. The listing of issues has been done according to the section of highway in which the issue was raised.

Community issues have been categorised to illustrate which issues the project team may consider and develop in the future stages of the project. These categories are described as:

1. Out of project scope.

The scope of the project is to provide suitable road safety engineering treatments to improve safety along the highway and this is based on the following design objectives:

- Wider sealed road shoulders
- Isolated sections of realignment to improve tight curves (not upgrades along the whole highway)
- Road improvements
- Suitable safety barriers
- Wide centre line marking treatments
- Pedestrian and cyclist facilities (where possible and appropriate)
- Bus stop relocations or adjustments
- Sight distance improvements at side roads
- Improved guide signage
- Intersection treatments eg. left in/left out only or protected right turn bays
- Overtaking lane adjustments
- Delineation improvements (particularly around curves)
- Profile line marking (rural sections only)
- Speed zone adjustments (where appropriate)
- Traffic signal adjustments (where appropriate)
- Relocation of utility poles (particularly on rural sections close to curves).

Issues raised in relation to bypasses, diversion of road-based freight to rail, or shared path networks through village areas are considered to be outside the scope of this project.

2. Reviewed by the project team but not considered a feasible or warranted solution and therefore not considered further (and the proposed treatment is retained).

There were several suggestions raised by the community for consideration as alternative treatments or as new treatments at locations where Roads and Maritime had not proposed treatments. These suggestions were reviewed by Roads and Maritime but were considered to be:

- Out of scope or not in line with the objectives of the project
- Not feasible as they would not meet the necessary engineering and safety standards
- Not warranted as the suggested treatment would not suitably address the issue or that the proposed treatment by Roads and Maritime was considered to be the most appropriate.

3. Proposed as part of the proposed treatments and no further change is required.

This category was for suggestions that were made by the community that agreed with the proposed treatments or that suggested treatments that aligned with those proposed by Roads and Maritime.

4. Requires further investigation and reporting in the preferred treatments report.

Several issues were raised by the community that Roads and Maritime committed to reviewing after the May 2014 consultation and to report back to the community on the findings of any investigations and the proposed actions to these issues. These were for the following specific issues:

- Red light running at the Govetts Leap Road traffic signals in Blackheath
- Provision of a right turn arrow at the Govetts Leap Road traffic signals in Blackheath
- Review of the 70 km/h speed limit that was along the highway across the entry to Bellevue Crescent in Medlow Bath.

5. Requires further investigation during the next stage of the project (concept design and environmental assessment)

There were many suggestions or issues raised by the community that could not be adequately considered by Roads and Maritime as there is not sufficient information available; or that would be suitably considered when more detailed design and environmental assessment work is carried out. Roads and Maritime will review these issues as part of the start of the next stage of the project to make sure that these issues are considered wherever possible.

6. Requires a future design change during the next stage of the project (concept design and environmental assessment)

Separate to the above category, this category was for issues or suggestions that had a definitive change to the treatment proposed by Roads and Maritime. There was one location that was identified in this category and it was for the selection of the preferred treatment option at the intersection of the highway and Gardiners Crescent in Blackheath. Community views on the proposed treatments - a protected right turn bay (Option A) or a left in/left out (Option B) - were almost equal. Roads and Maritime reviewed this location in more detail and determined that Option B is the most suitable option when assessed against safety and traffic management requirements.

7. Requires ongoing monitoring, police enforcement, or community education

There were several issues raised by the community that although are typically out of the general scope of the project, they do present a key safety concern to the community. Roads and Maritime consider these to require ongoing monitoring, enforcement, or education with possible measures to address these issues considered through other programs if deemed necessary. These types of issues related to speeding, heavy vehicle speeding, speed zone changes and pedestrian timing at signalised intersections.

Comments received on each section and responses to the comments are provided below.

Numbers in the response column refer to:

1. Out of project scope
2. Reviewed by the project team but not considered a feasible or warranted solution and therefore not considered further (and the proposed treatment is retained).
3. Proposed as part of the proposed treatments and no further change is required.
4. Requires further investigation and reporting in the preferred treatments report.
5. Requires further investigation during the next stage of the project (concept design and environmental assessment).
6. Requires a future design change during the next stage of the project (concept design and environmental assessment).
7. Requires ongoing monitoring, police enforcement, or community education.

6. Section A: Katoomba (Albion Street) to Medlow Bath (Foy Avenue)

Pedestrian safety

Feedback received	Response
<p>Request to change the speed limit coming down the hill to 25 km/h.</p> <p>The intersection at the Great Western Highway end of Yeaman Bridge is now completely worn of street markings. Try stepping off the footpath at the bottom of the bridge to cross from the south to the north side on a blind corner with no street markings.</p> <p>Request to put marking on the road and cut down trees.</p>	<p>1</p> <p>Referred to Roads and Maritime's Maintenance branch to be done as a matter of priority</p>

Albion Street to Rowan Lane

Feedback received	Response
<p>Community suggestion to extend time for pedestrians to cross and erection of a sign to warn motorists of pedestrians crossing.</p>	<p>7</p>

Community requests signage to be added to alert drivers this intersection is the last turn into Katoomba.	5
Location of painted median proposed to be painted queried, also request for painted chevrons within painted median.	3
Deep uncovered dish drain – next to Explorers Tree memorial needs piping and levelling.	3

Speed

Feedback received	Response
It has been suggested that the speed limit of the entire length of Section A be increased to 80 km/h.	7

Safety barriers and shoulders

Feedback received	Response
Concern about lack of safety barriers in this section to protect pedestrians on footpaths from traffic which might accidentally come on to the footpath. The comments note that there are safety barriers further along the road going up to Katoomba.	5
Widening of road shoulders requested.	3

7. Section B: Medlow Bath township (Foy Avenue to 150 metres west of Cox Avenue)

Trees

Feedback received	Response
Community notes the recent loss of an avenue of pines in Medlow Bath on the Great Western Highway - which have not been properly replaced with alternative trees - was an aesthetic disaster for that resort town. We have seen the assault on established trees in Bullaburra and many other towns along the Great Western Highway, so are determined to speak up for a different greener, more aesthetic approach in our beloved Blackheath.	5
Significant investment has been made in succession planting for the Heritage listed avenue of trees – which should not be impacted.	5

