

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

Hello Craig.

Firstly, we would like to thank you for this opportunity to comment on the proposed upgrade to the Pacific Highway through Wyong Town Centre as requested in your letter dated 20th March. 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 (Community Update, July 2013) we have the following comments and recommendations. 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 this phase of the consultation, so that we can demonstrate the issues in context.

Ideally we need to cater for cyclists of different persuasions, both on-road and off-road, by providing suitable facilities. Just as separation of cyclists and motor vehicles provides a safer environment for cyclists, so does separation between cyclists and pedestrians. Hence the following are our recommended options.

Option 1:

- Provide a separated on-road cycle lane on BOTH sides of the Highway;
- Continue the current bi-directional off-road cycle (only) path on the Eastern side of the Highway from opposite Johnson St up to and continuing past the Wyong Town Centre/station area;
- Provide a shared path on the Western side of the Highway (where the retail area is and hence the vast majority of the pedestrians) for the complete length of your scope area.

Option 2:

- Provide a separated on-road cycle lane on the western side of the Highway for the complete length of your scope area. Separation may be by means of raised pavement markings (eg Vibraline), with gaps in this approaching and around exit/entry points;
- Continue the current bi-directional off road cycle(only) path on the eastern side of the Highway from opposite Johnson St all the way to and continuing past Wyong station.

Specifications:

- All shared paths, on-road cycle lanes and all signage comply with AustRoads Guidelines (both in design and construction).

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- On-road uni-directional bicycle lanes should be at least 1 metre wide (excluding curb & guttering & grates)
- Off-road bi-directional bicycle paths should be at least 2 metres wide (useable space), with no power poles, bus stops or other “obstacles” within this width.
- Off-road shared paths should be at least 3 metres wide (useable space), with no power poles, bus stops or other “obstacles” within this width.
- All traffic lights on cycle or shared paths include bicycle lights, ideally with automatic light triggering designed for bicycles, and/or manual buttons on the left-hand side of paths within approximately 0.5 metres of the kerb ramp. Also include “ballet bars” near intersections/lights.

Below are some areas requiring special attention based on the sections included in your Community Update document.

Section 1 – Western side

1. No parking allowed in the bicycle lane.
2. Specific bicycle signage, including on-road **green lane** and bicycle markings. These markings are especially important before and at potential conflict points such as left hand turn lane into the service road, the bus stop and the “left turn out only” traffic entry point.

Section 1 – Eastern side

1. At the “Jug Handle Bus Stop” create a separate pedestrian footpath enabling pedestrians to get to the traffic lights to cross the Highway. The cycle path in this area needs to be clearly separated from the footpath, perhaps by means of grade separation.
2. Provide bicycle traffic lights for those wishing to cross from the cycle path near the Jug Handle Bus Stop over the Pacific Hwy into Johnson Rd.

Section 2 – Western side

1. On-road signage (**green lane** & bicycle markings) in the bicycle lane before and at the left turn area into River St, all side streets and bus stops;
2. Reduce the speed limit from just before Church St onwards to 50 kph;
3. Ensure that any on-road cycle lane is NOT in the parked car door zone, ie, beside the car parking space provide a 1 metre buffer (no ride) zone, and then include the bicycle lane.

ALTERNATE OPTION In this area (to avoid the main retail area):

1. Provide an alternate route via River Rd, Hope St & North Rd, with on-road bicycle markings and way finding signs. Although this is hillier than the Highway, it should have far less traffic and conflict zones. There is good visibility of approaching traffic along Alison Rd for cyclists heading north at corner Hope St, and there is a roundabout at the corner of Hope & Anzac which should act as sufficient traffic calming for this intersection.

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Section 2 – Eastern side

Outside the station is a difficult area to address. As we see it, there will be some cyclists just passing by heading north or south, and some heading to the station itself. Of the latter, some cyclists will take their bikes on the train and others may use the bicycle lockers in Howarth St.

So, the cycle path should continue straight along beside the Pacific Highway, with perhaps some “exit points” to discharge those cyclists heading to the station. The exit points should be close to the station entry and should be “dismount” points to reduce any conflict with pedestrians in the station precinct.

If necessary, the cycle path can turn into a shared path (with appropriate signage and additional width) around the Warner Shops and Station Master Cottage area to allow for pedestrian access.

Another option is to redirect the cycle path up & over (bridge) or under (tunnel) the road level around Church St, the bus entry/exit and kiss & ride zones to at least Rose St. Careful consideration needs to be made if using this method to keep gradients to a reasonable level (eg, less than 5%). Stairs and lifts are NOT acceptable.

This is one area we believe further discussion is required, and hence the face-to-face meeting request.

Section 3 – Western side

1. On-road signage (**green lane** & bicycle signs) at all intersections and bus stops;
2. Reduce the speed limit to 50 kph;
3. Ensure that any on-road cycle lane is NOT in the parked car door zone, ie, beside the car parking space provide a 1 metre buffer (no ride) zone, and then include the bicycle lane.

Section 3 – Eastern side

As per Section 2 Eastern side above.

North of Wyong Town Centre (Eastern side)

Extension of the cycle path further north towards Watanobbi, all the way to the front of the golf club, is highly desirable. This is a busy area for bikes and the stretch of road that goes past the Toyota dealership has no run off or shoulder to provide some separation between bicycles and motor vehicles. Many cyclists use this area, especially to attend the Central Coast Cycle Club races on Lucca Road.

We hope you find these recommendations useful and look forward to meeting with you soon to discuss the details.

Regards,

Alan Corven

CCBUG President

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