

“GET THE CENTRAL COAST MOVING”

An NRMA transport initiative for action
in the Central Coast region

Discussion Paper June 2010





Introduction

Get The Central Coast Moving forms part of the NRMA's Get NSW Moving blueprint which aims to seek sustainable transport plans for New South Wales. NRMA believes that this document can assist governments in creating and delivering an integrated Central Coast Transport Plan.

In creating the Get The Central Coast Moving blueprint, NRMA consulted with representatives from Gosford City and Wyong Shire councils, along with business representatives from Central Coast Business Chamber, University of Newcastle Central Coast Campus, Wyong and Gosford District Chambers of Commerce, Central Coast Manufacturers Association and Toll Ipec.

This document was created in consultation with Better Transport Futures who have investigated and reported on planning of transport systems for large-scale projects across a wide range of development activities. BTF has provided advice to governments on many aspects of the Central Coast transport system, covering road, rail, airport, cycling and site specific activities.

BTF has worked with NRMA to develop the Get The Central Coast Moving blueprint which is an integrated transport plan designed to help the Central Coast cope with its population increase. The plan also looks at solutions to congestion and identifies and prioritises Central Coast transport needs.

**NRMA Central Coast Director
Kyle Loades**

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1 Foreword

GET THE CENTRAL COAST MOVING is an Action Plan for the NSW Central Coast developed by NRMA Motoring & Services (NRMA) as part of its Getting NSW Moving Campaign.

It is a 'living' document that can and should evolve with input from all, to grow and adapt to the changing conditions of the Central Coast Region. We are sure there will be plenty of good ideas and exciting initiatives that can be added to this platform.

GET THE CENTRAL COAST MOVING presents an outline of solutions for delivery of an improved transport system for our region. In the long term, it provides a system where public transport can be a viable alternative to the region's traditional first choice of private car travel.

A system where cycling and walking is encouraged and promoted as part of the long-term sustainable solution for travel in our region.

GET THE CENTRAL COAST MOVING outlines some actions that can happen now, today. Other initiatives will require time to develop, but are in line with supporting the agreed planning strategy for the region over the next 25 years.

GET THE CENTRAL COAST MOVING suggests principles to guide policy, services and infrastructure investment. Implementation will require positive coordination from people and organisations committed to achieving success in the Central Coast.

So let's all start doing our bit, and **GET THE CENTRAL COAST MOVING**.

About NRMA Motoring & Services (NRMA)

The National Roads and Motorists' Association Limited (trading as NRMA Motoring & Services) comprises some 2.2 million Members in NSW and the ACT. For more than 90 years, NRMA has represented the interests of motorists in relation to road funding, road safety and other relevant public policy issues.

NRMA began in 1920 when there were 20,000 motor vehicles on the road. One of the first services NRMA offered was car minding, when it was against the law to leave a motor vehicle unattended in the centre of Sydney.

Throughout the years, NRMA has fought for seatbelts in cars, road safety, drink driving education programs, better road funding and fairer petrol prices.

Today NRMA has grown and in addition to providing world-class roadside assistance, has diversified to offer a range of motoring, travel, lifestyle and advocacy services.

NRMA remains a Membership organisation with a focus on delivering benefits to Members and roadside assistance.

2 Meeting the Coast’s Transport Challenge

2.1 The Central Coast Regional Strategy

The NSW Central Coast is currently home to over 300,000 people. Located halfway between Sydney and Newcastle, the region is well placed to deliver excellent opportunities for business with a high quality lifestyle for its local residents.

The NSW Government’s Central Coast Regional Strategy outlines the long term land use plan for the region, and is designed to cater for the region’s projected housing and employment growth over the next 25 years. In this timeframe the region’s population is expected to grow by around 100,000.

The key issues that the Regional Strategy deals with are as follows:

- Urban Structure**
 Population growth, dwelling demand, sustainable settlement patterns including new release area/urban renewal mix.
- Economics and Employment**
 Employment generation, unemployment, underemployment and skills development, wealth generation and labour force participation.
- Natural Resources and Environment**
 Protection of economic natural resources, protection and conservation of regionally significant biodiversity, agriculture, areas of scenic amenity and cultural heritage.
- Housing and Liveability**
 Changing demographics (ageing population), changing household structure, housing needs including housing mix, adaptability, affordability; centres policy; quality of life.

