

CENTRAL COAST

Regional Transport Plan

December 2013



Central Coast Regional Transport Plan

December 2013

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Transport for NSW

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MINISTERS' MESSAGE

When we came to government, one of our first priorities was to develop a clear direction for transport in NSW over the next 20 years.

The NSW *Long Term Transport Master Plan* was released in December 2012 to provide a comprehensive blueprint for the future, complete with more than 220 short, medium and long term actions.



To support the Master Plan, we recognise that the state's 14 key regional centres have more specific local transport needs and priorities which should be considered and planned for.

The *Central Coast Regional Transport Plan* outlines specific actions to address the unique challenges of the area and includes the things you told us were important to you during consultation in 2012.

The plan looks at population changes in the Central Coast region, including the expected 21 percent increase in population projected over the next 20 years, and considers the impact of major developments in Warnervale, Tuggerah and Gosford.

The plan puts a priority on improving transport connections within the region and reducing travel times to key employment centres in Sydney and the Hunter by improving train services and investing in the region's road network, including the Pacific Highway, upgrades to interchanges on the M1 Pacific Motorway (F3) and supporting the future development of the F3 to M2 link.

It also includes the Northern Sydney Freight Corridor including the Gosford Passing Loops, which will reduce interaction between freight and passenger trains in the area, leading to the efficient movement of freight and more reliable passenger services.

Thank you to the community members who took the time to contribute to this planning process. We look forward to working with you as we continue to improve and develop our state's transport system.

Gladys Berejiklian
Minister for Transport

Duncan Gay
Minister for Roads and Ports



YOUR REGION

The Central Coast region is a collection of coastal and inland cities and towns, which together are home to about 322,000 people.

Travel to and from, as well as within the Central Coast region, has a strong north-south focus, between Sydney and Newcastle and the Hunter Region. This movement is concentrated on the transport infrastructure and services between the M1 Pacific Motorway (F3) and the coast, including the road network and the North Coast rail line.

Historically, development along the Central Coast has been low density. Trip attractors, such as employment, health care, education and retail facilities are mainly located in the Gosford and Wyong/Tuggerah areas. People living in smaller towns and villages are reliant on the transport system for access to health services, education and employment in the larger centres.

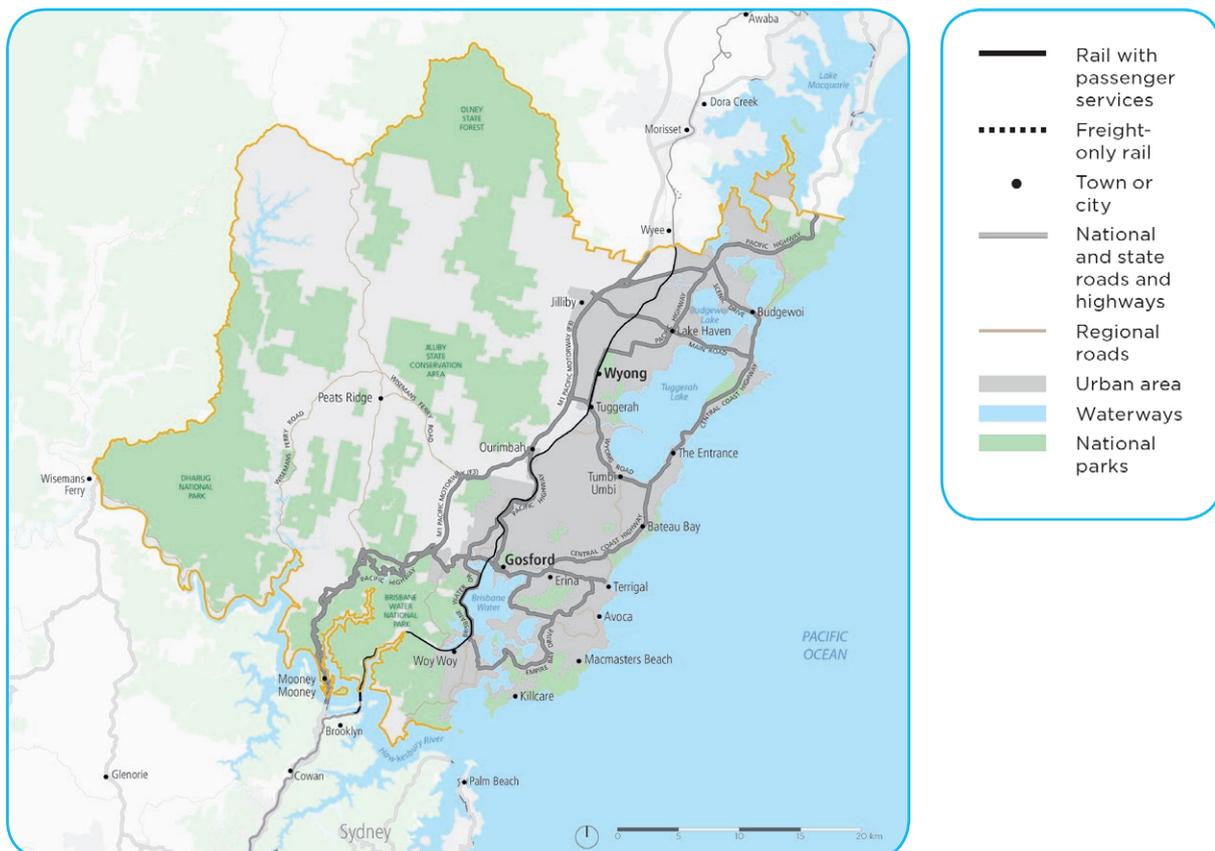
A number of proposed developments, including town centre developments at Warnervale and Tuggerah and the Gosford city revitalisation and waterfront development, are underway to support growth in the Central Coast region.

