

## Summary

The following is a summary of the Plan relating to Wyong Shire, as released in July 2002.

The information under the 'Project' heading is as detailed in the Action Plan document. The item numbers are as listed in the Transport Action Plan.

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
1	<p><b>NORTH WARNERVALE RAILWAY STATION - \$19 MILLION</b></p> <p><i>An Easy Access railway station, bus interchange and commuter car park will be built as part of the North Warnervale District and Town Centre.</i></p> <p><i>This station is scheduled to be completed in 2007.</i></p>	<p>Development Application lodged February 21 2005 for Stage 1 – Station only. There have been environmental issues that need to be resolved.</p> <p>Railcorp has allocated \$2.5 Million in the 2006/2007 budget for Planning Works. There does not appear to be any budget commitment for next financial year.</p>	<p>Railcorp has been aware of these issues for over 12 months. To date it has failed to submit a Species Impact Statement.</p> <p>Progress has been unsatisfactory.</p>

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
3	<p><b>TUGGERAH RAILWAY STATION UPGRADE - \$10 MILLION</b></p> <p><i>Public transport and other links to the station will be improved by a bus interchange and about 200 additional commuter car parking spaces. The 200 car parking spaces proposed are in addition to the 450 existing car parking spaces.</i></p> <p><i>Work will start after 2004.</i></p>	<p>The Ministry of Transport had requested Council to project manage the design and construction the project. Due to the large number of projects currently being supervised by Council's Contract Section, Council advised the MOT that it was unable to assist. Staff made a number of suggestions as to how to proceed. The MOT is now looking at other alternatives.</p> <p>\$80,000 is available from the Ministry of Transport this financial year for further investigations, identification of the extent of works and project feasibility. Depending on the outcome of the investigations, some funding may become available to commence works this financial year.</p>	<p>Progress has been slow.</p>
5	<p><b>WYONG RAILWAY STATION EASY ACCESS UPGRADE - \$1 MILLION</b></p>		

	<p>An additional lift will be provided at Wyong station, meaning all platforms will then have Easy Access facilities.</p> <p>This work will start after 2004.</p>	Rail Corp supervised this project. It was completed mid 2005.	
8	<p><b>CYCLEWAYS - \$5 MILLION</b></p> <p>About \$5 million will be spent completing, expanding and improving the local cycleway network. Projects will include:</p>		

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
8b	<p>* Chain Valley Bay, Karignan Creek to Carters Road: This cycleway links two communities by a far shorter route than road and connects to an existing cycleway between Lake Munmorah and Chain Valley Bay. Complete in 2003.</p>	This project was completed in 2004/2005.	
8c	<p>* Wilfred Barrett Drive to Noraville: Road shoulder improvements will act as road cycle lanes between The Entrance North and Noraville. Complete after 2004.</p>	3.5 kms have been completed with about 1 km proposed to be completed each year for the next 3 years. Note that the off-road cycleway is currently being investigated, but is not part of the Central Coast Transport Action Plan.	Progress has been satisfactory.
8f	<p>* Tuggerah Lake to Wyong Road: This proposed off-road cycleway will run parallel to Chittaway Road, linking the popular off-road cycleway around the southern side of Tuggerah Lake to the on-road cycle lanes on Wyong Road at Berkeley Vale. Complete after 2004</p>	Completed last financial year.	
9	<p><b>Bike Lockers at railway stations program, Including Ourimbah, Warnervale, North Warnervale.</b></p> <p>\$0.12. Complete by 2005 (Except North Warnervale)</p>	The MOT has advised that bike lockers have progressively been installed at stations across the	Commitments to complete by 2005, (except North Warnervale) have not been met.

		CityRail network. Discussions with Wyong Shire Council regarding Ourimbah and Warnervale stations are expected soon.	
--	--	----------------------------------------------------------------------------------------------------------------------	--

