



Central Coast Bicycle User Group
Submission on Pacific Highway Upgrade Wyong Town Centre

November 2015

Introduction

The Central Coast Bicycle User Group (CCBUG) represents people who ride bicycles for transport, recreation and sport all over the NSW Central Coast. We share information, lead bicycle rides, and advocate for improved facilities for these people who choose, for one reason or another, to use bicycles instead of other types of vehicles.

In April 2014 CCBUG made an initial submission to the Roads & Maritime Services (RMS) on draft plans as available in March 2014. A further submission was made in June 2015 after the RMS released updated plans in May 2014 and held key stakeholder briefings including CCBUG.

In October 2015 the RMS released a further project update and held subsequent key stakeholder briefings (on 27th October) which included a CCBUG representative.

This document includes the CCBUG comments and recommendations on the updated information, plans & designs as provided at the briefing and noted on the RMS website as at mid November 2015.

Background

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 shift mode-share away from private motor vehicles to active transport modes, including cycling, 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.

Another key safety issue for people who ride bicycles 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



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 meetings organised for this purpose.



Comments and Recommendations

CCUG acknowledge and commend the RMS for incorporating the following features into the latest design, many of which include previous CCBUG recommendations.

- An on-road bicycle lane heading north (west side) for the complete length of the works;
- An on-road bicycle lane heading south (east side) for the complete length of the works;
- A bi-directional shared path for the complete length of the works, running on the eastern side between McPherson Road and North Road and on the western side from North Road to the north end of the works;
- Green bicycle pavement marking on the bicycle lane in areas of potential conflict, such as beside parallel parking bays, around slip lanes, bus bays and at intersections;
- A minimum of a 0.7 metre marked buffer zone (the door zone) between parallel parking bays and the bicycle lane;
- A bi-directional shared path along parts of the Wyong River waterfront (Panonia Rd).

We also note the following design feature and provide further comments:

- On-road to off-road and off-road to on-road facilities (bicycle ramps), providing cyclists the option to pass by recessed bus bays (eg, opposite Johnson Road) and roundabouts using the shared path;

Note1: appropriate separation between shared path users and pedestrians exiting or waiting for a bus must be considered in the detailed design; this may be via different height paths, barriers or other means.

Note2: bicycle ramps must be designed and built with no lip and at approximately 45-30 degree angle off the direction of travel (not at 90 degrees); refer to a good example on Wisemans Ferry Road just before the intersection with Central Coast Highway.

Note3: on-road signage should be included prior to the off-road to on-road facilities warning road users of possible merging cyclists.

In addition, we recommend inclusion of the following features:

- a) An on-road to off-road facility (bicycle ramp) at the south east corner of Pacific Hwy and Rose Street intersection (at the traffic lights), enabling cyclists to access the shared path in preparation for station entry (and bypassing potential conflict areas of the bus bay and parallel parking);
- b) An off-road to on-road facility just south of the bus bay noted on the south-eastern end of drawing number 304, enabling cyclists leaving the station area to easily move back onto the on-road bicycle lane;
- c) "Give way to Cyclist" signage near the exit of the Shared Zone area before Alison Road;
- d) Continue the shared path over the Rose Street bridge (on both sides),
 - a. with the south-eastern side path leading to bicycle lockers / cage to be located nearby the taxi parking area beside the station on Howarth Street;



- b. and the north-eastern side path leading to an off-road to on-road facility (bicycle ramp) to Howarth Street and bicycle lockers / racks located in the “car” park beside Rose Street.

However, we are still concerned about the following aspects of the design and construction, and request a meeting to discuss various options.

1. Interactions along the shared path around the new pedestrian bridge (station entry), the bus stop and at the various signalised pedestrian crossings near the train station as this is a definite conflict zone. Some options are:
 - a. Relocate the shared path between Rose Street 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 near Church St. This may possibly be in the form of a “clip-on” style raised platform attached to the retaining wall;
 - b. Shared path delineation through texture and colour of pavement, and warning signage;
 - c. Replace the shared path between Rose Street and Church St with a footpath with appropriate “end of shared path” signage;
2. Location of secure bicycle storage (lockers or cage) and racks close to the station;
3. Safe bicycle thoroughfare during construction works.

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.

References:

1. FINAL Wyong TC Stakeholder BRIEFING October 2015.pdf
2. <http://www.rms.nsw.gov.au/projects/central-coast/pacific-highway/wyong-town-centre-upgrade/project-documents.html>



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:

- 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-road to off-road facility (bicycle ramp) prior to the bicycle lane ending.

