

Submission to: Roads & Maritime Services (RMS)

Re: Upgrade of the Pacific Highway through Wyong Town Centre

To: Craig Leckie, Senior Project Development Manager, Development North & Pete Styles, Project Manager

Hello Craig and Pete.

Firstly, we would like to thank you for this opportunity to comment on the proposed new design for the upgrade of the Pacific Highway through Wyong Town Centre as per our discussions during the Key Stakeholder Update held in May. It is great to see that RMS is including cycling infrastructure into your plans/designs for road improvements, and that you are consulting with local cyclists who will be the key users of such facilities.

With respect to the information provided at the Key Stakeholder Update in May, plus the available information on the RMS website, we have developed the following comments and recommendations.

As your design progresses we request a meeting with you in person at a mutually convenient time and location, preferably on site, to discuss our recommendations as part of continuing consultation, so that we can demonstrate the issues in context.

Introduction

Wyong shops and the train station are major trip generators in the local area and hence, through good design, we need to encourage active transport modes as noted in your presentation materials. In order to promote active transport we need to make the experience “better” than that of other forms of transport.

Many studies investigating the reasons why people do not cycle have indicated “perceived safety” as the key reason and a “lack of convenience” as another.

Safety can be improved via separation from perceived dangers (eg, motor vehicles). Separation can be by provision of an on-road dedicated bicycle lane with some form of barrier, such as that currently between Wyong River and Tuggerah train station on the Pacific Hwy east side, or a dedicated off-road bicycle path.

One of the key safety issues for cyclists is car parking. Many people have been badly injured or killed through “doorings” and cars entering or leaving car parking spaces. We have analysed various parking options with respect to cyclist safety (refer to

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Appendix A – Car Parking Risk Assessment) and our recommendations are noted below where relevant.

To help address the “lack of convenience” issue, bicycle facilities such as bicycle parking need to be located closer to the trip destination than other forms of parking. This may involve coordination between the RMS, Sydney Trains and Wyong Council to provide the best results. We encourage the RMS to lead these discussions as you are a key driver of the planned road infrastructure feeding the town centre. We are happy to be involved in any meeting organised for this purpose.

We acknowledge and appreciate that you have incorporated both on-road and off-road cycling infrastructure in your updated design, including:

- An on-road bicycle lane heading north (west side) for the complete length of the works;
- An on-road bicycle lane heading south from the north end of the works up to Anzac Avenue;
- A bi-directional shared path on the eastern side between McPherson Road and North Road, which continues on the western side from North Road to the north end of the works.

However, we are particularly concerned about:

- the lack of an on-road solution heading south between Anzac Avenue and the Wyong River bridge (for through traffic);

the proposed parallel car parking along the eastern side (heading south) outside the train station with no buffer zone to the traffic lane (refer to

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- Appendix A – Car Parking Risk Assessment);
- the proposed bus stops beside the on-road bicycle lane with no buffer zones;
- the interactions around the currently proposed shared path and pedestrians around the new pedestrian bridge, the bus stop and at the various signalised pedestrian crossings near the train station;
- safe bicycle thoroughfare during construction works.

Below are our specific comments and recommendations divided up into various sections and sides. Some of these, such as the green painting of some sections of the bicycle lane, you have already indicated are included in the design however are included here for completeness.

Recommendations

Section 1 – Heading North, End of Works to McPherson Road

1. Remove the on street parking, or replace with 45 degree rear-to-curb with minimum 1m marked buffer zone to the bicycle lane (same as Wyong town centre Church St to Alison Rd);
2. Modify the bicycle lane around the roundabout as per Appendix B – Bicycle Lanes at Roundabouts.

Section 2 – Heading North, McPherson Road to Church Street

1. Include green painted lane markings on the bicycle lane starting just before the left hand turn lane starts to River Rd up until after the River Road entry, and where the left turn lane is just before Church St;
2. Remove the on street parallel parking, or replace with 45 degree rear-to-curb with minimum 1m marked buffer zone to the bicycle lane (same as Wyong town centre Church St to Alison Rd);
3. Relocate the bus stop to be closer to Church St and effectively form the start of the left hand turn lane;
4. Provide a marked buffer zone of at least 1 metre between the relocated bus stop, the left turn lane to Church St and the bicycle lane.

Section 3 – Heading North, Church Street to Alison Road

1. We generally approve of this section ☺
2. Please include signage at the parking bay exit to “give way to cyclists” or equivalent.;
3. Green painted bicycle lane at each intersection and parking bay entry and exits.

Section 4 – Heading North, Alison Road to North Road

1. Provide a 1 metre marked buffer zone between the bus stop and the bicycle lane. This will likely require moving the bus stops slightly further west (closer to the shops);
2. Include signage for the buses “watch for cyclists” near Robley Lane;
3. Either remove the on street parallel parking along the Pacific Hwy, or add a 1m marked buffer zone between the parking bays and the bicycle lane, or replace with 45 degree rear-to-curb with minimum 1m marked buffer zone to the bicycle lane (same as Wyong town centre Church St to Alison Rd);
4. Green painted bicycle lanes before, during and after potential conflict areas.

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Section 5 – Heading North, North Road to End of Works

1. Provide a 1 metre marked buffer zone between the bus stop and the bicycle lane. This will likely require moving the bus stops slightly further west (closer to the shops);
2. Green painted bicycle lanes before, during and after potential conflict areas;
3. Shared path on/off ramps to bicycle standards (no lip; aligned appropriately);
4. Signalised intersections on shared paths require bicycle lights.

