

## Submission to: Roads & Maritime Services (RMS)

### Re: Racecourse Road & Central Coast Hwy Intersection Improvements

**To: Ben Konetschnik, RMS**

Hello Ben.

Firstly, we would like to thank you for this opportunity to comment on the proposed improvements to the intersection of Racecourse Road and the Central Coast Highway West Gosford. It is good to see that the RMS has included some 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 (Request for Comment, November 2014) we provide the following recommendations and specifications. 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.

#### The Need:

Racecourse Road is suitable for cyclists of all persuasions due to its gentle gradients and wide lane(s). It provides an efficient cycle route for those heading from the south (the Peninsula, Koolewong, Tascot, Point Clare and West Gosford) to Henry Kendall High School, Gosford High School and Gosford Hospital, and various other recreational facilities in the area (eg, the tennis centre). Otherwise these cyclists would need to ride via the very busy, hillier and narrow Showground Rd (due to the train station access and parking), or via the busy CBD on the Pacific Highway.

With many staff of Gosford Hospital already cycling, and many more likely to take up cycle commuting once the hospital redesign has occurred (with the additional cycling facilities included), Racecourse Rd will be a major feeder for cycle commuters using the existing Coastal (Point to Pelicans) Cycleway. The Coastal Cycleway can easily be accessed via the southern end of Racecourse Rd into Garnet Adcock Park, hence suitable bicycle crossings are proposed.

It also provides an efficient route to bypass the busy Gosford CBD area for those heading further north.

It is noted that improvements to cycling facilities, especially near the busy Gosford Hospital, Gosford Golf Course and Gosford High School, will be required in order to make the total length of Racecourse Rd a relatively safe cycle route for all. However, the improvements can start at the Central Coast Highway end with these proposed works.

# Central Coast Bicycle User Group

## Recommendations:

In any new development we need to cater for cyclists of different persuasions, both on-road and off-road, by providing suitable facilities. Hence the following are our recommendations.

- 1) North western side:
  - a) Add on-road bicycle signage on the left traffic lane which proceeds straight along Central Coast Hwy, starting just before the proposed relocated bus stop and up until the intersection (to validate on-road cyclists use of this lane)
  - b) Extend the proposed shared path on the north-western side from the McDonalds lane entry up to and around the corner at least 50 metres into Racecourse Rd
  - c) Provide bicycle suitable curb ramps (no lip; appropriate alignment; wide angle; etc.) at the McDonalds lane entry end and onto Racecourse Rd
  - d) Provide a bicycle slip lane onto Racecourse Rd from the end of the shared path by
    - i) on-road traffic lane markings (unbroken white line) to keep traffic away from the left of the road
    - ii) on-road bicycle markings and signage around the Racecourse Rd curb ramp / exit onto the road
  - e) At the proposed relocated bus stop, widen the shared path and provide additional separation of cyclists and pedestrians, eg, cyclists sent behind the bus shelter and pedestrians in front (bus shelter design should not obstruct cyclist or pedestrian visibility of each other)
  - f) Provide bicycle crossing facilities (bicycle crossing lights; ballet bars; bicycle curb ramps) at the signalised left turn slip lane to the proposed pedestrian island
  - g) Provide bicycle crossing facilities (as above) from the island to the south-west corner of the intersection
- 2) South western side:
  - a) Provide bicycle crossing facilities (as above) from to the north-west corner of the intersection (via the island)
  - b) Provide bicycle curb ramps onto the southern end of Racecourse Rd (entry to Garnet Adcock Park)
- 3) North eastern side:
  - a) Extend the proposed shared path on the north-eastern side at least 50 metres around the corner into Racecourse Rd
  - b) Provide bicycle suitable curb ramps on Racecourse Rd and Central Coast Highway
  - c) At the bus stop, widen the shared path and provide additional separation of cyclists and pedestrians, eg, cyclists sent behind the bus shelter and pedestrians in front (bus shelter design should not obstruct cyclist or pedestrian visibility of each other)
  - d) Provide bicycle crossing facilities (bicycle crossing lights; ballet bars; bicycle curb ramps) at the signalised left turn slip lane to the proposed pedestrian island
  - e) Provide bicycle crossing facilities (as above) from the island to the south-east corner of the intersection
- 4) South eastern side:
  - a) Provide a shared path with bicycle suitable curb ramps on Central Coast Hwy and around the corner into the southern end of Racecourse Rd (entry into Garnet Adcock Park)
  - b) Provide bicycle suitable curb ramps

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## Specifications:

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

We hope you find these recommendations useful and look forward to your positive response shortly.

Regards,

Alan Corven

President, Central Coast Bicycle User Group