Turning lanes

Feedback received	Response
Several comments suggest a right turn bay is needed into Bellevue Crescent.	3
Community requests a right hand turn lane into Foy Avenue.	5
Community would like a right hand turn into the Petrol Station.	3

Hydro Majestic Hotel

Feedback received	Response
Any widening or adjustment should not shift the paved road corridor further east to impact formal line marking for road corridor car parking at the Hydro Majestic frontage.	5
Community notes there doesn't appear to be any consideration of the possible impact of road traffic resulting from the major redevelopment of the Hydro Majestic site. A review of the approved DA should be undertaken to ensure adequate parking, access and road safety is achieved.	5

Heritage

Feedback received	Response
Suggestion that any movement of the bus shelter must allow for the historic mural to be retained and repaired.	5

Overtaking lanes

Feedback received	Response
A community member does not support a reduction in overtaking lanes.	2
It has been suggested that the changes to overtaking lane through the lights at Medlow Bath will create a dangerous entry to the east in the highway via the slip lane at the lights.	2
It has been requested to leave lane merge where it currently is as extending it will increase speed of traffic through Medlow Bath as cars currently increase speed to overtake.	2
The merge further to the east of the overtaking lane outside the railway station is welcomed and long overdue.	Noted

Pedestrians and safety

Feedback received	Response
It has been requested that the upgrades leave bus stop and pedestrian refuge where they are. This is at a level crossing and extending further east will increase distance people have to walk from eastern side of railway which is where most people live. People don't use bus to meet trains or vice versa.	5
Request Roads and Maritime consider installation of central wire safety barrier to minimise risk of head-on collisions and direct pedestrian traffic.	5

Traffic lights

Feedback received	Response
Comment to reconsider need for traffic lights at Medlow Bath due to low volume of traffic entering the highway and bringing traffic on highway to a halt. Can a roundabout perform the same function?	2

Speed

Feedback received	Response
Comment that an extension of 60 km per hour speed zone to the east of Bellevue Crescent is not necessary.	2

General

Feedback received	Response
Request for correction of an error in Section B. Your compass point on the map provided indicates (correctly) that the Great Western Highway is aligned approximating N-S through Medlow Bath, points 3 and 4 have the phrase "further to the east" presently referring to locations along the Great Western Highway. I think it should read "further to the south".	Noted
Drawing one: showing crossroad of Rutland Road and Portland Road/Medlow Lane. On the Map Produced – Medlow Lane is to the right of Rutland Road ONLY – where Medlow Lane has been indicated should be Portland Road.	Noted
Comment that there is an existing road between Belgravia Street and Blackheath which is currently already used by pedestrians and cyclists. Huge, environmentally damaging upgrades to this road are not required – a grading of the surface every year would suffice. There are large bird and animal populations along the length of the current road and any major upgrades involving tree removal and resurfacing would have very detrimental effects on the local wildlife.	5
Apparent informal Great Western Highway access from properties located – Lot 2 Delmonte to 108 Great Western Highway.	5

8. Section C: Medlow Bath (150 metres west of Cox Avenue) to Blackheath (Evans Lookout Road)

Multiple Lanes

Feedback received	Response
Suggestion to urgently provide double lanes from Medlow Bath to Mt Boyce.	1

Straightening of road

Feedback received	Response
Suggestion that road straightening is required in the section between Medlow Bath and Blackheath.	3

Speed

Feedback received	Response
Whilst in agreement to straightening and widening the road between Medlow Bath and Blackheath, there is concern that the proposed wide painted median strip between Medlow Bath and Evans Lookout Road is inadequate. It could be used by dangerous drivers to force others over to the side so they can overtake. Speeding is rife on this section of road; trucks and cars have run other vehicles off the road on several occasions over the years, just so they can get past.	3
A request to have the speed limit of 80km/h between Medlow Bath and Blackheath reduced to 70km/h; as it is between Medlow Bath and Katoomba with more speed limit signage.	2
RMS requested to review carriageway lighting and road condition safety signage.	5

9. Section D: Blackheath township (Evans Lookout Road to Radiance Avenue)

Section D

Option preference (Great Western Highway and Gardiners Crescent intersection at Blackheath)

Feedback received	Option preferred
45	Option A (right turn bay)
39	Option B (left in / left out only)

Feedback received	Response
Multiple suggestions for a merging lane for turning right westbound out of Evans Lookout Road.	5

Evans Lookout Road

Feedback received	Response
Multiple suggestions for a merging lane for turning right westbound out of Evans Lookout Road.	5
Request that the exit from Evans Lookout Road onto the highway should be marked as two lanes, one each for turning left and right. There is existing space, with perhaps marginal widening necessary.	5
Community suggests that a 'waiting bay' be marked for traffic turning right out of Evans Lookout Road. The plans indicate what potentially could be a waiting bay. The point before the road expands to two lanes, is currently dead space.	5
Noted that the sight distance turning right into Evans Lookout Road is a problem if vehicles don't turn from the end of the right turn bay.	5
Suggestion to lengthen right turn bay at Evans Lookout Road.	5

Brightlands Avenue

Feedback received	Response
Suggestion that if Brightlands Avenue was closed to the highway it could allow for an increased highway speed zone.	2
Comment states disagreement with left in/out only at Brightlands Avenue as it would force more traffic to Govetts Leap Road which is busy with slow moving cars (people trying to park) and pedestrians.	3

Chelmsford Avenue

Feedback received	Response
Suggestion that if Chelmsford Avenue was closed at the highway it could allow for an increased highway speed zone.	2
Disagreement with left in/out only at Chelmsford Avenue as it would force more traffic to Govetts Leap Road which is busy with slow moving cars (people trying to park) and pedestrians.	2
Feedback comment that visibility for a right turn is good at Chelmsford Avenue as preventing right turns here would only increase traffic speed, which is less safe.	3
There is an unformed access track between Chelmsford Avenue and Sutton Park that vehicular may use to access the Highway as the intersection with Sutton Park appears unrestricted. This would create ongoing maintenance and safety concerns for both the RMS and Council.	5