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
<b>10</b>	<b>PACIFIC HIGHWAY WORKS:</b>		
10b	<p><b>Lisarow to Ourimbah:</b>  <i>Upgrade of the highway between Lisarow and Ourimbah to the F3 Freeway will reduce congestion, improve travel times and safety.</i></p> <p><i>Planning will commence immediately for dual carriageways. This will include community consultation and environmental assessment in preparation for construction starting in 2004.</i></p> <p><i>The project will be delivered in stages, targeting priority areas first. Early identification of improvements to the highway at Ourimbah will be undertaken to assist traffic flow during peak periods and help ease congestion at the Chittaway Road intersection.</i></p> <p><i>Construction will start after 2004.</i></p>	<p>The RTA commenced construction of Stage 1 (Dog Trap Rd, including the intersection at the Pacific Highway) in June 2006. The project includes construction of 4 lanes from the RSL Bowling greens to the Chittaway Road roundabout. The RTA has allocated \$9m in 2006/2007 for this work. Other than adjusting linemarking, the RTA is not intending to carry out any works at the Pacific Highway/Chittaway Rd intersection. Modelling carried out by the RTA indicated that the roundabout will operate to a satisfactory level of service for approximately 20 years.</p> <p>Consultants are preparing design and contract documents for Section 2 – remainder of dual carriageway from Burns Road to Glen Road. \$3m has been allocated in 2006/2007 for property acquisition/adjustments and service relocations. This section will complete the remainder of the dual carriageway from Burns Road to Glen Road. Other than linemarking, it does not include any works at the Chittaway Road intersection.</p> <p>The RTA anticipates re-exhibiting the concept plans for Stage 2 (Burns Road to Glen Road) in the last quarter of 2006.</p>	<p>Construction work was slow to commence but hopefully will now proceed at an acceptable rate.</p> <p>It is anticipated that the works currently under construction will only have marginal improvement to traffic flows along the Highway. Improvements will only be realised once works on the Highway south of the Chittaway Road roundabout are complete.</p>

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
10c	<p><b>Tuggerah to Wyong:</b></p> <p><i>An upgrade of the highway to dual carriageway will improve an important connection along Tuggerah Straight to Wyong.</i></p> <p><i>Planning has commenced, with services and utilities scheduled to be relocated in 2003.</i></p> <p><i>Construction will start in 2004.</i></p>	<p>Construction of the pedestrian bridge (north of Anzac Road and relocation of services and utilities for Stage 1 (Anzac Road to Mildon Road, inclusive) commenced 2005/2006.</p> <p>Tenders have closed for construction of Stage 1. \$10m has been allocated in 2006/2007 for this work and property acquisition/adjustments and service relocations for Stage 2. It is anticipated that road construction may commence late 2006.</p>	<p>Commencement of construction work was later than indicated. Provided funding continues, there should now be an acceptable rate of progress.</p> <p>The Stage 1 works will improve safety on the Highway but do little to improve traffic delays. Having a roundabout at Mildon Road may ease some congestion at the Anzac Road intersection and reduce existing queues that go back to Wyong Road. Traffic flows along the Highway will only improve once the Wyong Road intersection is upgraded and improvements through the Wyong Township are carried out.</p>
10d	<p><b>Wyong Town Centre Study:</b></p> <p><i>Funding will be provided for a study into how best to upgrade the Pacific Highway through Wyong. The study will involve close consultation with Wyong Council and the Central Coast Transport Task Force. Options for improvements will be developed over the next 18 months. Funds will be allocated for improvement works when a preferred option has been identified.</i></p> <p><i>Study to be completed in 2004.</i></p>	<p>There has been little consultation with Council to date.</p> <p>The RTA had earlier advised that the plans were scheduled for completion during June 2005.</p> <p>Despite numerous requests from Council, the study has not been released.</p> <p>The RTA has advised that it is unable to provide a new date or indication when the study will be released.</p>	<p>The RTA has failed to exhibit the plans which were due over 18 months ago.</p>

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
14	<p><b>SPARKS ROAD - \$10 MILLION</b></p> <p><i>Sparks Road will be upgraded in stages in conjunction with the proposed residential and industrial development in North Warnervale after 2007.</i></p>	<p>The RTA has completed detailed survey. Pre-concept plans have been prepared for an ultimate dual carriageway with 3 lanes in each direction. Funding is</p>	<p>Progress on this project by the RTA to date has been satisfactory.</p>

		<p>available this financial year for the preparation of concept plans for a dual carriageway, with 2 lanes in each direction, from the F3 Freeway to the Pacific Highway.</p> <p>Timing of works will be determined by developments in the Warnervale area.</p>	
	<p><b>OTHER INITIATIVES:</b></p> <p><b>TRANSPORT ACTION PLAN TASK FORCE</b></p> <p><i>The General Managers of Gosford and Wyong Councils will be invited to join representatives of Transport NSW (now Ministry of Transport), the Roads and Traffic Authority (RTA) and Sate Rail Authority, the Rail Infrastructure Corporation, Planning NSW and the Premier's Department on the Task Force. The Task Force will facilitate consultation with local communities, and advise on priorities. It will report to the Minister for Transport and the Mayors of Gosford and Wyong. To be established by end of 2002.</i></p>	<p>The Task Force was set up in late 2002. Only a few meetings were held, with the last meeting held on May 25 2004. On June 30 2005 Council received correspondence from the Director General of the Department of Infrastructure, Planning and Natural Resources advising that the Task Force Group had been disbanded.</p> <p>Following representations to the Minister of Roads in December 2005, a group consisting of the General Managers from Wyong and Gosford Councils together with senior Roads and Traffic Authority staff was set up in February 2006, to set the RTA's priorities.</p>	<p>A working group consisting of RTA officers, Council Directors and Senior Transportation Engineer have met twice since February 2006, with a third meeting imminent.</p>

