Bells Line of Road Corridor Improvement Program

Overtaking lanes for Sites 5, 6 and 7

Community Consultation Report

August 2015
THIS PAGE LEFT INTENTIONALLY BLANK
Executive summary

This Community Consultation Report provides a summary of the community consultation carried out by Roads and Maritime Services to support detailed design of three new overtaking lanes on the Bells Line of Road at Sites 5, 6 and 7.

The NSW Government has provided $48 million to improve safety on the Bells Line of Road corridor. This includes plans to build seven new overtaking lanes to improve traffic flow, reduce traffic delays, improve road safety and maintain traffic efficiency along Bells Line of Road, between Kurrajong and Lithgow.

As part of this program, Roads and Maritime Services invited feedback on a proposal to widen the Bells Line of Road corridor at three locations. Feedback was invited using three separate Have Your Say notifications. One report has been prepared for the consultation on these three overtaking lanes as a number of comments referred to more than one site.

Key matters raised by the community include safety, loss of rural amenity, lack of consultation, impacts on the environment, privacy, private property, and emergency services. Other matters raised included impacts from construction and traffic and the need for the overtaking lanes.

We have considered these matters in finalising the detailed design for this project.

The decision

We will take community and stakeholder preferences into account when finalising detailed design for overtaking lanes at Sites 5, 6 and 7 on the Bells Line of Road.
Contents

Executive summary ............................................................................................................... 3
The decision .......................................................................................................................... 3
Contents ................................................................................................................................ 4
Figures and tables ................................................................................................................. 4
Introduction ........................................................................................................................... 5
Background ........................................................................................................................... 5
The proposal ......................................................................................................................... 5
Consultation approach ........................................................................................................ 7
Consultation objectives ....................................................................................................... 7
Values ................................................................................................................................... 7
How consultation was done .............................................................................................. 8
Consultation summary ........................................................................................................ 9
Overview ............................................................................................................................... 9
Recommendations .............................................................................................................. 24
Next steps ........................................................................................................................... 24
Appendix A – Community update, May 2015 ................................................................. 25
Appendix B – Distribution map, Community update, May 2015 ..................................... 27
Appendix C – Have Your Say overtaking lane Site 5 ......................................................... 28
Appendix D – Distribution map Site 5, May 2015 ............................................................ 29
Appendix E – Have Your Say overtaking lane Site 6 ......................................................... 30
Appendix F – Distribution map Site 6, May 2015 ............................................................ 31
Appendix G – Have Your Say overtaking lane Site 7 ......................................................... 32
Appendix H – Distribution map Site 7, May 2015 ............................................................ 33

Figures and tables

Table 1 .................................................................................................................................. 8
Table 2 .................................................................................................................................. 9
Introduction

Background

The NSW Government has provided $48 million to improve safety on the Bells Line of Road corridor. This includes plans to build seven new overtaking lanes to improve traffic flow, reduce traffic delays, improve road safety and maintain traffic efficiency along Bells Line of Road, between Kurrajong and Lithgow.

Our objectives for these proposals are to:

- Improve traffic efficiency for road users
- Improve road safety
- 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.

In 2012, the Australian and NSW governments announced the Long Term Strategic Corridor Plan for the Bells Line of Road. The plan outlines a process to guide the short, medium and long term future development of this important road corridor.

This work is part of the short to medium term improvements for the corridor.

The proposal

Roads and Maritime is proposing to build three new overtaking lanes on the Bells Line of Road. The proposed projects are known as Sites 5, 6 and 7.

We invited the community and stakeholders to provide feedback in May 2015 on the three overtaking lanes (Sites 5, 6 and 7).

Site 5

The new westbound overtaking lane, known as Site 5, would be about 1.09 kilometres long, about four metres closer to property boundaries on the southern side of the road and start about 220 metres west of Pup Road, Bilpin. It would include:

- 0.6 metre wide dividing lines for greater safety
- 3.3 metre wide westbound lanes
- 2 metre wide westbound shoulder.

To build the overtaking lane, the majority of vegetation on the southern side of the road would need to be removed between the existing road shoulder and property boundaries. This area would be required for construction of the overtaking lane. Vegetation clearing would include:

- 7500 m² of Blue Mountains Shale Cap Forest
- 100m² of Turpentine Ironbark Forest
- 1800m² of non-listed vegetation.
Site 6
The new eastbound overtaking lane, known as Site 6, would be about 700 metres long, about 4.2 metres closer to the property boundary on the northern side of the road and start about 220 metres west of Mount Tootie Road, Bilpin. It would include:

- 0.6 metre wide dividing lines for greater safety
- 3.3 metre wide eastbound lanes
- 2 metre wide eastbound shoulder.