Sutton Park

Feedback received	Response
Request for clarification on the installation of a right turn bay at Sutton Park as shown in concept drawings but not stated in proposed treatments.	3 (a protected right turn bay will be provided)

Hargraves Street

Feedback received	Response
Suggestion that if Hargraves Street was closed to the highway it could allow for an increased highway speed zone.	2
Request that the right turn bay at Hargraves Street be clearly marked so that following motorists know a right turn is intended and they are not overtaking. Confusion is currently caused by the overtaking lane starting at the same spot.	5
Suggestion to make Hargraves Street a left in/left out as the visibility of oncoming traffic is impaired.	3

Jellicoe Street

Feedback received	Response
Community member concerned about access to property if Jellicoe Street is closed and the service road becomes a sealed share path.	5
Observation that the proposed treatments will shorten the overtaking lane near Jellicoe Street. This may not allow people to overtake without using excessive speed to get past in time.	5

Prince George Street

Feedback received	Response
Noted that the off road shared pedestrian and cyclist path between Medlow Bath and Blackheath is not shown on the detailed section D Map nor included in the descriptions for sections C and D. Provision needs to be made to connect a cycleway of some sort to the east side of the Great Western Highway, possibly a crossing near Prince George street.	1
Request for left-in left-out for Prince George Street.	2
Feedback notes that Prince George Street should be developed as if it is to have traffic signals in the future. Please create plans for storage and turning lanes, a redefinition of kerbs, provision for channelisation, and enhancement of pedestrian and cyclist facilities.	2

Request for a turning lane into Prince George Street, Blackheath. Currently very unsafe as westbound traffic rushes to merge just before the right turn.	2
Comment that a right turn bay at Prince George Street can be dangerous as it is quite blind with a rise at the end of the overtaking lane, with few cars actually travelling at 60km/h in the overtaking lane.	5

Abbott Street

Feedback received	Response
Community member understands the safety aspect in relation to cars turning right into Abbott Street, however is concerned this right hand turn bay would have to be moved closer to St Mounts.	5
The removal of trees near Abbott Street would improve safety turning out onto the Great Western Highway. Many of the trees in this area are decayed and need removal in the future.	5
Request for RMS to consider the proposed detail of the intersection of Abbott Street and the Highway. With the proposed closure of the Leichhardt Street intersection to right hand turns off the Highway and the proposed closure of Jellicoe Street to all movements, residents travelling to/from the Abbott Street area accessing the school may attempt to either use gap acceptance to get diagonally across the highway from Abbott Street to Prince George Street and vice-versa or may attempt to sit in the line - marked median to make the turn between these two intersections. However, once detailed drawings are available exact impacts will be reassessed.	5

Leichhardt Street

Feedback received	Response
<p>Request for explanation of the proposed “no right turn” sign to the north of Leichhardt Street.</p> <p>If this is designed to prevent right turns into the property “Norwood Mountain Lodge” at 209 Great Western Highway it will make access to the property for vehicles travelling north extremely difficult. This will have a direct, adverse effect on our business.</p>	<p>Noted. The no right turn is for access into Leichhardt Street only. Access to properties off the highway will not change.</p>
<p>Comment that visibility for a right turn is good at Leichhardt Street. Preventing right turns here would only increase traffic speed, which is less safe.</p>	2
<p>Disagreement with the left in /left out proposal for Leichhardt Street. The pedestrian only lights west of Leichhardt street are poorly positioned and should be moved to the pedestrian and traffic lights of Leichhardt Street. This junction with the Great Western Highway is a major area for residential, school and sports ground traffic. Suggestion that a right turn bay would increase safety for traffic turning into Leichhardt Street.</p>	2
<p>Community suggests no right hand turn into Leichhardt Street.</p>	2
<p>Multiple suggestions request the closing of Leichhardt Street, Blackheath between the Great Western Highway and Wentworth Street so Blackheath Public School can utilise this land.</p>	5
<p>Noted that Leichhardt Street provides direct route off highway for access to the Bradman Oval – major assembly point for emergency services of fire brigades, helicopter rescues and ambulance etc. For sports injuries, a local alternative access to parking out of shop area at top of Govetts Leap Road. This area should have slip-lane and right hand turn off highway for west-bound traffic.</p>	2
<p>Request for a right turn bay at Leichhardt Street as cars are slowing to go through the village and there is clear vision ahead for oncoming traffic.</p>	2

Sutton Lane

Feedback received	Response
The ability for west bound traffic to make right turns into private property, business and Sutton Lane, between Leichhardt Street and Govetts Leap Road is not covered.	Note. Access to properties off the highway will not change.
Request for left in/left out only at Sutton Lane.	5
Suggestion to ban right turn into and out of Sutton Lane.	5
Note that turning into Sutton Lane is not mentioned in the proposal.	Noted. No change is proposed.
Sutton Lane treatments need further clarification.	Noted. No change is proposed.

Govetts Leap Road

Feedback received	Response
Disagreement with left in/out only at Brightlands Avenue, Chelmsford Avenue, Leichhardt Street, Gardiner Crescent and Sturt Street as it would force more traffic to Govetts Leap Road which is busy with slow moving cars (people trying to park) and pedestrians.	2
Request for right turn arrows at Govetts Leap/Great Western Highway traffic lights.	4
Govetts Leap Road and Bundarra Street entries to the Great Western Highway should be widened to accommodate traffic turning in the same direction at this intersection.	5
Change Govetts Leap Road to a 50km/h zone to improve safety.	Noted. This is a local road under the care and control of Council.
Consideration should be given to installation of balustrade to control pedestrian movements and provide greater concept of town centre.	5
Review signalling arrangements where traffic turns right on to the highway from Govetts Leap Road to better protect pedestrians crossing the highway.	5

Gardiner Crescent

Feedback received	Response
Disagreement with left in/out only at Gardiner Crescent as it would force more traffic to Govetts Leap Road which is busy with slow moving cars (people trying to park) and pedestrians.	2
Several community members request a right turn bay into Gardiner Crescent for access to the petrol station, pedestrian safety and ease of traffic on Hat Hill Road.	3
Request for a left turn bay into Gardiner Crescent.	5
Gardiner Crescent turn is necessary for Neighbourhood Centre, community buses and access for disabled.	3