Over the next 20 years the population of this region is expected to increase by around 69,000 people, increasing transport demands through more trips by more people on all modes.

We are developing integrated land use and transport plans to sustainably balance population, economic growth and the management of the region's natural assets.

Customers in the Central Coast region told us that they need improved rail connections between the Central Coast and Sydney, and improved connections to key destinations within the Central Coast region, such as Wyong and Gosford hospitals. They also asked us to plan for better separation of passenger and freight train lines, and increased use of rail to transport freight.

Figure 1 The Central Coast region



The Central Coast region's population is ageing, presenting future transport challenges in ensuring access to services and to counteract isolation.

The proportion of people aged 65 years and over increased from 18 percent to 19 percent between 2001 and 2011. This trend is expected to continue, with those older than 65 years expected to be almost a quarter of the total population in 20 years' time.

This has an impact on the types of transport services that need to be provided in the region, with an ageing population needing to access health and aged care services in regional centres.

Industry in the Central Coast region is diverse. Health care and social assistance is the largest employment sector (17 percent) in the region. Other significant employment sectors are retail (15 percent) and manufacturing, accommodation and food services, and education (all 9 percent). Manufacturing has seen a decline since 2001, both in real and percentage terms.

Unemployment in the region has fallen from 8.5 percent in 2001 to 7.0 percent in 2011. However, it is still above the state and regional averages of 7.2 percent and 5.9 percent respectively.

Access to public transport will support social inclusion and provide access to education and employment opportunities.

Most people in the Central Coast region travel by car. About 84 percent of journeys to work are made by car, either as a driver or passenger. The journey to work mode share by train is 9 percent, almost double that of other NSW regions. This is mainly from the Gosford local government area, which has a journey to work mode share for rail of 13 percent.

Approximately 73 percent of the workforce who live in the Central Coast region work locally and around a quarter of the workforce travels to Sydney (20 percent) or the Hunter region (5 percent) for work making strong transport connections vital (Figure 2).

The Central Coast region has a high seasonal fluctuation in monthly tourist flows, with a strong summer peak placing increased pressure on the transport network and generating localised congestions at the busy tourist times.

The Central Coast region has a diverse freight task, with a range of industry supply chains. This ranges from horticultural and seasonal, perishable produce to the long distance road and rail freight travelling between Queensland and Sydney. All users require direct, high-quality transport options.

By 2031, the freight task in NSW is projected to nearly double, with both road and rail corridors in the Central Coast region projected to have significant growth in freight movement.