To build the overtaking lane, some vegetation on both sides of the road would need to be removed between the existing road shoulder and property boundaries. This area would be required for construction of the overtaking lane. Vegetation clearing would include:

- 4400m² of Blue Mountains Shale Cap Forest
- 2500m² of Turpentine Ironbark Forest
- 900m² of non-listed vegetation.

Due to a clerical error the original Have Your Say notification stated in one section that the proposed lane would be eastbound and in another section it incorrectly stated that it would be westbound. This has been corrected. The proposed overtaking lane would be eastbound and widening is proposed on the eastbound side of the road.

Site 7
The new westbound overtaking lane would be about 700 metres long, about 3.8 metres closer to the property boundary on the southern side of the road and start 100 metres west of Berambing Crescent, Berambing. It would include:

- 0.6 metre wide dividing lines for greater safety
- 3.3 metre wide westbound lanes
- 2 metre wide westbound shoulder.

The majority of vegetation on the southern side of the road would be removed between the existing road shoulder and property boundaries. This area is required for construction of the overtaking lane and the realignment of Whitby Way. Vegetation clearing would include:

- 7700m² of Blue Mountains Shale Cap Forest
- 4200m² of Turpentine Ironbark Forest
- 4100m² of non-listed vegetation.
Consultation approach

Consultation objectives
We consulted with the community in order to create better outcomes for our customers, prioritise the safety of our people and customers and to communicate openly.

Values
Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

Customer focus - We place the customer at the centre of everything we do
Collaboration - We value each other and create better outcomes by working together
Solutions - We deliver sustainable and innovative solutions to NSW’s transport needs
Integrity - We take responsibility and communicate openly
Safety - We prioritise safety for our people and our customers.

We consulted with the community and stakeholders on the proposal to:
• Seek comment, feedback, ideas and suggestions for Roads and Maritime to consider when developing the proposal including consultation outcomes into the environmental impact assessment known as review of environmental factors (REF)
• Build a database of interested community members who Roads and Maritime could continue to engage during the development of the proposal.
How consultation was done

Consultation was open from Tuesday 12 May to Tuesday 26 May 2015. Three separate Have Your Say notifications were distributed to the community and stakeholders – separate ones for each proposal given they are in different locations.

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.

<table>
<thead>
<tr>
<th>Tool</th>
<th>Use</th>
</tr>
</thead>
</table>
| Community update – Bells Line of Road Improvement Program, May 2015 (Appendix A and B) | • Delivered to about 6550 residents and businesses along the Bells Line of Road (See Appendix B – Community Update Distribution Map)  
• Emailed to emergency services, government agencies, and other stakeholders in the local area  
• 50 additional Community Updates were left in the Bilpin Post Office for interested community members. |
| Community letter – Have your say – Site 5 (Appendix C and D) | • Delivered to about 125 residents and businesses around Bilpin and Kurrajong Heights (See Appendix D – Have Your Say distribution maps)  
• Emailed to emergency services, government agencies, and other stakeholders in the local area  
• 50 additional Have Your Say notifications were left in the Bilpin Post Office for interested community members. |
| Community letter – Have your say – Site 6 (Appendix E and F) | • Delivered to about 125 residents and businesses around Bilpin (See Appendix F – Have Your Say distribution maps)  
• Emailed to emergency services, government agencies, and other stakeholders in the local area  
• 50 additional Have Your Say notifications were left in the Bilpin Post Office for interested community members. |
| Community letter – Have your say – Site 7 (Appendix G and H) | • Delivered to about 60 residents and businesses around Berambing (See Appendix H – Have Your Say distribution map)  
• Emailed to emergency services, government agencies, and other stakeholders in the local area  
• 50 additional Have Your Say notifications were left in the Bilpin Post Office for interested community members. |
| Website | • Information about the proposal was published on the Roads and Maritime website. |
Consultation summary

Overview

Roads and Maritime received feedback from 17 people and two organisations about the three proposals. Thirty-one separate points were raised. The community provided feedback on the proposed overtaking lanes, with both positive and negative views raised. Matters raised included:

- Safety
- Loss of rural amenity
- Lack of consultation
- Impacts on the environment
- Privacy and private property
- Emergency services
- Impacts from construction and traffic
- The need for the overtaking lanes.