Hat Hill Road

Feedback received	Response
Feedback notes that the Hat Hill Road intersection should be developed as if it is to have traffic signals in the future. Request for plans that include storage and turning lanes, a redefinition of kerbs, provision for channelisation, and enhancement of pedestrian and cyclist facilities.	2
Request for a need for a detached merge lane for west bound traffic from Hat Hill Road.	2
Multiple community comments request a left turning lane into Hat Hill Road.	2
The sign to Rhododendron Gardens needs to be at the Hat Hill Road intersection.	5
Request to make right turns onto the highway safer at the bottom of Hat Hill Road.	2

Sturt Street

Feedback received	Response
Disagreement with left in/out only at Sturt Street as it would force more traffic to Govetts Leap Road which is busy with slow moving cars (people trying to park) and pedestrians.	3
There should be a left turn bay into Sturt Street.	2

The Blue Mountains Rhododendron Society and members have submitted multiple requests for a right hand turn lane into Sturt Street. Important for car and bus access.	5
Suggestion to create left turn bay at Sturt Street to reduce traffic in Hat Hill Road under Option B.	5
Not quite sure why Roads and Maritime want to make changes to Sturt Street. These would be opposed unless a real need is shown.	Noted.
A right hand turn bay is still required at Sturt Street to assist traffic heading to all areas west, including Blackheath Railway Bridge. Notes that the visibility here is good.	5
Suggested that all traffic movements be retained at Sturt Street/ Great Western Highway, contrary to restrictions canvassed in the Roads and Maritime brochure.	5
Banning of the right turn out of Sturt Street would cause problems at the intersection of Wentworth Street and Hat Hill Road, Cliff Lane and Hat Hill Road. This problem would be caused by forcing people from the Hat Hill Road/Cleopatra Street/Bacchante Street Precinct to get to Hat Hill road to turn right onto the highway. The sight distance out of Sturt Street to turn right is reasonable.	5
Roads and Maritime should consider a left in/left out at Sutton Lane or make it a one way street in the western direction.	5

Radiance Avenue

Feedback received	Response
Cannot see how people living in Radiance Avenue can turn right to go to Mt Vic/Lithgow.	2. Noted. The access to the main entry to Radiance Avenue at the highway will not change. The no right turn is for the small informal side road off Radiance Avenue onto the highway
Left in/left out of Radiance Avenue will mean there will be no access to nursery.	
Right hand turn into Radiance Avenue should be maintained.	
Community notes the left lane that allows traffic to enter Radiance Avenue from the west was specifically regulated by the RTA many years ago for large trucks access to the nursery and is still used to this day as an entrance onto my property and when Blue Mountains City Council closed it in the late 1990s Katoomba Police made them re-open it for safety reasons.	

I live in Sunbeam Avenue, Blackheath and there is no pedestrian access from our street and Radiance Avenue into town. The path we walk/ride is very dangerous and comes into the path of traffic on the Great Western Highway. Would you please consider this in your upgrade as many pedestrians use this route.	1
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Sunbeam Avenue

Feedback received	Response
Request for the right hand turn into Sunbeam Avenue to be maintained.	Noted. There are no changes proposed to the current access at Sunbeam Avenue.
Cannot see how people living in Sunbeam Avenue can turn right to go to Mt Vic/Lithgow.	2 Noted. There are no changes proposed to the current access at Sunbeam Avenue.

Section D General feedback

Business impact

Feedback received	Response
<p>RMS to explain the purpose of the proposed “no right turn” sign to the north of Leichhardt Street.</p> <p>If this is designed to prevent right turns into the property “Norwood Mountain Lodge” at 209 Great Western Highway it will make access to the property for vehicles travelling North extremely difficult. This will have a direct, adverse effect on businesses.</p>	<p>3. Noted. The no right turn is for access into Leichhardt Street only and access to properties off the highway will not change.</p>
<p>If the proposed work is to go ahead, St Mounts Boutique Hotel would be forced to close whilst the work is in progress, as the noise would be unbearable to the clientele.</p>	5
<p>Several comments have suggested that the painted median strip will not allow traffic to legally access the nursery (now Webers Nursery) and has the potential to ruin this business and the jobs it offers to people.</p>	5
<p>The extension of the merge that comes out of Mt Boyce will impact on access to nursery.</p>	5
<p>The wide painted median strip would affect staff, customers, tourists and suppliers who travel to the nursery from both the east and the west. Not being able to cross the highway would result in unnecessary travelling toward Blackheath or Mt Victoria to turn around. This will impact the level of service, jobs and support offered to the community.</p>	5
<p>Request to retain the current No Parking sign in front of the business on the corner of the Great Western Highway and Gardiners Road. Community has raised issues about the Rail Bus stopping there during track work. This area of the road floods (the middle is higher) and water gets into the property. There is currently no access from the back of the property.</p>	5
<p>Request for a right hand turn access into the High Mountains Motor Inn as the entrance is opposite Abbott Street where there is also a right turn planned.</p>	5

Cameras

Feedback received	Response
<p>Suggestions from community for inexpensive ways to lower speed of highway traffic.</p> <p>The Great Western Highway is now classified as A32. Other A-classified highways in NSW have 50km/h limits in towns, including towns with lower population than Blackheath (for example, Blayney on the A29).</p> <p>If the turn restrictions canvassed in the RMS brochure are implemented, it would be courteous to erect a sign (next right last right turn for one kilometre) on the northbound highway approach to Evans Lookout Road. However, this could encourage northbound drivers to ignore speed limits on the Great Western Highway between Evans Lookout Road and Prince George Street because they would no longer have to avoid right-hand turners. A slowing initiative would be to extend the Blackheath Public School zone south past Great Western Highway /Prince George Street and install a school zone fixed speed camera for northbound Great Western Highway traffic near Prince George Street. There would be several speed camera approach signs, starting near Brightlands Avenue and the average speed of northbound highway traffic would fall throughout this section.</p> <p>Speed cameras could be placed at either end of Blackheath to support this.</p>	7
<p>Request for red light cameras to be introduced near the Great Western Highway intersection with Govetts Leap Road.</p>	7