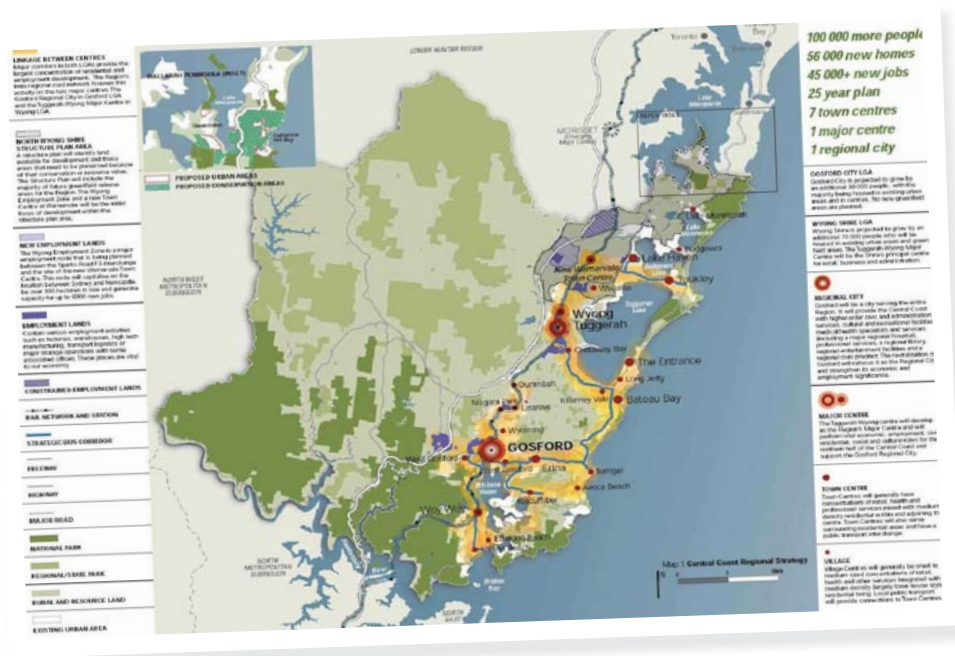


Figure 2-1 Central Coast Regional Strategy (Source Department of Planning 2006)

Transport is a fundamental infrastructure element enabling the achievement of the state outcomes of the Central Coast Regional Strategy.

2.2 Where are we now?

The Central Coast's population is forecast to increase by around one quarter to over 400,000 over the next 25 years.

What is clear from past investigations and plans for the region is that if we continue to predominantly use private motor cars as our dominant form of personal transport then this level of predicted growth would mean:

- With 100,000 more people and a planned 45,000 extra local jobs, work day road trips could increase by 25% on already congested corridors.
- Car trips each day could increase by a similar margin of 25%.
- All of the above assuming a continuation of current trends in car based travel, with average car occupancies at peak travel times around 1.05 people per vehicle.
- Vehicle Kilometres of Travel VKT (Distance) will increase.
- Vehicle Hours of Travel VHT (Duration) will increase as congestion continues to increase.

The level of investment in the existing road based transport systems has not been sufficient to allow service levels in all parts of the Central Coast to continue to operate at technically acceptable levels of service at all times of the day. What this means is that we as individuals travelling have experienced a gradual increase in travel times, witnessed by a creep in peak period congestion and delays.

Based on the growth statistics and predicted funding streams, both government and private, our community can't afford to build the infrastructure to allow an indefinite continuation of the current trends of individual private motor vehicle travel as the dominant means of transport in our region.

We must develop a better strategy for the long term health of the Central Coast that is based on providing a series of realistic choices for travellers as our community continues to grow and thrive. It is critical that we reduce the reliance on single occupant, private vehicle travel as the basis of planning, design and operation of our transport system.

2.3 Targets - What are we Aiming For?

GET THE CENTRAL COAST MOVING is focussed on promoting alternate travel through increased use of public transport, walking and cycling, and hence on reducing our dependency on private car based travel.

The provision of infrastructure such as improved interchange facilities, completing missing links, priority measures (T Lanes, Bus Lanes), cycle paths, walkways all play a necessary part to expand our current choices.

But what are we aiming for?

While commuting levels to Sydney are around 10-15%, the currently perceived level of local public transport use during peak movement periods across our region is low.

In other urban centres in Australia targets set for the level of alternate transport use are in the order of 20% and often higher. So as a minimum long term target we would suggest adopting a similar target of 20% of travel by alternate means as being a good starting point.

Some people would argue we should be aiming for an even higher target, but we consider this a reasonable practical target for the Central Coast within the remaining 25 year time frame of strategic planning for the region.

We believe that this is an attainable objective, if governments, business and the community will support it.

3 Framing the Transport System

Principles are important as they will frame the way we view movement, and what our expectations are for our transport systems. Ultimately it is the Government’s role to set and act on policy, but there is a lot that can be done on all levels of our community to support better outcomes.

GET THE CENTRAL COAST MOVING presents a strategy framework that is aimed at contributing to a long term shift in travel patterns across the region.

Notably it is not just about building roads, or train stations although some improvements are necessary and will form part of the long term system.

- It is about providing the people of the Central Coast with safe and efficient roads.
- An affordable, good quality and integrated public transport service.
- Better use of the region’s existing assets.
- Encouragement for cycling.
- Encouragement for walking.
- Efficient freight movement.
- A transport system that recognises and values the Central Coast environment.
- Safe mobility for all - one of the NRMA’s key corporate objectives.

By adopting and encouraging application of these principles in support of the NSW Government’s regional planning strategy, the GET THE CENTRAL COAST MOVING can achieve a difference, by encouraging the provision of a range of alternate travel choices to the private motor vehicle. It will also provide a transport system that recognises and values the environment of the Central Coast.

GET THE CENTRAL COAST MOVING can help moderate traffic growth, a clear objective of Government, particularly during the peak periods of travel which traditionally dictate the shape and capacity of our traditional road based travel systems.