Table 2

3.2.1 Site 5 only

<table>
<thead>
<tr>
<th>Issue category</th>
<th>Number of submissions</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Impacts</td>
<td>1</td>
<td>Travel takes a long time over short distances. This needs to be improved.</td>
<td>A lack of existing opportunities to overtake safely affects travel times. It is expected the proposed overtaking lanes would help provide more reliable travel times and improve safety for motorists.</td>
</tr>
</tbody>
</table>

comment
<table>
<thead>
<tr>
<th>Issue category</th>
<th>Number of submissions</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection</td>
<td>1</td>
<td>The turn into Kurts Road for eastbound traffic is challenging as there is no room for vehicles to move if the traffic ahead is turning right. A right turn lane eastbound into Kurts Road should be considered as part of this work to improve safety.</td>
<td>This intersection is located on a straight section of road that is about 500 metres long. The straight provides sufficient intersection sight distance for eastbound vehicles to stop, if vehicles are waiting in the travel lane to turn right. Work on the proposed overtaking lane at Site 5 primarily occurs on the westbound lane. Hazard warning signs are proposed to improve safety and warn road users that they are approaching an intersection.</td>
</tr>
</tbody>
</table>

### 3.2.2 Site 6 only

<table>
<thead>
<tr>
<th>Issue category</th>
<th>Number of submissions</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>2</td>
<td>Concerned for the safety of local residents with the road verge getting closer to homes.</td>
<td>No widening work is proposed along the westbound lane where most residents in this section of the road are located. The road verge on the westbound lane will remain at the existing location. The proposed eastbound overtaking lane will be located on the northern side of Bells Line of Road. The road verge on the eastbound lane would move between 2.4 and 4.2 metres closer to property boundaries. Access to Bells Line of Road would not be impacted. The introduction of the overtaking lane would move the road verge closer to property boundaries but would not result in a direct impact to properties.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of submissions</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>----------------</td>
<td>-----------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Motorists leaving Mount Tootie Road already face a number of risks as there is already an approaching westbound overtaking lane, and impaired vision caused by the high ground at the boundary of 1 Mount Tootie Road, Bilpin. How will adequate visual access be provided for drivers leaving Mount Tootie Road looking west?</td>
<td>The proposed work would make turning from Mount Tootie Road onto the Bells Line of Road safer due to an increased shoulder width and reduced ground levels fronting 1 Mount Tootie Road. This would have the effect of increasing driver sight distance. Review of the existing intersection found that it does not meet current standards for a Give Way sign, and although it will be improved, the introduction of a Stop sign is being considered.</td>
</tr>
<tr>
<td>Environment</td>
<td>1 comment</td>
<td>With the road verge getting closer to homes, this would cause additional pollution in homes.</td>
<td>The proposed road verge would be moved between 2.4 metres to 4.2 metres north of the existing road verge. This would result in the travel lane being between zero and five metres closer for some residential properties. It is anticipated that there would be minimal change in traffic volume due to the overtaking lane and no increase in pollution is expected. In most instances, increases in noise levels are less than 0.5 decibels, this level of increase is considered to be unnoticeable and therefore, no adverse impacts are anticipated. One location may have an increase of up to one decibel however; this change in noise level is still considered to be below the threshold of a discernible difference. Typically any increase in noise below two decibels is not noticeable.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of submissions</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Emergency services</td>
<td>5 comments</td>
<td>Concern about access for the Rural Fire Service during construction and after the lane is opened to traffic.</td>
<td>The Bilpin Rural Fire Service was sent a ‘Have Your Say’ notification however they did not express any concerns about the location of the proposed overtaking lanes during the consultation period. Roads and Maritime contacted the Rural Fire Service separately to seek feedback regarding access to the fire station during construction and operation of the overtaking lane, the Rural Fire Service did not express any concern about the proposal. Traffic management during construction will ensure that residents and businesses continue to have constant access to their properties and are specifically consulted on any temporary driveway work required. Additional consultation with the Rural Fire Service would be carried out before the start of construction to ensure the fire station’s needs are considered in development of the traffic management plan. This would include incident management planning in the event of an emergency.</td>
</tr>
<tr>
<td>Construction impacts</td>
<td>1 comment</td>
<td>People living in the area would be adversely affected by the proposed road work in addition, getting in and out of the Bells Line of Road from side roads would be difficult during construction.</td>
<td>A Traffic Management Plan will be prepared before the start of any construction work. The safety of residents, road users and construction crews is paramount and the traffic management plan will be used to outline measures required for safety.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of submissions</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------------</td>
<td>---------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Lack of consultation</td>
<td>1 comment</td>
<td>Residents have not been adequately consulted and the image on the Have Your Say notification does not include enough detail.</td>
<td>Roads and Maritime used a number of methods to inform the community and stakeholders about the proposal including:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Delivering the notification to about 125 residents and businesses around Bilpin</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Sending an email to emergency services, government agencies and other stakeholders</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Providing 50 extra notifications at Bilpin Post Office</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Providing information on Roads and Maritime’s website</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Providing contact details for the project team so community members could seek further information.</td>
</tr>
<tr>
<td>Impacts to private property</td>
<td>2 comments</td>
<td>Concern about direct impacts to private property.</td>
<td>No direct impacts to private property are expected as a result of this proposal.</td>
</tr>
<tr>
<td>Out of scope</td>
<td>2 comments</td>
<td>The speed limit for the area should be lowered to 60 kilometres per hour from the Bilpin Community Hall to past Old Bells Line of Road.</td>
<td>In NSW Roads and Maritime Services is responsible for the setting and signposting of safe and appropriate speed limits in accordance with the NSW Speed Zoning Guidelines.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Speed limits in NSW, as in other parts of Australia, are determined by a number of factors including the road geometry, surrounding conditions, road usage, adjacent development, vehicle types and volumes, crash history and the number of access points along the route.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Roads and Maritime aims to provide consistent speed limits for motorists on NSW roads, which accurately reflect the road and surrounding environment in line with the NSW Speed Zoning Guidelines.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Roads and Maritime carried out two speed limit reviews in 2008 and 2012 on the Bells Line of Road. The speed limits at that time were considered to be appropriate and in accordance with the Speed Zoning Guidelines.</td>
</tr>
</tbody>
</table>
### 3.2.3 Sites 5 and 6