Kerbing

Feedback received	Response
<p>Comment that the kerbing down the sealed road shoulders and around the intersections should be of the "rollover kerb style".</p>	5

Multiple lanes

Feedback received	Response
Statement about urgent need for double lanes from Medlow Bath to Mt Boyce.	1
Realign the start of the two eastbound lanes on the highway east of Evans Lookout Road to improve driver certainty.	5

Parking

Feedback received	Response
With regard to Blackheath, Govetts Leap Road to Gardiner Crescent, although there is existing station access for drop off / pick up, parking spaces on the station side of the highway (perhaps 5 or 6) should be limited to 30 minutes to be available for further drop off/ pick up for Blackheath Station.	5
Can't see justification for reducing parking north of Govetts Leap Road – not enough as it is for festivals and weekends or for the many shops that rely on these spaces for custom.	2
Multiple community comments state they are NOT opposed to the reduction in parking spaces on the western side if alternative parking is made available. Suggestions include: 1) Use of the adjoining railway land 2) Gardiner Crescent be made one way (Wentworth Street to highway) with angle parking on both sides. 3) New parking spaces behind the shops between the Chinese restaurant and the Gardiners Inn Hotel.	5
If Blackheath population grows, non-heritage buildings, especially in the block bounded by Sutton Lane, Great Western Highway, Leichhardt Street and Wentworth Street may need to be redeveloped to provide a mixture of new commercial and retail space, undercover parking and open-air parking. If something like this does not occur, the RMS highway changes would exacerbate an already worsening parking shortage in central Blackheath.	5

Opinion that the decrease in parking would only add more frustration, confusion and anger from not only the local residents, but also the vast number of visitors who flock to the village week after week. Request that any future proposed upgrades and improvements should include an increase in parking facilities. The current competition for parking spaces impacts pedestrian and motorist safety.	5
Move taxi rank, currently located on the highway, to outside the railway station drop off zone and use the existing rank for more parking spaces.	5

Property access

Feedback received	Response
Community members' property is currently accessed by a left turn into Abbott Street, along Bridge to Jellicoe and access via a service road. Noting that Jellicoe Street is to be closed off to Great Western Highway, and the service road is to become a sealed share path, please advise on the new arrangements for property access.	5
Ability for west bound traffic to make right turns into private property, business and Sutton Lane, between Leichhardt Street and Govetts Leap Road is not addressed here.	Noted. Access to properties off the highway will not change.
Feedback from a local business states: Our customers and delivery drivers have been safely using the current arrangement for entry and egress to this property since August 2008 without incident. Any change that impedes or confuses drivers gaining access is going to affect our business and present a possible hazard or inconvenience to our customers and other road users.	Noted. Access to properties off the highway will not change

Road closures

Feedback received	Response
Multiple suggestions requesting closure of many small streets and a higher speed limit; with fencing off the school so the 40km/h zone on the Great Western Highway is removed. Similar to Leura Public School Area.	2

Safety barriers

Feedback received	Response
Suggestion that if the road crossing has to be moved, please install barriers on the roadside of the footpath – otherwise pedestrians will run across the road at the old crossing when a train is due.	5
All other improvements are good ideas, with a suggestion to use metal or wire instead of concrete for safety barriers.	5
Consideration to be given to use of balustrades to restrict and guide pedestrians.	5

Signage

Feedback received	Response
Comment that on market days etc. cars park on the Great Western Highway directly opposite the entrance to Hat Hill Road. It is very dangerous as when someone is turning into Hat Hill, other vehicles cannot pass on left. Need signs now or better policing.	7

Request that the right turn bay at Hargraves Street be clearly marked so that following motorists know a right turn is intended and they are not overtaking. Confusion is currently caused by the overtaking lane starting at the same spot.	5
Several community requests mention clear signage indicating the Campbell Rhododendron Gardens on either side of Sturt Street or in a more prominent location to ensure timely notification to traffic in both directions.	5
Noted that Blackheath rail crossing has NO prior high-volt warning on Great Western Highway – only a small red sign at the crossing. In a truck with a large bonnet: Kenworth, Mack, Peterbilt, Western Star, turning left (with a metal silo or water tank) for a Megalong property, the driver may not even see the sign. These symbols could all be placed on one larger board, plus a distance to the crossing.	5
Great Western Highway in Blue Mountains has TEN different keep left symbols. Some standardisation would be beneficial.	5

Speed

Feedback received	Response
Speed limit from Gardiner Crescent to the school (Leichhardt Street) be reduced to 40km/h. There is no point in having heavy vehicles speeding up between the school and the next set of lights at Govetts Leap Road.	2
Multiple suggestions that the speed limit in Blackheath village along the Great Western Highway should be 50km/h and speed cameras be installed to help monitor/enforce this.	2
Comment that traffic through the shopping centre (highway) does exceed the speed limits.	7
Request to close many small streets and have a higher speed limit; plus fence off the school so the 40km/h zone on the Great Western Highway is removed? Similar to Leura Public School Area.	2

Whilst in agreement for straightening and widening the road between Medlow Bath and Blackheath, there is concern that the proposed wide painted median strip between Medlow Bath and Evans Lookout Road is inadequate. It could be used by dangerous drivers to force others over to the side so they can overtake.	3
Request to please have the speed limit of 80km/h between Medlow Bath and Blackheath reduced to 70km/h as it is between Medlow Bath and Katoomba. Please also add more speed limit signage!	7
Another speed survey be conducted and that this time the software is also programmed to record red light crossings. It would be good to learn not only what the average speed was but the highest speeds and % of vehicles traveling above the speed limit. Blackheath motorists/residents know that trucks often drive through the red light at Govetts Leap Road, especially at night. The only thing that seems to slow them down are vehicles turning right and obstructing their travel.	3
It is impossible to overtake on the hill past Sutton Park without accelerating to at least 70km/h. The lane also needs to be extended at both ends.	2
Noted that there is no proposal for a reduction in speed limit through the town to 50km/h.	2
Suggestions for implementing speed calming measures on the highway between Evans Lookout Road and Abbott Street to reduce the incidence of excessive speeding along the westbound overtaking lane to improve safety for local traffic and pedestrians at the Abbott Street highway intersection	7