4 Actions

Some recent Government initiatives such as changes to the Sydney public transport ticketing system and the recently announced Sydney Public Transport Plan have commenced the process of change in NSW, including the Central Coast.

GET THE CENTRAL COAST MOVING seeks to focus on local issues, and local improvements to overcome some of the impediments to using alternate transport through a series of positive actions such as:

- Delivering better access to centres.
- Completing regional networks - recognising key gaps in strategic infrastructure that are currently an impediment to delivering efficient transport.
- Giving priority to road space for public transport, High Occupancy Vehicles (HOV) and freight movements in key corridors to provide better and more consistent travel times.
- Better fare and ticketing options that allow simpler and seamless movement between public transport modes and services across the region.
- Better information systems that provide a higher level of confidence in the public transport services on offer.
- Better networks for cyclists and pedestrians connecting to centres and with public transport.

By focussing on delivering these improvements to the centres identified for growth in the Regional Planning Strategy, and along the corridors that link centres across the region, GET THE CENTRAL COAST MOVING can make a positive contribution to the growth and prosperity of the Central Coast region.



4.1 Better Access to Centres

4.1.1 Park and Ride Concepts

The geography of the Central Coast does not provide everyone with a convenient walk to a rail station or major bus route. Many of the living areas are located along the coast. Additionally the current Regional Strategy and Local Government Urban Settlement Strategies will continue to locate residences beyond the distances considered acceptable for convenient walking, or even cycling in many cases.

Some people choose to combine the flexibility of private car travel with train or bus, by either driving and utilising dedicated parking facilities near a transport node, referred to as Park and Ride or opting for Kiss and Ride by being dropped off.

As the population expands, and congestion inevitably grows, the ability to combine modes in this way can be very effective where trip destinations are concentrated in centres. The Central Coast Regional Strategy reinforces this concept of centres, and needs support therefore in the form of park and ride facilities at improved bus and rail stops, with high quality access to these centres on the regional transport systems.

The concept of improved interchange at key centres throughout the Central Coast region supports and reinforces better use of the existing system. By focussing Park and Ride on specific locations throughout the region, combined with improved access to the nominated regional centres (with road priority measures for HOV in particular) a very positive impact on vehicle trip lengths and congestion levels in major centres and corridors is achievable. Kiss and Ride would be an integral part of these facilities.

Suggested sites where Park and Ride facilities could be implemented or expanded across the region include:

- Woy Woy, Kincumber, Terrigal, Erina, Gosford, Bateau Bay, The Entrance, Ourimbah, Toukley, Lake Haven, Warnervale, Wyong and Tuggerah.

Benefits

By capturing parking closer to the origin, VKT and VHT would be reduced, therefore reducing emissions and congestion. By focussing services on centres at higher frequencies, people benefit from better and more reliable service patterns.

ACTION

Implement a program of Park and Ride sites across the region as the first step in a regional parking strategy aimed at supporting improved access to public transport and relieving congestion (traffic and parking) in key centres.



4.1.2 Improving Interchanges

The concept of interchange is often viewed as being able to move from any mode to another “all under the one roof”. By contrast, effective connection, or interchange can be achieved at a high quality bus stop, between two or more well coordinated bus services. Our concept of improved interchange therefore relies on people being able to have the confidence to combine services to complete their journey, to be able to use a combination of buses, trains and bicycles. The focus in terms of local need always seems to be on something new and innovative that will make people choose to use public transport again. However, those in control of traditional funding sources have either ignored the region’s local issues and needs, or simply had other priorities such as focussing on moving people to and from Sydney (which is important but not the whole journey).

At the same time, urban planning has continued to reinforce the low density urban sprawl which has led almost exclusively to road based transport solutions across the region.

The Central Coast has challenging topography, but it also has a very good quality north=south spine of road and rail assets that form the backbone of the movement systems to and from the major centres in the region, and beyond.

It is therefore important to make sure the east-west connections are adequate to allow us to get more out of these existing systems. An important step here is to improve access to the system and its services. That means connections and interchanges. This means more than one point of interchange and connectivity if the system is to be successful in supporting the adopted regional planning strategy.

Like many other urban areas, the Central Coast region is made up of a series of strong centres, built around the traditional settlement patterns of the region. Rather than seeing this as a negative, the transport system should recognise this strength and support movement to and between these centres. The Central Coast Regional Strategy got this right, in recognising the centres, and it deserves the support of modern interchanges to help these centres thrive and grow. These centres include Gosford, Wyong / Tuggerah and the emerging centre of Warnervale, supported by the local centres such as Lake Haven, Toukley, The Entrance, Bateau Bay, Erina and Woy Woy.

By improving interchange facilities at these centres, local access is enhanced, but so also is movement between the centres. So let us start working on improvements in priority access along strategic corridors, improvements in Park and Ride and Kiss and Ride facilities, taxi facilities and bus access to all centres nominated in the Central Coast Regional Strategy.

A common misconception is that one size interchange fits all, when it is really all about connection and interchange at all levels, as these centres are not always the origins or final destinations of all trips.

ACTION

Continue to develop and implement a staged improvement program (by component and facility) of interchanges for all centres and transport gateways across the Central Coast region.



Interchanges take on many forms, bus, rail, ferry and many other activities.