<table>
<thead>
<tr>
<th>Issue category</th>
<th>Number of submissions</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>6 comments</td>
<td>The overtaking lanes at sites 5 and 6 seem to be heading towards each other with the section in-between having most of the traffic on the Bells Line of Road. The direction and location of the proposed lane at Site 5 encourages an increase in high speed traffic heading towards the town centre where the speed limit is 60 kilometres per hour.</td>
<td>Bells Line of Road is unable to adequately support three existing transport roles; local access road, through route and scenic route, often resulting in travel at the posted speed limit being restricted by slower heavy vehicles or scenic travellers, causing increased travel time and frustration. Overtaking lanes are provided to allow vehicles to overtake slower moving vehicles within the posted speed limit. The location of the proposed overtaking lanes at Site 5 and Site 6 were chosen by Roads and Maritime in conjunction with the other overtaking lanes proposed along Bells Line of Road, while also considering the topography, potential impacts to property and vegetation as well as safe sight lines to existing speed signage on either side of Bilpin giving motorists enough warning of the approaching town. Roads and Maritime consider that no major increase in traffic volume is anticipated on the Bells Line of Road as a result of the proposal to improve road safety and traffic efficiency.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of submissions</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Loss of rural amenity</td>
<td>1 comment</td>
<td>The overtaking lane could result in the loss of rural lifestyle for the benefit of some decreased travel time for people travelling through.</td>
<td>The introduction of an overtaking lane is not expected to have a significant effect on traffic volumes in the area. As a result, it is not expected that the work would lead to a loss of rural lifestyle.</td>
</tr>
</tbody>
</table>

