

Community Questions for August Medlow Bath Community Advisory Group:

GENERAL QUESTIONS & COMMENTS

Item 2 Minutes 29/5/2024: what rectifications might be made if noise models show that noise is exceeded at locations in Medlow Bath?

Abergeldie's Environment Manager advised that monitoring is undertaken across the Project to determine the noise levels generated by the works. These levels are compared against the predicted noise and vibration levels that are expected by the works from the REF.

If the readings show that noise levels are higher than expected, Abergeldie are required to review the work and take steps to make sure the work returns to, and remains, within expected levels – such as changing their construction methodology or equipment size, different respite hours, or other options.

What criteria are used for offering accommodation to affected residents during night roadworks?

The construction industry uses [the Transport for NSW \(Transport\) Construction Noise and Vibration Guidelines 2023](#) to set the requirements for noise and vibration limits, and the associated respite requirements, for construction works.

This includes the limits that trigger the offer of Alternate Accommodation during out of hours works.

Attachment to the last minutes with answers to questions was from a previous meeting. Could we have answers to questions/issues submitted for May meeting please? (The answers attached to May minutes were from your reply in April.)

The attachment provided was the completed responses for the questions raised prior to the May meeting.

GREAT WESTERN HIGHWAY

Stopping bays for dropping off passengers near east and west bound bus stops on GWH are needed

Bus stops on highway – what will they look like?

The new bus stops are designed and will be constructed in accordance with Transport and Australian standards.

While Transport can provide pull over spaces for bus stop drop offs if there is provision to do so, it is not a requirement. The need for a drop off space must be considered alongside the availability of other easily walkable locations where drivers could drop or pick up bus passengers.

Unfortunately, in the case of Medlow Bath there is no space to allow the provision of a bus stop drop off.

Drivers will have several options for dropping people within easy walking distance to the bus stops including using the kiss and ride facilities on Railway Parade and the accessible pedestrian bridge.

The upgrade will also deliver parking near the Pot Belly Café which can be used while parents walk their children to the stop.

Parents could also park on Bellevue Crescent or Station Street and walk to the bus stops.

Eastbound: Embankment opposite Bellevue -what landscaping will be on this slope and will there be trees on top and behind this slope?

This area will have extensive revegetation completed as part of the landscaping for the project, this is shown on the landscape plans that have been uploaded to the website, specifically looking at Page 11 for the area in question and Page 6 for the explainer of the types of plants to be used.

What is happening where road work section dips down below the road near here (end of Eastbound section)?

We have built the embankment up above the retaining wall to cater for additional lane width. We will landscape the embankment.

Replacement of trees and natural bushland that was cleared at the southern end of the project, east side. This area is not looking like it's being used as part of the roadway now. What replanting will occur here?

This area will have extensive revegetation completed as part of the landscaping for the project. Landscaping is designed to be sympathetic with local existing flora.

Bike/Pedestrian Path from Bellevue south: Can trees be planted along house fence lines? Can flowering shrubs and bushes be planted next to the fence? There seems plenty of room for a pathway in the middle of both of these.

This is shown on Page 11 of the landscape plans uploaded to the Project website which indicates that the space in between the path and the houses is planned to have “bushland planting”. The types of vegetation we will plant is also identified on this page of the landscape plans.

Westbound: What is the Wall treatment and colour of very high wall to south of Bellevue? Can plants be included to cover this wall from above? (as has happened in entrance to Blackheath) Can there be plantings below the wall? If so, what?

The wall will be painted [Dulux Colour “Monument”](#), a colour like the rail corridor.

Transport will work with their Landscape Advisor to determine the best plantings to be used in this area. As part of this, we will consider climbers.

The surface and safety of the footpath from Bellevue Cres to the station. Unsuitable and unsafe for less mobile pedestrians / elderly /people with disabilities/ in fact anyone. A friend on a bike had a nasty fall and injured herself due to the narrowness of the barriers and the surface. No signs telling cyclists to dismount were in place. (The only sign saying Cyclists Dismount was on the level railway crossing.) A couple of signs were placed the next day. Does it require an injury for more care to be taken by Abergeldie?

Unfortunately, due to space constraints we are unable to provide a minimum width pathway of 2.5-3 metres required for a shared pathway during construction.

Therefore, Transport has instructed Abergeldie to provide signage throughout the construction site that bike riders should dismount. Abergeldie are also installing mats for the length of the project to provide a safer walking surface.

The bus stop is far from accessible and very difficult to find and we have been told by some elderly and less mobile residents, and those with children that they just can't use it. It seems that pedestrians, cyclists and public transport users are being seriously disadvantaged at the expense of road building, cars and trucks. Please see attached photos.