4.2 Completing Regional Networks

The hierarchy of land transport corridors that has evolved in the Central Coast region has its roots in historic movements needs. As the community’s needs have grown and changed, so have the transport needs, however the infrastructure has struggled to keep up with the ever-changing demands.

This applies to strategic regional and national corridors that traverse the region (both road and rail) which have tended to be the focus of attention, but also importantly to the local connections to these corridors.

Currently the Australian and NSW Governments are investing in some nationally significant projects, to complete elements of corridors that are recognised as vital national links:

- F3 Sydney to Newcastle Freeway Upgrade Program (Australian and NSW Governments)
- Central Coast Transport Action Plan (NSW Government)
- Current and continuing programs such as:
- Pacific Highway Upgrade Program (NSW Government)
- Central Coast Upgrade Program (NSW Government)

Projects recognised as strategically important to the region, and beyond but with no firm commitment from government on funding or delivery timeframes include:

- West Gosford Gateway – Road improvements (NSW Government)
- F3 Freeway to M2/M7 (Sydney Orbital) Corridor (Australian and NSW Governments)
- Sydney to Newcastle Rail Corridor Improvements - (Australian and NSW Governments)

4.3 Getting the Most Out of Existing Systems

Over a decade ago the NSW Government recognised that “getting the best out of our system” would be more efficient and could reduce the need for some new infrastructure.

GET THE CENTRAL COAST MOVING incorporates initiatives to:

- Improve public transport (bus) priority in strategic corridors.
- Improve HOV priority in strategic corridors.
- Improve public transport services in focussed strategic corridors (road and rail).
- Encourage alternate transport use through better access (to Park and Ride, interchange facilities).

Priority measures in the Central Coast region are almost non-existent and where they have been installed are sporadic and virtually ineffective. Improving these measures in a concerted program focussed on strategic corridors (similar to the successful London Red Routes Scheme) as was identified in the 2005 Unsworth Review, will improve travel times, service reliability and in so doing public confidence in the alternative travel services.



Priority for HOV, including public transport

4.4 Integration

4.4.1 One Journey, One Ticket, One Central Coast Region

In this modern age of computer and communications technology, it is very practical to be able to have a transport system that delivers one ticket, for one fare regardless of what and how many modes are used for a journey.

The news recently from the NSW Government confirmed a contract with the Pearl Consortium to deliver to the greater Sydney Metropolitan Region a ticketing system comparable to London's "Oyster" card. It's anticipated that the system will begin to be rolled out on public transport by the end of 2012. This new electronic ticketing system will operate across greater Sydney's public transport network and will extend as far as Newcastle and the Hunter region, as well as Wollongong and the Illawarra and the Blue Mountains and will be based on the MyZone fare structure.

One factor often misrepresented in discussions about ticketing solutions is the difference between integrated fares and integrated ticketing. The Government's new MyZone ticketing system is aimed at simplifying fares. It is important to ensure that the delivery of electronic ticketing in conjunction with the MyZone fare structure delivers integrated fares and ticketing that are equitable, and easier to understand, and don't penalise public transport travellers for changes of mode in their journeys.

ACTION

Implement One Journey, One Ticket, for the Central Coast region

4.4.2 Connecting Services

Buses account for the majority of public transport coverage of the Central Coast region. This is not surprising given the low density, dispersed settlement patterns around the region's waterways.

However connections in many parts of the region are weak, with gaps in services, and frequencies determined by Government directions against extra service kilometres which work against areas with increasing population densities. Frequency targets are set at 30 minutes at best.

While commuters prefer a single-service ride, this is not always possible in the region's complex geography and dispersed urban settlement patterns.

The NSW Government's Unsworth Review highlighted the need to focus on strategic corridors, with good quality services provided at high frequencies.

In the Central Coast the number of these strategic corridors is quite small and manageable. The main north-south corridor (Warnervale, Wyong, Tuggerah to Gosford and Woy Woy) are provided by rail services, focussed on the daily commute between the region and Sydney.

Where rail is not available, such as the Central Coast Highway corridor and other coastal villages, express services running at higher speeds courtesy of conscious priority schemes on east-west routes, with limited stops, could deliver a higher speed and service quality (coupled with better access such as at Park and Ride sites) capable of attracting more people to use the service.

By uniquely branding the services in a consistent way to differentiate the quality service (e.g. Coast ARea Transport System – CARTS) the Central Coast could embrace rapid transit services.

4.4.3 Concepts for Regional Services

Flexibility, convenience, comfort and quality are all important factors in delivering services that people will choose for their travel needs. These all contribute to the level of confidence people will have, along with the ability to travel quickly between destinations, in at least comparable travel times to the alternative – the private car.

It is not realistic to expect all alternate services to be able to deliver the fastest means of travel between all destinations. However it is conceivable that by focussing on the key corridors between centres in the region that consistent travel times can be provided as an affordable and reliable alternative.