**3.2.4 Site 7 only**

<table>
<thead>
<tr>
<th>Issue category</th>
<th>Number of submissions</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>6 comments</td>
<td>The proposal would see the Bells Line of Road corridor getting closer to private properties along Whitby Way which would be a safety risk for people and livestock.</td>
<td>After meeting with the residents of Whitby Way, the original proposal was adjusted. The realignment of Whitby Way is no longer expected to impact private properties. No increase in traffic along Whitby Way is anticipated as a result of this proposal. This proposal is expected to improve safety and as a result it is unlikely that there will be any reduction in safety to people or livestock.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>If an overtaking lane is built the residents of Whitby Way would be forced to cross two lanes of traffic to turn right, making the turn even more dangerous.</td>
<td>The proposal would improve the sight distance for motorists turning right from Whitby Way onto the Bells Line of Road as the proposal includes wider shoulders along the southern side of the road and removal of some vegetation.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of submissions</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>----------------</td>
<td>-----------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The proposal has the potential to increase traffic which could be a safety risk for children on Whitby Way.</td>
<td>Although some minor modifications are proposed for Whitby Way none of the changes proposed are expected to increase traffic volumes. Overtaking lanes are provided to allow vehicles to overtake slower moving vehicles within the posted speed limit. The new overtaking lanes are expected to help improve safety in the area.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>This section of Bells Line of Road has a number of speeding fines as it is less populated than other parts of the area. What study or investigations have been carried out to analyse current and projected travelling speeds through this section of road if it is widened.</td>
<td>A re-examination of speed limits on Bells Line of Road has found them to be in accordance with the NSW Speed Zoning Guidelines and consistent with the recommendations from the original 2008 speed limit review. Bells Line of Road is predominantly a two lane undivided rural road with occasional urban residential (townships) distributed along its length. The speed limits provide consistent 60 kilometre per hour speed limits through residential/commercial areas and 80 kilometre per hour speed limits on rural stretches.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of submissions</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>----------------</td>
<td>----------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Environment</td>
<td>5</td>
<td>The removal of trees and dirt mounds along the front of private properties and Whitby Way would increase noise from the Bells Line of Road.</td>
<td>After meeting with the residents of Whitby Way, the original proposal was adjusted. The realignment of Whitby Way is no longer expected to impact private properties.</td>
</tr>
<tr>
<td></td>
<td>comments</td>
<td></td>
<td>Trees along Whitby Way would be removed to allow the construction of the proposed overtaking lane at Site 7. However, Roads and Maritime will replant vegetation along the front of Whitby Way, where appropriate, after construction is finished. Over time this would reinstate the existing landscape character of the road corridor.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A noise impact assessment was carried out for Site 7. The result showed there would be a 0.5 decibel increase in noise once the project was operational. This is attributed to the travel lane being three metres closer to private properties than it currently is, and because of the removal of vegetation. Typically any increase in noise below two decibels is not noticeable.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Without significant depth and density of planting, vegetation does not reduce noise transmission from road traffic.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of submissions</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>----------------</td>
<td>-----------------------</td>
<td>---------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The new lane at Site 7 would impact Whitby Way and increase noise, building it on the opposite side of the road would reduce this impact.</td>
<td>Roads and Maritimes has looked at different options for the overtaking lane and proposes the overtaking lane on the southern side of Bells Line of Road which avoids impacts to the Blue Mountains National Park and World Heritage Area. This property boundary significantly reduces the land available to build an overtaking lane. A noise impact assessment was carried out for Site 7. The result showed there would be a 0.5 decibel increase in noise once the project is operational. This is attributed to the travel lane being three metres closer than it currently is. Typically any increase in noise below two decibels is not noticeable.</td>
</tr>
<tr>
<td>Privacy</td>
<td>1</td>
<td>The removal of trees and dirt mounds along the front of private properties and Whitby Way would decrease privacy.</td>
<td>After meeting with the residents of Whitby Way, the original proposal was adjusted. The realignment of Whitby Way will no longer impact private properties. The trees along Whitby Way would be removed to allow construction of the proposed overtaking lane. Roads and Maritime would replant vegetation along the front of Whitby Way, where appropriate after construction has finished. Over time, this would reinstate the existing landscape character of the road corridor.</td>
</tr>
<tr>
<td>Construction impacts</td>
<td>1</td>
<td>Arrangements need to be in place during construction to accommodate businesses along the Bells Line of Road including bus services and deliveries to businesses.</td>
<td>A Traffic Management Plan would be prepared before the start of construction work. This would address any mitigation measures needed to minimise impacts to local residents and businesses. Roads and Maritime’s delivery partner will liaise directly with local businesses and bus services.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of submissions</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>------------------------</td>
<td>-----------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Emergency services</td>
<td>1</td>
<td>A Fire Danger Meter is located on the westbound side (adjacent to kerbside, near Tallara Ridge Trail intersection). This would need to be relocated if the widening of the road started at that location.</td>
<td>Roads and Maritime will relocate any signage that is impacted by the proposed work (including the Fire Danger metre) as part of construction in consultation with the appropriate stakeholders. This sign is proposed to move about five metres to the south, adjacent to the new lane, and remain visible to westbound traffic.</td>
</tr>
<tr>
<td>Lack of consultation</td>
<td>1</td>
<td>Residents have not been adequately consulted.</td>
<td>Roads and Maritime used a number of methods to inform the community and stakeholders about the proposal including: • Delivering the notification to about 60 residents and businesses around Berambing • Sending an email to emergency services, government agencies and other stakeholders • Providing 50 extra notifications at Bilpin Post Office • Providing information on Roads and Maritime’s website • Providing contact details for the project team so community members could seek further information. Representatives of Roads and Maritime also met with some residents of Whitby Way who were expected to be directly impacted by the proposal to explain the work.</td>
</tr>
</tbody>
</table>
### 3.2.5 Sites 5, 6 and 7

<table>
<thead>
<tr>
<th>Issue category</th>
<th>Number of submissions</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>1 comment</td>
<td>The overtaking lanes would encourage speeding on the Bells Line of Road corridor.</td>
<td>Overtaking lanes are provided to allow vehicles to overtake slower moving vehicles (i.e., trucks, caravans and buses) within the posted speed limit.</td>
</tr>
</tbody>
</table>
| Environment    | 6 comments           | All activities being carried out for this project must comply with the requirements of the *Protection of the Environment Operations Act 1997*, including, but not limited to:  
• Section 115 and 116 (regarding disposal of waste and leaks, spillages and other escapes)  
• Section 120 (regarding pollution of waters)  
• Section 124 and 126 (regarding operations that result in air pollution)  
• Section 139 and 140 (regarding noise pollution)  
• Section 167 (regarding the appropriate maintenance and operation of plant and equipment).  
Construction work should be completed in accordance with the Interim Construction Noise Guidelines (DECC, 2009).  
Loss of endangered Blue Mountains Shale Cap Forest, Turpentine Ironbark Forest and habitat for local species is concerning. | All construction activities would be managed in compliance with the requirements of the *Protection of the Environment Operations Act 1997*.  
A number of safeguards and management measures have been identified to minimise and manage environmental impacts. These would be included in an Environmental Management Plan. This plan identifies what measures would be used, how they would be used and who would be responsible for ensuring they are managed.  
Construction noise for this proposal has been assessed in accordance with the Interim Construction Noise Guideline. Construction noise would be managed in accordance with the recommendations of the assessment. This would be addressed in section 6.2 of the Review of Environmental Factors.  
Controls to manage dust, erosion and sediment control would be implemented during construction in accordance with ‘The Blue Book’. This is to be addressed in section 6.8 of the Review of Environmental Factors.  
Clearing of Blue Mountains Shale Cap Forest and Turpentine Ironbark Forest habitat is proposed to allow for the construction of five overtaking lanes. The clearing area and affected species of trees would be included in section 6.1 of the Review of Environmental Factors. |
<table>
<thead>
<tr>
<th>Issue category</th>
<th>Number of submissions</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Concern about danger to wildlife from high speed vehicles.</td>
<td>As a result of this clearing, Roads and Maritime has submitted a strategy under the <em>Environmental Protection and Biodiversity Conservation Act 1999</em> to offset the loss of this vegetation across the various projects that make up the Bells Line of Road corridor improvement program. This offset strategy is available on Roads and Maritime’s website.</td>
</tr>
</tbody>
</table>