Section 6 – Heading South, End of Works to North Road

1. Provide a 1 metre marked buffer zone between the bus stop and the bicycle lane. This will likely require moving the bus stops slightly further east;

Section 7 – Heading South, North Road to Church St

1. Continue the on-road bicycle lane through the town centre, with a 1m marked buffer zone between the bus stop (near North Rd) and the bicycle lane;
2. Relocate the bus stop opposite Robley Lane to just before the Church St signals replacing the parallel car parking spaces and moving the bus stop area closer to the retaining wall, which leaves sufficient space for an on-road bicycle lane PLUS a 1 metre buffer zone;
3. Move the remaining car parking spaces closer to the retaining wall, leaving sufficient space on the traffic lane side to include the on-road bicycle lane PLUS a 1 metre buffer zone;
4. Green painted bicycle lanes from Anzac Ave to Alison Rd.
5. It is not clear in the current documentation how the shared path treatments will interact with the pedestrian crossing near Bakers Lane, the bus stop and the pedestrian bridge to the train station. As this is a definite conflict zone one option is to:
 - a. Replace the shared path between Anzac Ave and Church St with a footpath;
 - b. Relocate the shared path between Anzac Ave and Church St onto the station side of the retaining wall and along and under the Rose St bridge and under the new pedestrian bridge, emerging to the existing design after near Church St. This may possibly be in the form of a “clip-on” style raised platform attached to the retaining wall;
 - c. Provide shared path exits to the footpath at Church St and Anzac Ave with appropriate “end of shared path” signage.
6. Install secure bicycle storage (cage or lockers) between the shared path and the retaining wall, between the Rose Street bridge and the pedestrian crossing to the station (currently noted as green space).

Section 8 – Heading South, Church St to Wyong River Bridge

1. Continue the on-road bicycle lane, with a 1m marked buffer zone between the bus stop and the bicycle lane. This may require moving the bus stop further north, closer to Church St.

Section 9 – Heading South, Wyong River Bridge to End of Works

1. Modify the bicycle lane around the roundabout as per Appendix B – Bicycle Lanes at Roundabouts.

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Section 10 – Warner Avenue to Rose Street Bridge

1. If some secure bicycle parking (cage or lockers) is to be located on the eastern side of the train station, then provide a dual-direction shared path from the Pacific Hwy over the Rose Steet bridge to the bicycle parking location.

We are also interested to understand if the existing bicycle lane treatments used between Tuggerah station and close to McPherson Road, ie, physical separation by wire barrier, will be extended further north.

We hope you find these recommendations useful and look forward to discussing these, or your proposed alternatives, in detail.

Regards,

Alan Corven

CCBUG President

References:

1. Wyong TC BRIEFING May 2015.pdf
2. <http://www.rms.nsw.gov.au/documents/projects/central-coast/pacific-highway/wyong-town-centre-upgrade/wyong-town-centre-community-update-2015-05.pdf>

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Appendix A – Car Parking Risk Assessment

The following table outlines our assessment of the relative risk to people riding bicycles of the various potential parking options.

This assessment suggest that the lowest risk option is “no parking” – no surprises there!

Next lowest risk is “45 degree rear-to-curb parking with a buffer zone to the bicycle lane”.

| <u>Parking Option</u> | Risk to people riding bicycles past parking/parked/exiting vehicles | | | |
|---|--|---|---|--|
| | <u>Overall Rating</u> <u>(0 being lowest</u> <u>risk; 9 being</u> <u>highest)</u> | <u>Vehicle entering</u> <u>parking</u> | <u>People exiting</u> <u>vehicle</u> | <u>Vehicle exiting</u> <u>parking</u> |
| No parking | 0.0 | 0 | 0 | 0 |
| Parallel Parking without buffer zone to bicycle lane | 7.0 | 5 | 9 | 7 |
| Parallel Parking WITH buffer zone to bicycle lane | 4.7 | 6 | 3 | 5 |
| 90 degree front to curb parking without buffer zone to bicycle lane | 4.7 | 5 | 0 | 9 |
| 90 degree front to curb parking WITH buffer zone to bicycle lane | 4.7 | 6 | 0 | 8 |
| 90 degree rear to curb parking without buffer zone to bicycle lane | 4.7 | 7 | 0 | 7 |
| 90 degree rear to curb parking WITH buffer zone to bicycle lane | 4.3 | 8 | 0 | 5 |
| 45 degree front to curb parking without buffer zone to bicycle lane | 4.7 | 5 | 0 | 9 |
| 45 degree front to curb parking WITH buffer zone to bicycle lane | 4.7 | 6 | 0 | 8 |
| 45 degree rear to curb parking without buffer zone to bicycle lane | 3.7 | 5 | 0 | 6 |
| 45 degree rear to curb parking WITH buffer zone to bicycle lane | 3.0 | 6 | 0 | 3 |
| NOTE: Buffer zone is at least 1m wide with at least 1.5m bicycle lane | | | | |

Appendix B – Bicycle Lanes at Roundabouts

Our recommendation regarding bicycle lanes near roundabouts is the following.

If there is **sufficient space** in the roundabout to support the continuation of the bicycle lane (at least 2m width), then the bicycle lane should continue through the roundabout including:

- continuing the green painted bicycle lane with surrounding broken white lines;
- signage at each entry to the roundabout indicating that bicycles may be on the roundabout.

If there is **not sufficient space** in the roundabout, then:

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- about 75-100 metres before the roundabout include:
 - signage indicating that bicycles will be merging into the traffic lane;
 - the unbroken lane marking becomes broken;
 - on-road markings indicating a merge is required (arrows).
- about 25 metres before the roundabout include:
 - signage to indicate the end of the bicycle lane.
- if there is an adjacent off-road bicycle path or shared path, include an on ramp to that path from the on-road bicycle lane prior to the bicycle lane ending.