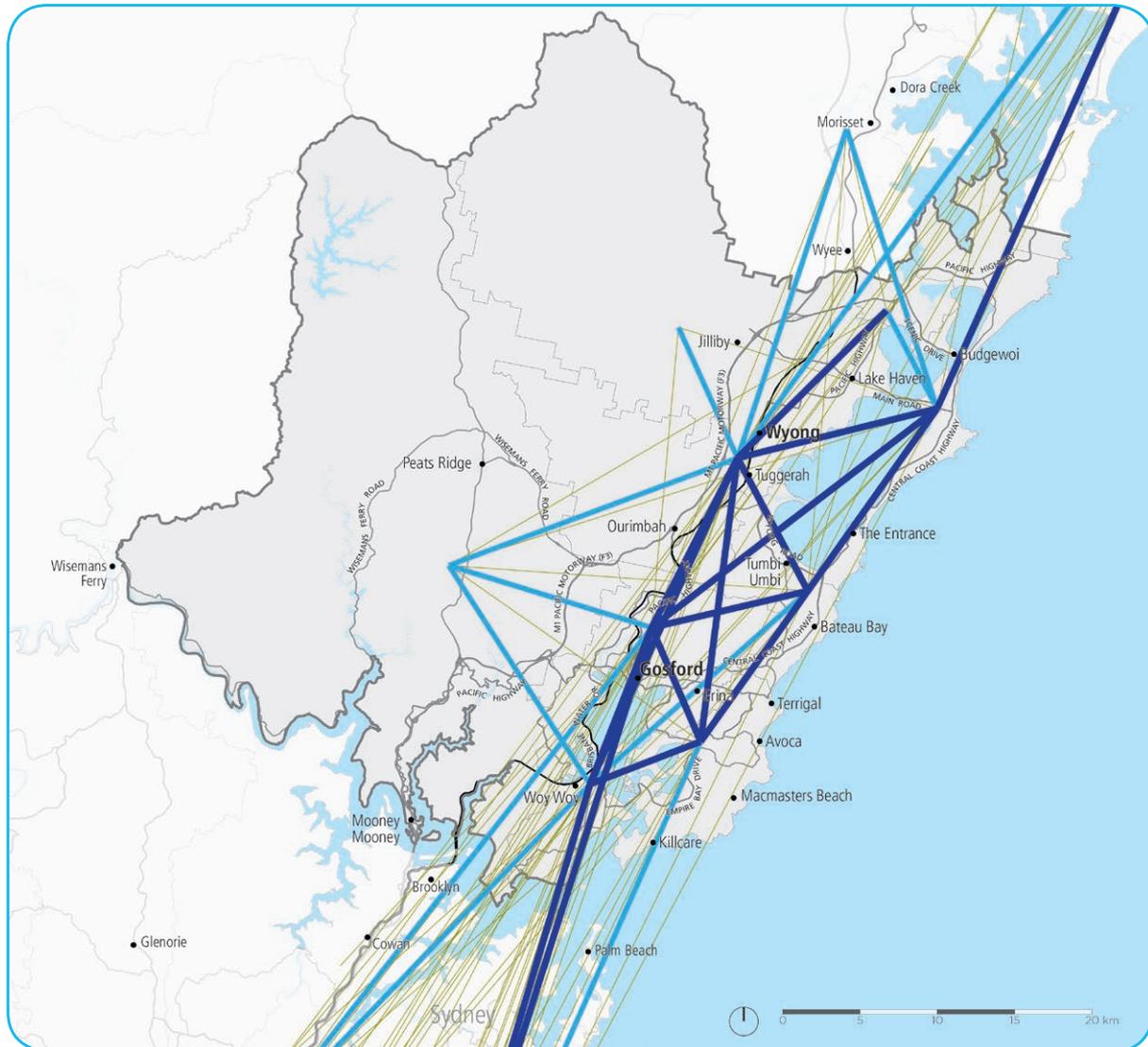
Ensuring the efficient movement of freight through the Central Coast region is vital to support productivity.

The Northern Sydney Freight Corridor is a critical link in the movement of interstate and regional freight as well as domestic coal movements to power stations on the Central Coast. The Northern Sydney Freight Corridor program (Stage 1), is being jointly funded by the NSW and Australian governments. The results of this investment will lift rail freight carrying capacity between Newcastle and Sydney by 50 percent, from 29 to 44 freight trains each day.

The Central Coast region received approximately 4.4 million visitors in 2010 and 2011, of which 3.2 million per annum were domestic day visitors, generating about \$700 million per annum in tourist spending. These regional characteristics have implications for the transport network, as presented in Table 1.