Traffic lights

Feedback received	Response
The existing pedestrian only lights west of Leichhardt Street are poorly positioned and should be moved to the pedestrian and traffic lights at Leichhardt Street. This junction with the Great Western Highway is a major area point for residential, school and sports ground traffic.	2

<p>A number of comments by community members note the angle of the overhead traffic light at Govetts Leap Road (eastbound) means that the light cannot be seen until the last few metres. As the normal lights are often obscured by other vehicles, this makes the junction dangerous.</p> <p>When turning right from Govetts Leap Road onto the Great Western Highway, the pedestrian green man cannot be seen by vehicles, so they could be forgiven for proceeding when pedestrians have right of way.</p>	<p>5</p> <p>Roads and Maritime has considered this issue however the lanterns are angled for the following important reasons:</p> <ul style="list-style-type: none"> • To maintain pedestrian safety by reducing the possibility of drivers incorrectly sighting the signals at the intersection with the mid-block pedestrian signals. • To meet safety requirements of RailCorp by making sure that train drivers are not distracted by traffic signal lanterns at the intersection due to the close proximity of the rail line. <p>Although the angle of the lanterns is needed to provide for the above safety measures, Roads and Maritime will investigate this more in the next stage of the project to further investigate suitable improvement measures.</p>
<p>With regard to the following streets/roads. Great Western Highway/Prince George Street and Great Western Highway/Hat Hill Road.</p> <p>Given the key roles of these intersections following from any traffic growth, they probably should be developed as if both are going to have traffic signals at some time in the future. Plans need to be created for storage and turning lanes on all legs of these intersections as well as a redefinition of the kerbs, provision for channelisation and enhancement of pedestrian and cyclist facilities.</p>	<p>2</p>

Neither of the 2 options for the Govetts Leap Road intersection has dealt with turning right onto Great Western Highway at the traffic lights. Due to poor traffic light programming this can already be a difficult task. With a high proportion of drivers using this intersection to access the highway, this situation will only get worse as some of the other options of accessing the highway will be taken away.	5
Pedestrian traffic lights north of the railway station are poorly phased meaning the majority of pedestrians ignore them because of their slowness. These lights are a waste of time and should have never been installed.	7
Lights at corner of Govetts Leap Road need to be properly phased to allow traffic using the Bundarra Street level crossing to exit in time and not have to sit on the right way lines which is extremely dangerous in heavy fog.	5

Trees

Feedback received	Response
Any necessary loss of trees and other vegetation in the village section should be kept to a minimum and new trees and appropriate landscaping supplied to maintain the charm of the village.	5
Several suggestions are opposed to any removal of trees.	5
By widening the highway at the front of St Mounts, the grass area, along with the trees, would have to be removed. For years these trees have offered a pleasant "introduction" to tourists driving into the village of Blackheath.	5

Trucks

Feedback received	Response
RMS need to look at the speed limits and general driver behaviour of the huge trucks going through these villages.	7
The most environmentally sound, and safest way of improving the Great Western Highway, especially in this area, would be to increase train freight haulage and thereby decrease the number of trucks.	1

Comment by local business about speeding trucks, lack of policing and increase in traffic and noise on the highway. Concern that bringing the highway closer to the business would negatively impact on the business.	5, 7
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Pedestrian/cyclists

Feedback received	Response
Provision of footpaths/cycle paths along the highway: <ul style="list-style-type: none"> • Between Ridgewell Road and Radiance Avenue • Between Whitley Park and Sutton Park 	1

Accuracy of information

Feedback received	Response
Comment notes error in proposed route should be on map – not joining Shipley Road.	Noted
Comment notes in option B the right turn bay for Hat Hill Road should be the same length as in Option A – i.e. three arrows long.	Noted

Other

Feedback received	Response
The railway/path crossing west of the highway junction to Hargraves Street needs to be detailed.	1
Need to improve access for traffic turning right into Bundarra Street from the Great Western Highway and implement steps to stop traffic queuing across the railway level crossing, These queues cause traffic congestion at the Bundarra and Station streets intersection.	1
It would also be nice if in the future our local side roads could be looked at for improvements as well. The surface on many of the side streets are way out of date, rough and bad for our cars. Resurfacing would be appreciated, Mountbatten Street being one of these.	1
Further information as to why there is a need to alter the existing traffic management. Unable to make a decision based on information received.	Noted
Where is the rail trail going? Under the railway line east of Govetts Leap Road?	1
Fund the implementation of the Blue Mountains City Council landscaping plan for the area adjacent to the highway in front of the Blackheath War Memorial.	1
Requests to change the bridge over the railway line at Katoomba from one lane each way to 2 lanes each way. This would ease traffic congestion during morning and afternoon peaks, weekends & especially public holidays.	1
Suggestion to improve internal flow within Blackheath and to consider funding a mini roundabout at the junction of Wentworth Street and Govetts Leap Road and also perhaps at the junction of Wentworth Street and Hat Hill Road. I understand that may not strictly be RMS domain but it's something that would need to be fixed if access to the Great Western Highway is restricted. You should talk with Council and get that sorted between you. At present I often use the Great Western Highway for access to the southern end of Blackheath because the junction at Wentworth Street and Govetts Leap Road is so awkward.	2
Statement that there has been no consideration for local residents in regard to accessing their properties other than making longer detoured journeys to and from home.	Noted

Local streets will be impacted by turn restrictions. Improvements to highway safety through turn restrictions will redistribute traffic through local streets. It follows that the RMS should pay for new kerbing, guttering, sealed footways/cycleways, street lighting and intersection improvements if it causes such effects. Affected streets would include part or all of Evans Lookout Road, Valley View Road, Prince George Street, Wentworth Street, Clanwilliam Street and Gardiner Crescent.	2
There is very little, if any, traditional police enforcement of illegal traffic behaviour within the Blackheath village centre.	7
Extend the pedestrian overpass from the train lines to across the Great Western Highway.	7
There should be no right hand turn into IGA westbound.	5
A local business has concerns about turning into the property across centreline or median markings.	5
Concerns over the location of the overtaking lane at the traffic lights in both directions and unsigned)	2
Great Western Highway and Govett's Leap Road intersection is never going to work well while the railway level crossing is there. Any measures to increase its vehicular capacity would severely impact pedestrian and cyclist amenity, heritage preservation and town centre appearance. If the popularity of Blackheath, increased population, or other traffic increases create more demand, the least worst options are probably to divert traffic to the Prince George Street and Hat Hill Road highway intersections.	Noted
Suggestion to widen and upgrade Wentworth Street from Hat Hill Road to Evans Lookout Road and closing off highway access to all other side streets. This will keep local traffic off the highway as much as possible.	1
There seems to be no provision for a bus stop/shelter on the highway side of the Ivanhoe for passengers going to Katoomba.	5
Block direct highway access to the northern end of the slip road outside St Mounts Guesthouse so that the slip road is only accessible via Abbott Street.	5