Construction of the proposal is likely to require the clearing of vegetation within 10 metres of the current road pavement edge. The new pavement area would be about five metres wider than what is currently there. Roads and Maritime acknowledges the importance of roadside habitats for wildlife and has designed the project to minimise this clearing.

An assessment on the proposal’s impacts to wildlife movements has not found them to be significant. Roads and Maritime has investigated whether providing connectivity measures at overtaking lane locations is necessary. These consist of concrete culverts (drains) under the road or rope structures over the road, providing safe wildlife passage. One of the overtaking lanes provides such an opportunity, with a dedicated fauna culvert installed at Kurrajong Heights at Site 4, in 2014.

Investigations into providing crossing opportunities over the road found that the existing power lines that run parallel to the road corridor make placing structures over the road unfeasible.
<table>
<thead>
<tr>
<th>Issue category</th>
<th>Number of submissions</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic impacts</td>
<td>2 comments</td>
<td>The proposal has the potential to increase traffic.</td>
<td>No significant increase in traffic volume is anticipated on the Bells Line of Road as a result of this work. The corridor improvement work is aimed at improving safety for motorists.</td>
</tr>
<tr>
<td>Out of scope</td>
<td>7 comments</td>
<td>Overtaking lanes are not the solution. The whole of the Bells Line of Road needs to be improved.</td>
<td>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. The current program of work includes work between Lithgow and Kurrajong Heights. This project aims to address the short term improvements. More information about the plan is available at: <a href="http://www.rms.nsw.gov.au/projects/sydney-west/blue-mountains/bells-line-of-road-corridor-improvement-program/index.html">http://www.rms.nsw.gov.au/projects/sydney-west/blue-mountains/bells-line-of-road-corridor-improvement-program/index.html</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td>The traffic lights in North Richmond would be a much better target for funding.</td>
<td>Roads and Maritime is already upgrading the intersection of Kurrajong Road/Yarramundi Lane/Old Kurrajong Road and is proposing to upgrade the intersections at the Bells Line of Road and Gross Vale Road, North Richmond, plus March Street and Bosworth Street, Richmond. The local community will be invited to ‘Have Your Say’ about this proposal in the second half of 2015.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of submissions</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
</tr>
<tr>
<td>----------------</td>
<td>----------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Why are there so many overtaking lanes planned for such a small section of road</td>
<td>In 2012, the Australian and NSW governments announced the Long Term Strategic Corridor Plan for the Bells Line of Road. The plan outlines a process to guide the short, medium and long term future development of this important road corridor.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Bells Line of Road is unable to adequately support three existing transport roles; local access road, through route and scenic route, often resulting in travel at the posted speed limit being restricted by slower heavy vehicles or scenic travellers, causing increased travel time and frustration.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The Plan recommended short and medium term measures to address improvements to road safety and road travel efficiency. Two key findings from this study were:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• There are too few overtaking lane opportunities particularly between Kurrajong Heights and Mount Tomah</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• The Bells Line of Road has a poor crash record with a crash rate that is about twice the typical rate for rural roads in NSW and safety improvements should be implemented.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The current program of work aims to address the short and medium-term improvements between Lithgow and Kurrajong Heights. More information about the plan is available at:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Recommendations**
During future community consultation we will:

- Continue to monitor community views
- Work with the community to minimise construction impacts
- Work with local community members including Council.

**Next steps**
We have considered all submissions and will ensure our team is aware of concerns raised by the community. We will ensure that issues highlighted by stakeholders and the community are appropriately addressed throughout the delivery of the project.

During the next phase of the project we will:

- Update the community of the start of work via a letterbox drop
- Update the community of any changes to construction activities via letterbox drops and meetings
- Continue to prepare website updates.