Figure 2 Journey to work origins and destinations in the Central Coast region



Daily journey to work trips 2011 (By SA2 with Central zones grouped)

- | | | | | | |
|---|------------|---|------------------------------|---|------------------------------------|
|  | 101-500 |  | Rail with passenger services |  | National, state and regional roads |
|  | 501-1000 |  | Region boundary | | |
|  | 1001-18585 |  | Locality boundary (SA2) | | |



The specific population, employment and land use characteristics of the Central Coast region have implications for the transport network, as follows:

Table 1 Transport implications of regional characteristics

Characteristics	Transport implication
Population growth	<ul style="list-style-type: none"> • Greater travel demand as population increases • Requirement for managing demand and operations as a priority, with eventual expansion of infrastructure and services to meet this demand, as required
Ageing population	<ul style="list-style-type: none"> • Greater demand to travel for healthcare, medical and recreation reasons and less demand for travel to/from work and within peak periods • Need for more specialist transport services to cater for limited mobility and to reduce social isolation • Need for research and pilot projects to determine the best ways to transition people from cars to public transport and then to community transport to reduce vehicle dependency
Population concentration	<ul style="list-style-type: none"> • Concentration of population in the Gosford and Wyong urban areas leads to localised congestion during peak periods • Geographic features and the relatively low density of the urban area make efficient public transport provision difficult
Road safety	<ul style="list-style-type: none"> • Pedestrian casualty crashes are clustered around the East Gosford/ Gosford/ Wyoming area, the Woy Woy/ Umina/ Ettalong area, the Wyong area and the Toukley area • Heavy vehicle crashes are concentrated along the M1 Pacific Motorway (F3) (with clusters just north of the Hawkesbury, around the Calga interchange, around the Ourimbah interchange and near the Sparks Road interchange) and the length of the Central Coast Highway between the M1 Pacific Motorway (F3) and Gosford
Major existing and future freight movements	<ul style="list-style-type: none"> • Freight growth will require delivery of the right network capacity to enable efficient freight movements and to support productivity
Domestic and international tourism	<ul style="list-style-type: none"> • Increase in demand and congestion on the strategic and local road networks during peak holiday travel periods • M1 Pacific Motorway (F3) and the Central Coast Highway (A49) are frequently congested at the beginning and end of holiday periods



DELIVERING CHANGE

Some of the initiatives already underway in the Central Coast region include:

- A new timetable, released in October 2013, reducing timetable complexity and revising stopping patterns to better reflect customer demand
- Timetable changes in 2012, which delivered more than 40,000 additional seats on Newcastle and Central Coast services to ensure a more comfortable journey
- Delivery of 92 Oscar cars now in service on the Central Coast and Newcastle Line, providing more than 300 services per week in the Central Coast region
- Commencement of construction of the Gosford Passing Loop project as part of the Northern Sydney Freight Corridor Program aimed at reducing the potential of delays on the rail network caused by freight and passenger trains operating on the same tracks between Sydney and Newcastle
- The introduction and expansion of quiet carriages on the Central Coast and Newcastle Line
- A refresh of all 200 of the intercity V Set carriages serving NSW TrainLink customers in the Central Coast region
- The introduction of NSW TrainLink, which operates services to the Central Coast region, and for the first time provides a dedicated organisation focused on improving services for our rail customers in regional NSW
- 70 new bus services in the Central Coast region in 2012-13, including:
 - 30 trips on Route 29 (Bateau Bay to Lake Haven)
 - 40 trips on the Gosford to North Gosford route.
- The introduction of five new buses servicing current routes under the 2013-14 Growth Buses Program
- Commencement of construction of an Easy Access Upgrade to Ourimbah Station
- Minor refurbishment and the installation of an additional help point at Gosford Station
- Close to \$100,000 for the Community Transport Program in the Central Coast region, as part of \$7.5 million in funding to local providers across the state
- Provision of \$45,000 to Youth Connections for the Learner Driver Mentor and YDrive Programs, to assist disadvantaged youth on the Central Coast region to obtain provisional driver licences
- An acceleration of the school zone flashing lights program, to ensure every school in NSW has a set of flashing lights by December 2015.

2012-13 CENTRAL COAST ROAD NETWORK MAINTENANCE PROGRAM

In the 2012-13 financial year we spent \$16.5 million on upgrading and maintaining over 257 kilometres of major roads in the Central Coast region, including works on pavement and corridors. We also spent \$4 million on upgrading and maintaining over 130 bridges in the region.