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
		<p>There is however no longer a "combined government" group (Transport Task Force), representing the Ministry of Transport, Roads and Traffic Authority, Rail Corp, the Rail Infrastructure Corporation, Department of Planning and the Premier's Department to "help with implementation of Connecting the Central Coast" - Transport Action Plan as identified on Page 3 of the document.</p>	<p>Disbandment of the Taskforce is contrary to the intention of the Action Plan in having a group oversee and help implement the Action Plan. Such a Taskforce would also expedite projects and improve communication between State Government Departments and Local Councils.</p>

	<p><b>New rail carriages for Central Coast trains</b></p> <p><i>A contract will be signed later this year for 40 new outer-suburban carriages for the CityRail network. In response to local calls for extra capacity on Central Coast trains, more than half of the carriages – 22 in total – will service the Central Coast.</i></p> <p><i>Funding to be determined. No date identified</i></p>	<p>The new carriages are being trialled. It is anticipated that they will gradually be introduced into service before the end of 2006. Priority will be given to the South Coast, then the Central Coast.</p>	<p>Progress has been satisfactory</p>
--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
	<p><b>Sydney-Newcastle rail upgrade investigations</b></p> <p><i>The NSW Government is continuing work to upgrade the Sydney-Newcastle rail line to improve the reliability of passenger and freight rail operations, and to improve travel times between Sydney, the Central Coast and Newcastle.</i></p> <p><i>\$2m 2002/2003.</i></p>	<p>Railcorp are continually upgrading the line between Sydney and Newcastle to improve performance and reliability. This includes many smaller projects such as replacing timber sleepers with concrete ones. Expenditure is well in excess of that identified in the plan.</p>	<p>Progress has been satisfactory.</p>
	<p><b>Investigate Central Coast bus network improvements</b></p> <p><i>Investigation to include better local services and possible new cross-regional express services to provide more direct services and reduce travel times. New, high-quality bus shelters will be constructed to identify the stops used by these new services, with timetable information at each stop.</i></p> <p><i>Funding to be determined. To start by 2004.</i></p>	<p>Following the Unsworth Report into Bus Servicing in NSW, the Ministry of Transport (MOT) has negotiated a new contact with one local bus company and is continuing to negotiate with the other. The MOT is currently assessing bus routes/servicing etc.</p>	<p>Lack of information and opportunities for Council to be involved in the planning of the bus servicing and determination of bus routes is very concerning.</p>
	<p><b>Expressions of Interest for F3 Freeway express bus service</b></p> <p><i>The NSW Government will call for Expressions of Interest, seeking proposals from bus companies to trial limited-stop services on the F3 Freeway</i></p>	<p>The MOT has advised that an express bus service from the Central Coast to Sydney Airport via North Ryde was operated by The Entrance</p>	<p>It would appear that the Government is not intending to assist in funding such a service or call for Expression of Interest.</p>

	<p><i>between the Central Coast and Sydney. If successful and well patronised, services could become permanent in the morning and afternoon peak periods</i></p> <p><i>Funding to be determined. No date identified.</i></p>	<p>Red Bus until December 2004. The service was poorly patronised and ultimately discontinued by the operator.</p> <p>Long distance bus services (such as Central Coast to Sydney) are de-regulated, and as such any accredited operator can choose to start a service on this route, However none have elected to do so since the withdrawal of Red Bus.</p>	
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
	<p><b><i>New bus stop signage program</i></b></p> <p><i>\$0.6m. Date to be determined.</i></p>	<p>Council made a submission for funding. However, it is understood that this program has been placed on hold. The MOT has advised that the outer metropolitan bus reform process and Central Coast Strategic Plan are ongoing and yet to be finalised.</p>	<p>It is unclear how the bus reform process and Central Coast Strategic Plan are going to affect this program.</p>
	<p><b><i>Real-time bus information trial</i></b></p> <p><i>\$0.12m. Date to be determined.</i></p>	<p>The MOT has advised that two trials of a Public Transport Information and Priority System (PTIPS) have been conducted on northern Sydney bus routes and the Liverpool - Parramatta T-way. The technology will be rolled-out on strategic bus corridors in the metropolitan and outer-metropolitan area following the introduction of the Tcard ticketing system and strategic corridors.</p>	<p>Progress has been satisfactory.</p>
	<p><b><i>Innovative Transport Solutions fund</i></b></p> <p><i>An innovative Transport Solutions Fund will provide support for innovative transport projects proposed by local groups and individuals. The Central Coast Transport Task Force will recommend priorities for the fund, which will be administered by Transport</i></p>	<p>Several local projects were funded for the first couple of years such as "walking bus" trial and transport guides. Since the cessation of the Transport Taskforce it is not known whether submissions have been called for and/or whether any have been funded.</p>	<p>Many worthwhile projects such as the "Walking Bus" and preparation of Transport Access Guides were funded and completed.</p> <p>It would appear that the local projects now have to bid against other projects from all of NSW.</p>