ACTION

Implement regional public transport “shuttle” services for the Central Coast region such as:

- **Gosford Shuttle** – An express bus service using the Terrigal/East Gosford corridor to transfer people between Terrigal and Erina and Gosford as the regional capital and rail interchange.
- **Wyong Shuttle** - An express bus service using the Wyong Road Corridor to transfer people between The Entrance/ Bateau Bay, and Tuggerah / Wyong, as the regional centre and rail interchanges for the northern areas of the Central Coast.
- **Warnervale Shuttle** - An express bus service to transfer people between Toukley and Lake Haven, with Warnervale and Wyong, as the town centres and rail interchanges for the northern areas of the Central Coast.
- **Wye Shuttle** - A cross regional bus service linking the coastal centre of Budgewoi to the rail system at Wye.
- **Central Coast Shuttle** - A cross regional bus service linking the coastal centres of The Entrance, Bateau Bay, Terrigal and Erina.
- **Peninsula Shuttle** - A local bus service linking southern localities with the regional rail system at Woy Woy.

By focussing improvements on these services in key corridors the ability for people to move around the region using alternatives to private motor vehicles for all trips can be enhanced.

There are some existing services that cover elements of these services. The concept here is to improve efficiency and hence confidence from patrons by focussing improvements on recognisable centres across the region. By providing services in identifiable strategic corridors, the ability for people to move around the region using alternatives to private motor vehicles for all trips could be enhanced.



Branding can be a factor in adding to confidence in service delivery

4.5 Cycling and Pedestrian Networks

Sharing road and pathway space between motorists, cyclists and pedestrian can lead to some conflict. This is despite 70% of cyclists also paying car registration.

Where off-road facilities are provided these are generally 'dual' use and hence the hostilities change focus towards pedestrians and cyclists. It only takes a minority for this perception to create negative feedback that discourages general activity by many.

In both situations it is not a case of either/or. Each party would and does have a legitimate claim for space and hence the past campaigns by authorities aimed at sharing the road or the path.

Cycling use is a legitimate mode of transport and is likely to increase significantly in the future, placing even greater demand on limited facilities and resources.

The geography of the Central Coast region is challenging in some parts, but other areas such as around the lakes and Wyong are in the main more cycle-friendly, so there is great potential for its use in day-to-day transport needs. Pedestrian movement in and around local centres is also quite friendly in terms of topography.

Our strategy is simple in that it focuses on completing missing links in a network across the region and improving local access to key centres, much with all other transport initiatives, and improving access to facilities at these locations. This includes wider use of bike lockers at transport nodes and better facilities at trip-ends which can be incorporated into new developments quite easily.

The more people choose to use bicycles or walk for their trip (even in part) the less the burden on limited funds and overstretched road assets. Bicycle parking, cycle and pedestrian paths and trip-end facilities can be provided at a fraction of the cost of car based alternatives and have a very positive environmental and community health benefit to boot.

Again this is not a new idea. The Premier's Council for Active Living recognised the wider benefits of encouraging public transport use, cycling and walking on the community's health, the environment, and reduced burden on our transport systems.



5 Infrastructure Improvements

No strategy can be successful without the right tools and materials to allow actions to be implemented. So it is imperative that the Central Coast region’s transport infrastructure is shaped to support the growth strategy and provide the key infrastructure to support all transport alternatives.

Our approach to infrastructure provision is to ensure the nominated centres are supported with the right level of facilities, reflecting their role in the region, so that the services provided to them can operate as efficiently as possible.

5.1 Improved Access to Centres

The Central Coast region has a series of key centres of activity, and supported by local town centres throughout the region that provide the traditional local focus of activity:

Gosford

- Gosford – Regional City
- Erina – Town Centre
- Terrigal – Town Centre
- Woy Woy – Town Centre
- Ourimbah – University Centre

Wyong

- Tuggerah – Regional Centre
- Wyong – Town Centre
- Warnervale – New Town Centre
- Toukley – Town Centre
- The Entrance – Town Centre
- Bateau Bay – Town Centre
- Lake Haven – Town Centre

The extent to which each of these centres is serviced will vary, based on its role and existing infrastructure. However the key actions of provision of services and priority will apply.

The Action Plan identified in this strategy outlines the basic components that are recommended as a minimum to support each centre. Many of these elements can be treated as individual initiatives (e.g. Park and Ride facilities, cycle ways, bus priority lanes etc) that can be delivered in an ordered program over time so that benefits can be accrued rather than waiting to deliver everything in one ‘Rolls Royce’ solution.

5.2 Completing Regional Networks

A fundamental element of the Central Coast region’s transport network will always be its road system. The rail system has an important regional role to play both in public transport delivery and other freight tasks.