Has any thought gone into bypassing Blackheath township?	1
Community comments that many attempts have been made to alleviate the ever increasing road transport (accompanied by heavy noise day and night) but nothing so far has worked. A suggestion to bring all heavy transport to or from Lithgow underground with a road tunnel starting around Blackheath Cemetery and emerging around Sutton Park. This would avoid all other road congestion.	1
Multiple suggestions for a four lane tunnel under Blackheath from near Evans Lookout Road to about Sunbeam St and various other sections of the road through the allotted sections.	1
Would like a full upgrade of the Great Western Highway to four lanes all the way along the outlined area.	1
Request for RMS to implement safety modifications at the Station Street rail overpass including but not limited to: a) Allow enough room for buses and larger vehicles to turn right from the highway onto the overpass. Currently there is not enough room for buses to use the right turn lane without blocking eastbound highway traffic. b) Implement measures to stop traffic congestion at the intersection of the rail overpass and Station Street.	1
Comment received: we definitely want to see a turning bay at the Cemetery.	3

10. Section E – Radiance Avenue to Browntown Oval

Multiple lanes

Feedback received	Response
Suggestion to widen westbound lane to 2 lanes near Soldiers Pinch - Browntown Oval.	1

Property access

Feedback received	Response
<p>Comment opposes the median strip that is proposed between Radiance Avenue, Blackheath and the Mt Boyce Heavy Vehicle Checking Station.</p> <p>If the median strip proceeds, our clients will not be able to access us. If possible could we have a median turning lane (page 124 driving handbook) This should solve the problem.</p>	5

Safety improvements

Feedback received	Response
With reference to the Mt Boyce Heavy Vehicle Checking Station, the best way to avoid heavy vehicles crossing in front of oncoming traffic is to duplicate the weighing and inspection facilities on the western side of the Great Western Highway. The improved safety would outweigh the extra expense.	1

Speed

Feedback received	Response
Comment that the speed limit of 60km/h past Mt Boyce Heavy Vehicle Checking Station heading west goes at least 300m too far, review speed limits in both directions.	7
Feedback suggests reducing the speed limit between Mt Boyce Heavy Vehicle Checking Station and Ridgewell Road from 80km/h to 60km/h	7

Safety

Feedback received	Response
Community notes safety issues walking/driving between the bridge at Station Street to Mt Boyce. Move electricity pole as it is in the way of sight distance.	5
Reject truck rest area on the highway opposite Weber's Nursery at Mt Boyce.	1

Property specific

Feedback received	Response
In Section E, RMS resurfaced the road, and dish drain in front of entrance of pet resort which makes a puddle and this water flows down gravel and results in scouring.	Specific to property – consultation with individual property owner.

11. Other/ALL sections

Cameras

Feedback received	Response
Request: we would like to know the possibility of installing speed cameras between Mt Victoria and Katoomba to control trucks and, in the long term, avoid the potential accidents.	7
Community suggest there be a speed camera westbound at the top of "Hill 33".	7

Greater upgrade required

Feedback received	Response
Suggestion for a dual carriageway in both directions. Needs more realigning of road than indicated in the community update.	1
<p>Community feels at best the proposal to upgrade the Great Western Highway between Mt Victoria and Katoomba is a little more than a Band-Aid solution to a problem requiring major surgery!</p> <p>It needs to be redesigned and completely rebuilt in a similar manner to the highway to the east of Katoomba. Trucks and cars do not stop at Katoomba.</p> <p>The “highway” between Blackheath and Medlow Bath is a dangerous section of road with many accidents. Efforts should be focused on improving this section as a priority.</p>	1

Help points

Feedback received	Response
Request for safety telephones and help points in remote areas between townships.	1

Lanes

Feedback received	Response
Community feels that as per the plan for this section of highway that there be a maximum of 3 lanes between Katoomba and Mt. Victoria.	1.

Multiple lanes

Feedback received	Response
Suggestion for local traffic lanes to be separated from very large trucking transporters.	1
Urgently require double lanes between Medlow Bath and Mt Boyce.	1

Pedestrian/Cyclist

Feedback received	Response
Extensive feedback received to extend the off-road shared pedestrian and cyclist path to run between Katoomba and Mt Victoria.	1
Several suggestions received request building an off-road cycle/walkway between Katoomba and Blackheath.	1
Comment: please make sure there is a bike path provided. We need them in as many areas as possible.	1
Comments mention to remember that widening roads for turning lanes reduces available space for cyclists and there must be attention paid to safe transit of cyclists with 1 metre of good quality verge included in every new roadway and every upgrade.	5
Community is keen to have off-road sealed shared path from Belgravia Street to Blackheath. Concerned if this stretch is made accessible to cars as this dirt road is used when Highway is blocked.	1
Requests for uniform width along Great Western Highway for cyclist use. If unable to maintain cycle lane width – then mandatory provision given to a cycle lane within close proximity of Great Western Highway.	1
50 letters from school students requesting shared off-road path between Katoomba and Mount Victoria.	1
A community member remarks there should be no additional cycleway until the road and road rules are updated.	1
Request for the existing shoulders to be widened when the road is resurfaced. The latest resurfacing resulted in a prominent 'lip' in places and this made an already dangerous situation worse. In fact, it has encouraged cyclists to actually cycle on the highway instead of the shoulder.	3

Safety barriers

Feedback received	Response
Community notes: Where you have shown “wide painted central median” we would prefer a fixed centre wall or even reinforced fencing.	2
Request for construction of safety barriers between the 2 directions of traffic at least on all new portions of the Great Western Highway.	2