	<p>NSW.</p> <p>\$2m, 2003 onwards.</p>	<p>The MOT has advised that this program has been superseded by the state-wide introduction of the Ministry's Local and Community Transport Program whereby funding and logistical support is provided to support innovative transport solutions for transport disadvantaged groups.</p>	
--	----------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
	<p><b>Voluntary Travel Behaviour Change program</b></p> <p><i>The Central Coast has been chosen to pilot Voluntary Travel Behaviour Change programs aimed at reducing car use without limiting people's travel needs. The program is to assist households and workplaces make more informed choices about their travel. This is done by providing up-to-date and personalised information on transport options to encourage use of public transport, walking, cycling, ridesharing and more efficient use of cars (doing 3 or 4 things on each trip, for instance).</i></p> <p>\$0.8m, to start in 2004.</p>	<p>The MOT has advised that two Travel Smart programs were conducted by the Department of Planning, one in Woy Woy, the other in Ermington. The DoP will be able to advise on status of these projects.</p>	<p>It is unclear whether this pilot study was successful. Further details will be sought from the DOP.</p>
	<p><b>Traffic Management, bus priority and pedestrian facilities provision</b></p> <p><i>Of the \$30m identified for the above works about \$6m will be spent providing bus priority measures on the road network. Roads earmarked for this work include the Pacific Highway, The Entrance Road and Brisbane Water Drive.</i></p> <p>\$30m. No date identified.</p>	<p>Consultants carried out a study for the RTA to identify bus priority improvements required. Improvements carried out to date include the Bus Lane on the Highway north of Wyong CBD (approx \$1.2m). Substantial additional funding will be required to complete the works necessary.</p> <p>Traffic management works carried out to date include The Entrance Road through Long Jetty. More works are</p>	<p>Progress has been satisfactory. Additional funding will be required to carry out all the bus priority measures required.</p>

		<p>proposed, for this section of road, this financial year.</p> <p>Approximately \$3m has been spent each year on improvements.</p>	
--	--	-------------------------------------------------------------------------------------------------------------------------------------	--

	<b>Project</b>	<b>Current Status</b>	<b>Comment</b>
	<p><b>F3 Freeway to Sydney Orbital route selection study</b></p> <p><i>\$3.5m (Fed govt funding). Complete by 2004</i></p>	<p>The study was exhibited in August 2003. Council submitted comments. On May 6 2004 the Federal Government announced that the preferred corridor had been chosen. The preferred corridor is 8 km long, mostly in tunnel, and connects the F3 Freeway at Wahroonga to the M2 Motorway at Pennant Hills Road Interchange.</p>	

The Road and Traffic Authority's responsibility to undertake a study of The Entrance Road (Long Jetty) and Oakland Avenue (The Entrance) to determine medium and long term needs was not identified in the Central Coast Transport Action Plan. The study is now being carried out jointly between the RTA and Council in conjunction with Council's study for the Long Jetty, The Entrance, The Entrance North Planning Strategy.

There are other RTA works which are required and were not included in the Central Coast Transport Action Plan. They include intersections at the following locations:

- Wyong Road/Pacific Highway
- Wyong Road/Enterprise Drive/Chittaway Road
- Wyong Road/Tumbi Creek Road/Mingara Drive.
- Main Road/Peel Street/Yaralla Road
- Pacific Highway/Mataram Road

These intersections are being considered along with others, by the group assessing the RTA's priorities identified in "Other Initiatives – Transport Action Plan Task Force" above.

Also, no funding has been identified for the upgrading of the Highway through the Wyong Township.