As with all transport systems there is conflict between local regional and inter-regional tasks. It is important therefore to ensure that the appropriate level of facilities are available at all levels to ensure that conflict is minimised and that service levels meet the varying needs of the regional community. Many incomplete or missing links in the regional system are well known, with improvement plans well documented:

- F3 Freeway to Sydney Orbital Network Connection – Part of the Australian / NSW Government National Highway. Recent capacity upgrades have been completed closer to Sydney on the F3. However there has been no commitment of construction funding for a new link between the F3 and M2/M7.
- Newcastle – Sydney High Speed Train Links – Past NSW Government investigations have considered the benefits of improved rail links between Newcastle, the Central Coast and Sydney, but there is currently no commitment to this concept.
- Pacific Highway Improvements – As part of continuing main road network upgrades, continued improvements to this important north-south corridor to provide capacity and priority upgrades, for examples as is needed through the important Wyong town centre.
- Central Coast Highway Improvements – As part of the main road network upgrade program, continuing north of Erina, and eventually completing the important feeder links of Avoca Drive and Terrigal Drive, continued improvements to local east-west arterial road corridors to provide capacity and priority upgrades.
- Cross Regional Road Improvements – As part of the main road network, continued improvements to local east-west arterial road corridors to provide capacity and priority upgrades.
- Central Coast Cycle Strategy – Completion of missing links in the regions cycle network that focus on safe cycling for all users. Connections include:

West Gosford / Gosford

Tuggerah / Wyong / Warnervale

The Entrance / Bateau Bay / Tuggerah

- Priority Corridors – Develop Central Coast priority road corridors

Terrigal to Erina to Gosford

The Entrance / Bateau Bay to Tuggerah

Toukley to Lake Haven to Warnervale

Warnervale to Wyong to Tuggerah

Improvements to rail infrastructure in the region have been mooted by both Australian and NSW Governments for years, without action or commitment. This has been presented in terms of improving both freight and people movement. The extent to which High Speed Train or Very Fast Train is affordable and practical warrants serious investigation given the widespread recognition of potential transport, economic development and environmental benefits that could be realised.

In terms of affordability it is interesting to note the extent to which road-based solutions continue to be funded at levels (billions of dollars) which for other transport alternatives like rail is considered unaffordable.

Investigation and then completion of the strategic regional networks is vital to being able to successfully deliver operations at all other levels, in terms of good transport and movement outcomes. Without this higher order network, the congestion and delays caused from continued growth and having to use substandard alternatives will filter down through the system at all levels.

By focussing on these key corridor initiatives the support required to provide more efficient access to the region's centres can be realised.

5.3 Local Improvements

Within each local area of the Central Coast region there are and will continue to be hotspots of congestion. These are not just about cars. In fact some of the most significant areas of congestion involve pedestrians within the main centres.

Examples of these hotspots requiring attention are included in the Action Plan. The list is not exhaustive, and will be supplemented by further consultation with local authorities and community representatives.

As part of this project, a stakeholder’s workshop was held which identified some specific local improvements that have been used here as a catalyst for ongoing development of a Central Coast Local Transport Improvement Program. **(See Appendix C)**



6 How Do We Deliver?

6.1 Coordination

One strong message received during initial consultation was the need for local input to the solutions and delivery of any new transport initiatives for the region. This is vital to the success of any future Central Coast transport initiatives. It is our view that the vision of a Better Central Coast Transport Future must be addressed by a single local coordinating body such as 'Coast Transport', or the Coast ARea Transport System – CARTS.

Coast Transport would be apolitical and could be charged with the long term delivery of a better Central Coast transport system, with realistic goals and services. Its function could include securing funding and the ability to manage the whole transport system (roads, rail and public transport) without fear or favour of competing interests such as road and rail authorities and operators and those with vested interests in promoting just private motor vehicle travel.

Without this coordination and strong independent planning and governance (independent from the competing vested interests) any new strategy will most certainly not be adopted or will fail, just like they have so many times before.

ACTION

Implement an independent local coordination and governance body for the Central Coast

6.2 Funding – Finding New Ways

The Central Coast region has the potential to achieve real change in travel needs at the local level with a relatively small scale of investment. Even so, the level of funding to implement an ideal system is likely to reach \$2-3 billion over a 30-year planning horizon (and depending on the extent of upgrades/new regional connections beyond the region).

Consider that it is possible that Sydney is likely to have investment needs of 4 to 5 times this level, the whole task becomes quite daunting, and certainly beyond the levels achievable using traditional government budgets. And all this in parallel to even greater demands on other critical infrastructure such our health system with an ever aging population.

Some high profile projects are recognised as being in the national interest, and have either secured State and Federal funding, or are recognised as part of nationally funded programs:

- Sydney northern rail corridor improvements
- F3 Sydney to Newcastle Upgrade Program (continuing)

Some projects are self-funding, either through developer needs or private funding streams:

- Urban Development Program, where new developments build basic access and movement infrastructure and the costs are passed on to the new owners through land sales

But the vast majority of urban transport improvements at the local level do not have full funding commitment from traditional revenue sources:

- Interchange improvements
- HOV priority corridors
- Missing or incomplete road links
- Regional cycleway network

The extent to which the local community is prepared to pay for improvements needs to be tested. Consultation should be undertaken with Central Coast communities to gauge their interest in expediting and developing local funding sources to accelerate the delivery of Coast-based projects.

The key here is to ensure funds generated are directed to investment in Central Coast improvements and also to engage the community in actively supporting direct funding for direct improvements.

Whatever the mechanism, spread over the Coast’s growing population \$100 million in improvements per annum represents \$3 billion in 30 years, or just \$4 per person per week (less as the population grows).

ACTION

Be Bold about funding - Investigate new and direct local funding sources (including retention of local taxes / levies, or establishing a Central Coast Superannuation Fund directing investment to the region’s infrastructure) to deliver local transport improvements.