Transport acknowledges that there is a difference between a fully Disability Discrimination Act (DDA) compliant footpath, which the project is delivering as a permanent solution, and temporary pedestrian access during construction.

DDA requirements specify that all pathways must be a minimum width of 1200mm where those pathways are accessing public transport such as a bus.

Transport can confirm that the path on westbound side is 1500mm wide, while the path on the eastbound side is 1200. The team will move fencing to provide some passing spaces.

Additionally, Abergeldie have compacted the loose gravel on the eastbound side and in speaking with members of the community this has significantly improved the access to these bus stops.

Transport understands that the bus stop has moved, and this may mean additional distance for some pedestrians. This is a temporary relocation for around three months to accommodate the traffic switch which is allowing construction to proceed on the westbound lanes.

Abergeldie liaised with the bus company in advance of the temporary bus stop relocation on the highway and have checked with them again. CDC Buses have confirmed that their drivers are all aware of the temporary bus stop relocation and are picking up and setting down at the designated location. They also confirmed they will continue to work with us for any further changes/moves.

BELLEVUE CRES

Turning both left and right out of Bellevue onto the highway. Despite the removal/re-siting of the barriers and the installation of the mirror, this intersection is still unsafe according to residents.

Abergeldie have implemented an approved management plan for traffic during construction and have removed as many barriers and gawk screens as possible.

The remaining barriers must stay in place to keep the works compliant and safe.

We will shortly temporarily change access in and out of Bellevue Crescent, and this will improve visibility at this intersection.

Planting in Bellevue Cres – Where will these 20 trees go? Will it be on both sides from the corner? What beautification treatment is planned for the huge cleared area near the corner of GWH and Bellevue?

We will plant the cherry blossoms along both sides of Bellevue Crescent where space permits to recreate the corridor that previously existed.

We will also vegetate the cleared area on the corner of the Great Western Highway and Bellevue Crescent with native grasses and small shrubs.

RAILWAY PARADE

Replacement of Railway Pde garden that was removed near utility works. In May we asked if this could be replanted before spring and were given a positive answer.

We have re-engaged local company Regal to undertake the landscaping works, and they are waiting for better weather conditions to start.

Railway Parade, around Sheila Street, will be the first location to be landscaped.

Railway Pde embankment from St Albans to level pedestrian crossing – weed removal and plantings required.

As above.

***40kph High Pedestrian Activity zone in Railway Pde from traffic lights to St Albans Rd needed
Thank you for putting orange barrier markings near traffic lights at the start of Railway Pde but cars are still doing U turns. Perhaps one or two more are needed?***

Transport's Community and Partnering Team have been listening to community concerns regarding this and have now begun the speed zone review process for Railway Parade.

During the CAG meeting in August, Transport asked the question to the community about the preferred speed limit and 40km/h was the most agreed upon limit.

Lighting from station to commuter carpark (and beyond along footpath in Railway Pde) – safety issue. Alistair Lunn mentioned funding for this.

Transport is currently speaking with Blue Mountains Council regarding this and will advise during the CAG meeting when more information is available.

Median strip outside Pot Belly. Will this be altered?

Transport is currently reviewing and re-assessing the median strip.

The safety of crossing the road to Pot Belly from new pedestrian path – has this been reviewed?

The new DDA footpath to the station is designed to Australian safety standards. Pedestrians crossing the road from this path should follow the path and then cross the road at the pedestrian crossing near the U-turn bay.

Transport has been asked about a formal crossing at the top of the footpath, closer to the Great Western Highway intersection, however, a formal crossing this close to the intersection would not provide adequate sight lines to allow pedestrians to cross safely and as such this cannot be provided.

All School Buses coming into Railway Pde Medlow Bath – update

Transport has liaised with the local bus companies about the possibility of changing the pickup location for school buses.

The location of bus stops is governed by many requirements and relocating stops can often have impacts to the rest of the route that are not immediately obvious to the community.

Transport has successfully liaised with the bus service provider to have a stop in Medlow Bath on the Great Western Highway formally added to route 8334. Previously this was an informal stop.

Transport has spoken with local bus operators about diverting school buses to stop in Railway Parade. However, the flow on effects of this change to the service must be considered as bus companies are required to have children at schools by a certain time. The bus operators do not support this change.

Pathway alongside the Medlow Bath Park – what will this look like in future?

Once landscaping takes place the footpath will be reinstated in its original location.

What shelter will there be at Kiss and Ride bays?

Transport will not provide shelter at the Kiss and Ride bay.

TRAIN STATION:

What are the plantings planned for this part of the station? (see pic)



The slope is too steep to allow plantings (please see image included).

It's location in the rail corridor means we do not have permission to access or plant in the rail corridor other than the planter boxes on the Medlow Bath Station platform