We will continue to keep the community informed as the project progress.
Appendix A – Community update, May 2015

Additional activities
Residents and motorists may notice additional activities currently being carried out along the Bells Line of Road corridor between Lithgow and Kurrajong Heights. The investigation work will continue through the design and development stage to help the project team plan the remaining sites identified for improvement work.

Additional activities, including general maintenance work, will typically be carried out between 7am and 6pm from Monday to Friday, weather permitting. Roads and Maritime will continue to notify residents and businesses of any work that may impact them including any right work.

Traffic control
To ensure the safety of road users and workers, lane closures may be in place while work is carried out. Road users are asked to follow the direction of traffic controllers, adhere to reduced speed limits and follow traffic signs.

Up to date information, including any date changes and detours will be displayed on electronic message signs along the road and on the Live Traffic website.

For more information
Please contact our delivery partner DownerMouchel at:

- Email: enq@downermouchel.com
- Phone: 1800 302 666
- Write to: Bells Line of Road, PO Box 6460, North Ryde NSW 2113

Outside business hours, or for more information on scheduled road work, visit www.livetraffic.com or download Live Traffic NSW App or call 132 799.

Translating and Interpreting Service
If you need an interpreter, please call TIS National on 1300 360 560 and ask them to call DownerMouchel on 1800 302 666.

Queensland
- If you need an interpreter, please call TIS Queensland on 1300 360 560 and ask them to call DownerMouchel on 1800 302 666.

Bells Line of Road corridor Improvement program

The NSW Government is delivering $48 million of work to improve road safety and traffic efficiency on Bells Line of Road between Lithgow and Kurrajong Heights. Safety improvement work along Bells Line of Road is currently underway.

Update on overtaking lane improvements

In March this year the community provided feedback on a proposal for overtaking lanes at Sites 2 and 3. Roads and Maritime is currently considering the feedback received and will be releasing a Community Consultation Report in mid-2016.

Construction on the overtaking lane at Site 1 began in December 2014 and is expected to be completed by mid-2016.

Construction on the overtaking lane at Site 4 began in early 2014 and was opened to traffic in late September 2014. This 3.45 km westbound overtaking lane is located 7.5 km west of Kurrajong Heights, between Patersons Ridge Fire Trail and Glenrosa Road.

Designs are currently underway for the overtaking lane at Site 5. Designs for the two overtaking lanes at Sites 6 and 7 are due to be completed by mid-2015. The community will continue to be consulted about this program of work.

Federal Government referral

As required by the Federal Department of Environment, Roads and Maritime will prepare a strategy to offset anticipated impacts to threatened vegetation. This strategy will compensate for the clearing of about 2.67 hectares of Turpentine-Ironbark Forest vegetation required to carry out these road safety and traffic efficiency improvement works. We will provide further details on the Roads and Maritime strategy in our next community update.

Safety improvement work

Along with the overtaking lanes, Roads and Maritime has carried out preliminary investigation work into suitable road safety measures that could be developed and implemented on the Bells Line of Road. This safety improvement work will vary between sites and may include new and revised signage, improved line marking, shoulder widening, high friction surfacing, shoulder barriers and centre medians.

The Bells Line of Road has a high crash rate, with a pattern of head-on and off-path crashes.

<table>
<thead>
<tr>
<th>Site</th>
<th>Starting Location</th>
<th>Length</th>
<th>Target Start</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site 8 crash cluster</td>
<td>800 m north of Patersons Fire Trail</td>
<td>1.4 km</td>
<td>Mid 2016</td>
</tr>
<tr>
<td>Site 9 crash cluster</td>
<td>4.2 km east of Darling Causeway</td>
<td>0.6 km</td>
<td>Mid 2016</td>
</tr>
<tr>
<td>Site 10 crash cluster</td>
<td>1.3 km east of Darling Causeway</td>
<td>0.6 km</td>
<td>Mid 2015</td>
</tr>
</tbody>
</table>

Crash clusters are located with a high concentration of crashes identified along the Bells Line of Road corridor.

To improve safety at crash cluster sites, work includes high friction surfaces and road widening to accommodate a central median and shoulders on both sides of the road.

Improvements are expected to be made to six crash cluster sites along Bells Line of Road, between Lithgow and Kurrajong Heights. These sites have been identified so far.

Sites 5, 9 and 10 crash clusters

Roads and Maritime proposes to initially carry out safety improvement work at Sites 5, 9 and 10.

Work on Site 6, which is located 4.3 km east of Darling Causeway, is scheduled to start in mid-2016.

Site 10 is expected to start in mid-2015.

Construction hours

The majority of work will be carried out during the day between 7am and 6pm from Monday to Friday and 8am to 1pm on Saturdays, weather permitting.

