Summary of comments made  
Mount Victoria Village upgrade  
Staffed displays  

Friday 30 August and Saturday 31 August 2013  
Following is a list of comments made by the community at the staffed displays.

Suggestions for change to road design  
- Mount Piddington Road should be left in and left out only.  
- New traffic signals at Hooper Street.  
- Addition of right hand turning bay into Harley Avenue (westbound).  
- Fairy Dell Road to Mount York Road eastbound should be kerb and gutter with shoulder for trucks and bus stop.  
- Addition of right hand turning lane into Fairy Dell Road (westbound).  
- Addition of acceleration lanes on Great Western Highway at Mount Piddington Road and Kanimbla Valley Road eastbound.  
- Crest at Kanimbla Valley Road not safe.

Comments on service road  
- Impact of service road on traffic on Mount Piddington Road.  
- Service road suitability for Village atmosphere.  
- Needs landscaping.  
- Should look at option of a road at the back of properties rather than service road.  
- Increase space between service road and the highway. Separate the use of both through design and landscaping.

Safety comments  
- Speeding of vehicles through village is an issue.  
- Sight distances at Fairy Dell road.  
- Eastbound access from Mount Piddington Road and Kanimbla Valley Road is dangerous.  
- Suggestion for advanced warning flashing light westbound for the lights at Station Street.  
- Request for a speed camera to be positioned eastbound between Fairy Dell Road and Mount York Road.

Amenity  
- Do not want village atmosphere to be lost as the bypass will eventually happen and it will be quiet again.  
- Want trees to be retained.  
- Site distances obstruction by trees.  
- Concern about the heritage of buildings and the road.
Pedestrians
- Suggestion for pedestrian paths to be concreted.
- Pedestrian path at the back of the gate keeper’s cottage needs to be better formed.
- Requirement for footways/paths on the westbound section of Fairy Dell Road.
- Cobweb Cottage representatives believe that after the bridge, westbound pedestrian access is dangerous.
- Area westbound of Hooper Street has incredibly difficult access, it is not wheelchair friendly, metal and rusty and large steps which are hard for elderly.
- Pedestrian connection between Kanimbla Valley Road and Caltex is good.
- Pedestrian access further west of Victoria Street to Caltex is unsatisfactory.
- Improved pedestrian access to Browntown Oval is good.
- Pedestrian access from Railway Bridge to Cecil Road.
- Lighting scheme for pedestrians required.

Speed camera
- Safety camera at Station Street required.

Trucks
- Trucks park on the footway now and are unsafe.
- Blisters at the truck stops need to be incorporated early.

Acquisition
- Happy with the reduced level of acquisition required.

Ultimate concept design – by pass of Mount Victoria
- Timing on the bypass?
- What is the point of doing all this work when the bypass will take all the traffic off this local road? It will be more like a village.

General comments – not related to Mount Victoria upgrade
- Variable speed signs on Victoria Pass like Mount Boyce.
- Speed cameras needed in Blackheath.
- Traffic lights in Blackheath need to be fixed.
- A cyclist path from Katoomba through to Mount York – has been highlighted for federal funding for BMCC to construct.