Signage

Feedback received	Response
Requests signage asking trucks to limit compression braking.	5
Suggestion to install electronic warning signs at Katoomba and Mount Victoria to alert motorists if there is a major incident on the highway between Katoomba and Blackheath – signs need to be sympathetic to the surrounding locations.	1

Speed

Feedback received	Response
Request for point-to-point speed cameras, in particular targeting heavy vehicles.	1, 7
Community requests all large trucks to be electronically monitored for speed between Penrith and Lithgow.	1, 7

<p>Noted: Section C and D. The 60km/h zone from before Evans Lookout Road should be replaced by at least a 70km/h zone extending to Hargraves Street for the following reasons.</p> <ol style="list-style-type: none"> 1. Residential properties in this strip are separated from the Great Western Highway by slip roads and nature strips so the question of pedestrian safety does not arise. 2. According to the proposals detailed in Section D all intersections between Evans Lookout Road and Hargraves Street will either be left in/out and will have turning bays. 3. Jellicoe Road will be closed to the Great Western Highway. 	2
<p>Comment on traffic related data:</p> <p>Concern about the speed of trucks, while acknowledging that majority of the traffic travels within the speed limit.</p> <p>Worried about crossing the highway due to red light running.</p> <p>Therefore if potential treatments are implemented (without reducing the highway speed limit) traffic will flow much faster and even more dangerously.</p>	7

Trucks

Feedback received	Response
Request for stronger monitoring (and enforcement) of truck drivers evading the Mt Boyce Heavy Vehicle Checking Station	7
Amenity to all residents would best be improved by re-locating the huge volume of large trucks on the freight rail system. The entire Great Western Highway has been engineered to encourage a great increase in heavy vehicle traffic which is the single most hazardous feature of the road.	1

Widen shoulders

Feedback received	Response
Urgently build side safety breakdown lanes for heavy vehicles	1

Existing Issue

Feedback received	Response
RMS to note the need for maintenance - to reduce flash flooding of Great Western Highway and the potential for accidents. Regular removal of leaf and litter build up - extra service when it rains. In the week leading up to heavy rains in November 2013 the piles of leaf and mulch jamming up every kerb side storm drain along the Great Western Highway from Wentworth Falls to Katoomba - not one storm drain along the entire section of highway was clear. And we knew that rain was forecast.	Issue referred to Roads and Maritime's Maintenance branch.

Unrelated

Feedback received	Response
Do the upgrades take into account Greater Blue Mountains Trail? http://www.bmcc.nsw.gov.au/download.cfm?f=3BD5B182-93CC-9BDC-924EE8B636049039	1

Other

Feedback received	Response
The changes proposed are fine but they won't solve the increasing traffic problems between Medlow Bath and Mt Victoria. A 1km tunnel needs to be constructed under Blackheath from approximately Sutton Park in the east to approximately Ridge well Road or Sturt Street in the west. Currently the noise at night is appalling.	1
Clarification on what the significance may be of the designation of Station Street between Medlow Bath and Blackheath as "off-road sealed shared path". In the absence of any alternative to the Great Western Highway west of Katoomba as far as Mt Victoria, and having had plans thwarted more than once by accidents in that stretch, it would seem useless for Station Street to be fully upgraded to two-lane single carriageway as a relief measure. It needn't be advertised as such, but it would at least be there in case of emergency.	1

Feedback suggests a four lane highway from Richmond to Lithgow with a few big tunnels along the way as the real highway corridor to the west for the future.	1
<p>Community asks that there be long-term planning between RMS and Transport NSW to:</p> <ul style="list-style-type: none"> • Build an alternative railway line across or through the Blue Mountains. • Increase rail freight via upgrading the existing railway line and using the new line for this purpose in future. • Bypass Blackheath & Mt Victoria towns. • Employ a regulatory regime that will shift freight from road to rail. For example, limits of truck trips and incentives for rail freight. 	1
Widening tends to encourage trucks to travel faster and if the curves are not eased this will cause problems.	Noted.
Road barriers required on curves if road is not straightened.	5
Community member is interested in seeing 'camber' considered in the proposal.	5

Council specific feedback – applicable to a number of areas

Feedback received	Response
The Great Western Highway is a Roads and Maritime designated Regional Route for cyclists and should be fully compliant with relevant standards.	1
Reference to be made to the Blue Mountains City Council Proposed TMP for Great Western Highway Blackheath completed as part of the Leichhardt Street Intersection Upgrade 2009.	5

Council requests Roads and Maritime investigate undergrounding of utilities through a number of locations.	1
Council request Roads and Maritime detail in the Traffic Impact Assessment (TIA) the potential impact on the local network and intersections for restrictions on movements to and from the highway.	5 The key finding from the TIA was that there would be minimal impact on the operation of the intersections (based on the proposed changes). The TIA indicated that all intersections are operating at a good level of service both in the existing situation and also with the proposed changes.
Urban Design and Heritage should be considered – specific information provided in Blue Mountains City Council submission	5
Documents provided to Roads and Maritime for reference: Greater Blue Mountains Trail (GBMT) – REF Pulpit Hill (Explorers Tree). Conservation Management Strategy: as jointly funded and developed by Blue Mountains City Council and Roads and Maritime: and Traffic Management Plan for Blackheath developed by Council as part of the Leichhardt Street intersection upgrade by Roads and Maritime in 2009.	5

Consultation process

Four comments provided feedback about the consultation process itself. One requested information on the next step in the consultation process, and another acknowledged receipt of information requesting feedback on the project.

Two comments on how little time was given to respond were also received.

12. Conclusion

This community feedback report includes the consideration of all comments received by Roads and Maritime following the consultation about the Potential Treatments Report (May 2014) for safety improvements between Katoomba and Mount Victoria.

All comments and suggestions made by the community and stakeholders have been comprehensively considered by the Roads and Maritime project team and will be incorporated into the preferred treatments report.

13. Appendix A – Community update

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JOINS DRAWING BELOW

Roads and Maritime invites your feedback on the improvements that have been identified, including a few alternative improvements at Blackheath. This feedback will help the project team to identify the preferred work for further development.