Residents will be notified in advance of any night work.
Appendix B – Distribution map, Community update, May 2015
Appendix C – Have Your Say overtaking lane Site 5

Proposal for a new overtaking lane on Bells Line of Road with feedback by Tuesday 26 May

The NSW Government has provided $48 million to improve road safety and maintain traffic efficiency on the Bells Line of Road, from Kurrajong Heights to Mt Tomah.

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

One of these overtaking lanes has already been completed and another is being built. We are now seeking your feedback on a planned new overtaking lane at Site 5. We have provided a map to help better explain the location.

The new westbound overtaking lane would be about 4 metres closer to the property boundary on the southern side of the road and about 1.09 kilometres long, starting about 220 metres east of Pup Road, Bilpin. It would include:

- 0.6 metre wide dividing lines for greater safety
- 3.3 metre wide westbound lanes
- 2 metres wide westbound shoulder

The majority of vegetation on the southern side of the road will be removed between the existing road shoulder and property boundaries. This area is required for construction of the overtaking lane.

Vegetation clearing includes:

- 7500m² of Blue Mountains Shale Cap Forest
- 1000m² of supertine ironbark Forest
- 1800m² of non-ripped vegetation.

We would appreciate your feedback by Tuesday 26 May 2015. Please send your written comments to our delivery partner DownerMouchel at:

Bells Line of Road
PO Box 9400,
North Ryde NSW 2113

Or contact DownerMouchel on 1800 332 660 or enquiries.road@downermouchel.com

For more information, contact DownerMouchel
T 1800 332 660 | E enquiries.road@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.
Appendix D – Distribution map Site 5, May 2015
Appendix E – Have Your Say overtaking lane Site 6

Have Your Say

 Proposal for a new overtaking lane on Bells Line of Road with feedback by Tuesday 26 May

The NSW Government has provided $48 million to improve road safety and maintain traffic efficiency on the Bells Line of Road, from Kurrajong Heights to Mt Tomah.

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

One of these overtaking lanes has already been completed and another is being built. We are now seeking your feedback on a planned new overtaking lane at Site 6. We have provided a map to help better explain the location.

The new eastbound overtaking lane would be about 4.2 metres closer to the property boundary on the northern side of the road and about 700 metres long, starting about 220 metres west of Mount Toole Road, Bpln. It would include:

- 0.6 metre wide dividing lines for greater safety
- 3.3 metre wide westbound lanes
- 2 metre wide eastbound shoulder

We will need to remove some vegetation on both sides of the road between the existing road shoulder and property boundaries. This area is required for construction of the overtaking lane.

Vegetation clearing includes:

- 4400m² of Blue Mountains Shale Cap Forest
- 2200m² of Tuggeranong Ironbark Forest
- 900m² of non-listed vegetation.

Vegetation immediately north of the existing pavement will be removed along the length of the site.

Vegetation opposite Mount Toole Road will be removed between the existing road shoulder and property boundary to allow for the relocation of overhead power lines.

We would appreciate your feedback by Tuesday 26 May 2015. Please send your written comments to our delivery partner DownerMouchel at:

Bells Line of Road
PO Box 680
North Ryde NSW 2113

Or contact DownerMouchel on 1800 332 660 or 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.
Appendix F – Distribution map Site 6, May 2015
Appendix G – Have Your Say overtaking lane Site 7

Proposal for a new overtaking lane on Bells Line of Road with feedback by Tuesday 26 May

The NSW Government has provided $48 million to improve road safety and maintain traffic efficiency on the Bells Line of Road, from Kurrajong Heights to Mt Tomah.

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

One of these overtaking lanes has already been completed and another is being built. We are now seeking your feedback on a planned new overtaking lane at Site 7. We have provided a map to help better explain the location.

The new westbound overtaking lane would be about 3.8 metres closer to the property boundary on the southern side of the road and about 700 metres in length. It would start 100 metres west of Berambling Crescent, Berambling. It would include:

- 0.6 metre wide driving lines for greater safety
- 0.3 metre wide westbound lanes
- 2 metre wide westbound shoulder.

The majority of vegetation on the southern side of the road will be removed between the existing road shoulder and property boundaries. This area is required for construction of the overtaking lane and the realignment of Windy Way.

Vegetation clearing includes:

- 7700m² of Blue Mountains Shale Cap Forest
- 4200m² of Turpentine Ironbark Forest
- 4100m² of non-listed vegetation.

We would appreciate your feedback by Tuesday 26 May 2015. Please send your written comments to our delivery partner DownerMouchel at:

Bells Line of Road
P.O. Box 6405
North Ryde NSW 2113

Or contact DownerMouchel on 1800 332 660 or enquiries_nsw@downermouchel.com

For more information, contact DownerMouchel

T 1800 332 660 E enquiries_nsw@downermouchel.com
Appendix H – Distribution map Site 7, May 2015