6.3 Consultation

To prepare a plan in isolation potentially alienates the very people who ultimately must have ownership of it for the plan to succeed.

So to kick things off in preparing GET THE CENTRAL COAST MOVING, NRMA has consulted with organisations representing an array of user groups of the existing systems. This has included officers and elected officials of local councils as representatives of the wider community, freight, public transport operators and professional organisations.

Through an initial workshop, process key issues were tabled and prioritised as a guide to potential actions within the plan.

Without fail, all participants highlighted a need for improved coordination, improved public transport, and fixes to gaps in existing systems.

NRMA welcomes this process and looks forward to extending the opportunity to contribute to a wider cross section of the community, from Government to local level and all in between.

6.4 Central Coast Transport Improvement Program

The initiatives outlined here all require commitment and investment from stakeholders. Otherwise the regional planning strategy will not receive the infrastructure and services that will allow it to be successfully achieved.

Some of the initiatives outlined here can be started now, others will build incrementally as funds and demand allow. (The budgets nominated are indicative only and subject to review and change.)

Table 6.1 COAST PROJECTS and INDICATIVE BUDGETS

A. IMPROVE THE PUBLIC TRANSPORT SYSTEM	
A. INTERCHANGES – IMPROVED ACCESS TO CENTRES	
Warnervale	
Woy Woy	
Gosford	
Ourimbah	
Tuggerah	
Wyong	
Erina	
Bateau Bay	
TOTAL	\$0.4 Billion
B. Regional Parking (Park and Ride Sites)	
Woy Woy	
Gosford	
Ourimbah	
Tuggerah	
Wyong	
Warnervale	
Erina	
Bateau Bay	
TOTAL	\$0.2 Billion
C. Strategic Corridors – Priority for HOV on Radial (East-West) CART Routes	
Wyong Road	
West Gosford	
Lake Haven (Sparks Road)	
TOTAL	\$0.5 Billion

B. COMPLETING REGIONAL NETWORKS	
Coast Cycle Strategy	\$0.1 billion
F3 connections (Federal)	
1. Wyong	
2. Woy Woy	
Coast (Newcastle – Sydney) High Speed Train (HST)	Unknown
Central Coast Highway	\$0.5 billion
Complete Pacific Highway Upgrade	\$0.3 billion
TOTAL	Unknown

C. LOCAL IMPROVEMENTS	
	\$0.5 billion
Wyong Town Centre	
F3 connections (Federal)	
Black spot funding	
Urban Access improvement program (e.g. Pacific Hwy Wyong)	
TOTAL	\$2.5billion (Local)
Central Coast Highway	\$Unknown (Federal)

NOTE: Budgets are indicative and subject to detailed investigation

7 Next Steps

GET THE CENTRAL COAST MOVING has been developed with input from key stakeholder organisations representing elements of the Central Coast community, both businesses and individuals.

Investment will be one key to success.

Consultation is also imperative, to ensure that the region's people are on board.

Coordination is crucial and this is a role we believe should be delivered locally and independently in terms of planning and delivery, but requires all government agencies and operators to be at the table.

Service Delivery can and should continue through the NSW Government's existing channels such as through the Ministry of Transport and Infrastructure.

Implementation will involve everyone at all levels of Government, industry and the community to make the region attractive for investment, for more people to live and do business in our region.

One of the keys to success of any strategy of this nature is its acceptance. By those charged with its planning, delivery, and by those who have to action the strategy. And most importantly, by the people who will choose to use the system.

NRMA plans to continue to consult widely with Government at all levels to enlist their cooperation, and also with industry and the wider community to charge all people of the Central Coast to take action to support the initiatives of the Getting NSW Moving Campaign, so that we can all enjoy improved transport in our region.

So let's all get started working on GET THE CENTRAL COAST MOVING.

Appendix A. References

1. Central Coast Regional Strategy
2. Central Coast Transport Action Plan Study
3. Draft Gosford Land Use Strategy 2031
4. The Gosford Challenge, (Gosford Council website)
5. Revitalising Gosford City Centre Plan, Gosford City Council, NSW Department of Planning, 2007
6. Wyong Urban Strategies (Various, Wyong Shire Council website)
7. Profile Document of Outer Metropolitan Sydney Bus Contract Regions 6, 7 – Central Coast Region

Appendix B. Central Coast Workshop Issues

A workshop was conducted by NRMA on 12 November 2009 with invited stakeholders participating in discussion focussed on identifying local issues of significance. As part of this process participants were asked to give consideration not only to their own issues, but those of others, and to discuss and identify priorities as much as was practical in the workshop process. The following lists are the top issues, and also the full list of issues raised by participants. These are not considered exhaustive by either the NRMA or participants. NRMA welcomes further discussion in this regard, and consideration of any transport issues that can be demonstrated to have merit and benefit for the people of the Central Coast.

B.1 TOP ISSUES LIST

1. **West Gosford Flyover**
2. **Bulls Hill on Woy Woy Rd**
3. **Missing Link – Woy Woy to F3**
4. **Pedestrian Overpass @ Kariong**
5. **Extra Freight Line** (Free up road Capacity)
6. **F3 Access**
 - a. Wyong Rd Interchange
 - b. Sparks Road Interchange
 - c. Alison Road Ramps
7. **F3 Widening – to 3 lanes north of Tuggerah**
8. **Wyong Road Improvements** (congestion) (Nb Westfield D'ment)
9. **The Entrance Road/Towoon Bay Rd upgrade** (signals)
10. **Cobbs Road upgrade**
11. **Mid Block Upgrades**
 - a. Pacific Highway through Wyong
 - b. Central Coast Highway @ Long Jetty
 - c. Pacific Highway @ Charmhaven
12. **Warnervale Planning District**
13. **PUBLIC Transport**
 - a. Recognition (Branding and funding)
 - b. Express bus services e.g. to Wyee Stn (and others in region)
 - c. Hub and Spoke (MW) → Local circular routes to Expresses
 - d. Frequency
 - e. INTEGRATED TICKETING
 - f. Sundays matching Saturday timetables

- g. “YOUTH TICKETING” – Single ticketing for Central Coast
- h. Buses integrated with Train
- i. No direct uni bus services
- j. Wyong Town Loop (off Peak) – Accessible transport
- k. BUS-TRAINS on F3
- l. Park-n-ride on F3
- 14. Emergency access - FLOODING Access eg @**
 - a. Charmhaven
 - b. University campus
 - c. West Gosford
- 15. Pacific Highway Upgrade – costs and time – why so long?**
- 16. WIDENING ARTERIAL ROADS – congestion for freight vehicles (No Alternatives) e.g. The Ent Rd, Tumbi Umbi Rd/The Ridgeway**
- 17. RETAIL SERVICE CTR** (Allow PUD’s and alternate time operation of large vehicles?)
- 18. ALTERNATE ROUTES to PAC Hwy**
- 19. FUNDING MECHANISMS** (MW)
- 20. POLITICAL Decision Making** (MW)
- 21. INFR STANDARDS** (MW)
- 22. Movement, Parking and loading in Town Centres** (Large Vehicles)
- 23. ALTERNATIVE TO F3**
 - a. F3 → M7
 - b. Hawkesbury Ferry à Bridge crossing
 - c. TRAIN → VFT?
- 24. CYCLEWAYS**
 - b. → Connectivity @ local level
 - c. Cycle Access to Uni
- 25. FERRIES → Tourism, and local connections to other PT**
- 26. AIRPORT → 2nd Sydney Airport investigations**
- 27. NORTHERLY MOVEMENTS** (To/From HUNTER Region)
- 28. Safe Access @ PT to University Campus** (MW - Could be general issue?)
- 29. CC Transport Taskforce** (CCTAP Initiative) (MW)
- 30. The Gosford Challenge**
 - a. Alternative Transport (Walking, Cycling)

- b. Through Traffic Bypasses to central Gosford
- c. Relief route for East Gosford
- d. Henry Parry Drive (State Road) à Heavy vehicle access
- e. TMAP for Central Gosford

31. INOVATIVE TRANSPORT SOLUTIONS (CCTAP)

- a. Walking Buses
- b. Recycle Bicycles
- c. Car Pooling

Appendix C. Defining Interchanges

Table C- 1 Possible Hierarchy of Centres

Centre	Status	Type	Support Elements
Gosford	Premium	Rail/Bus	Taxi, Park and Ride, Cycle links, Cycle storage, Walkways
Tuggerah	Regional 1	Rail/Bus	Taxi, Park and Ride, Cycle links, Cycle storage, Walkways
Wyong	Regional 1	Rail/Bus	Taxi, Park and Ride, Cycle links, Cycle storage, Walkways
Warnervale	Premium	Rail/Bus	Taxi, Park and Ride, Cycle links, Walkways
Ourimbah	Regional 2	Rail/Bus	Taxi, Park and Ride, Cycle links, Walkways
Lake Haven	Local	Bus/Bus	Taxi, Park and Ride, Cycle links, Walkways
Toukley	Local	Bus/Bus	Taxi, Park and Ride, Cycle links, Walkways
Bateau Bay	Local	Bus/Bus	Taxi, Park and Ride, Cycle links, Walkways
The Entrance	Local	Bus/Bus	Taxi, Park and Ride, Cycle links, Cycle storage, Walkways
Erina	Regional 2	Bus/Bus	Taxi, Park and Ride, Cycle links, Walkways
Woy Woy	Regional 1	Rail/Bus/Bus	Taxi, Park and Ride, Cycle links, Walkways
Kincumber	Local	Bus/Bus	Taxi, Park and Ride, Cycle links, Walkways

Table C-2 Sample of Interchange Facilities

Facility Item	Premium	Regional 1	Regional 2	Route Stop/Station
Rail Station – Terminus	O			
Bus Station – Terminus	O			
Services/Routes serving facility	X	X	X	
Real Time arrivals/Departure Information	X	X	X	
Network Map	X	X	X	
Route Map	X	X	X	X
Fare Information/Contact Number	X	X	X	X
Public Phone Access	X	X	O	O
Common Ticketing/Branding of Services	X	X	X	X
Taxi Facilities	X	X	X	
Cycle Storage	X	X	X	
Park and Ride	X	X	X	
Security Surveillance Cameras	X	X	O	