We provided \$600,000 to the local councils within the region to assist with road restoration after natural disaster damage and \$5.4 million for maintenance and improvement of their road networks.

The works undertaken on major roads and bridges included resurfacing over 180,000m² of roads and rebuilding 28,000m² of roads at a cost of \$4.8 million and \$1.9 million respectively.

Other major works undertaken in the Central Coast region included the repair and repainting of the bridge over the Hawkesbury River on the Pacific Highway at Brooklyn.



Traffic Management and Road Safety Program

LGA	Projects	Financial year	Status	Cost (\$)
Journey reliability				
Gosford	M1 Pacific Motorway (F3) contra flow - sign enhancement	2012-13	Completed	137,715
	Intersection improvements at Empire Bay Drive and Avoca Drive to south Kerta Road	2013-14	Commenced July 2013	100,000
	Intersection improvements at Henry Parry Drive and Donnison Street to William Street	2013-14	Commenced July 2013	100,000
Wyong	M1 Pacific Motorway (F3) contra flow - sign enhancement	2012-13	Completed	137,715
	Intersection upgrades between Peel Street and Yaralla Street in Toukley	2012-13	Completed	170,563
Bus priority on strategic corridors				
Wyong	Bus lane on Wyong Road	2011-13	Completed	220,549
Gosford	Empire Bay Drive at Nerang Road in Bensville	2012-13	Completed	167,276
Active transport				
Wyong	The Entrance to Noraville cycleway	2011-12	Completed	216,624
	Osborne Park foreshore reserve	2011-12	Completed	160,000
	Toukley: construction of a 2.5 metre wide concrete off-road walking and cycling path through Osborne Park, eastern foreshore of Budgewoi Lake, from the car park to Seventh Avenue. Includes a connection to Leonard Avenue/ Second Avenue, Toukley (Tenth Avenue Scenic Drive to Marina Street)	2011-12	Completed	137,152
	Budgewoi: Construction of a 2.5 metre wide concrete off-road walking and cycling path along			
	1) the southern side of Tenth Avenue - opposite Marina Street to Natuna Avenue;			
	2) the southern side of Natuna Avenue - Tenth Avenue to 65 metres south			



LGA	Projects	Financial year	Status	Cost (\$)
Wyong	Wilfred Barrett Drive and Wyuna Avenue, The Entrance North: provide new pedestrian refuge and kerb extension to cross state road (Wilfred Barrett Drive) west of Wyuna Ave. The refuge connects a caravan park, a bus stop to a beach	2011-12	Completed	228,577
	Wilfred Barrett Drive / Mini Street: provide new pedestrian refuge and kerb extension to cross state road (Wilfred Barrett Drive) just west of Mini Street. The refuge connects a off-road walking and cycling path path, and a bus stop to a residential area	2010-11	Completed	1,247,493
Gosford	Coomal Road to Veterans Hall Wharf Saratoga: design and construction of a 3.0 metre wide concrete off-road walking and cycling path along the northern and eastern side of Malinya Road from 119 Malinya Avenue to Henderson Road, Saratoga (350 metres)	2011-12-13	Completed	306,620
	Empire Bay Drive / Nerang Road, Bensville: design and install a pedestrian refuge on Empire Bay Road near Nerang Road at Bensville. Empire Bay Road is a State Road with 70 km/h speed limit. The refuge will improve crossing access to the bus stops located just south of Nerang Road	2013-14	Commenced September 2013	300,000
Easing Sydney's congestion (pinch points)				
Gosford	Central Coast Highway and Racecourse Road, West Gosford	2013 -14	Commenced August 2013	500,000
	Central Coast Highway and Frederick Street	2013-14	Commenced July 2013	1,200,000
Road safety				
Gosford	M1 Pacific Motorway (F3), 570 metre length south of Jolls Bridge	2011-13	Completed	233,193
	M1 Pacific Motorway (F3) (north bound) 1km south of Mangrove Road overpass	2011-13	Completed	183,191
	M1 Pacific Motorway (F3) 500 metre length south of Pacific Highway	2011-12	Completed	166,402
	Empire Bay Drive at Ettalong to Kincumber	2011-12	Completed	175,889



LGA	Projects	Financial year	Status	Cost (\$)
Gosford	Upgrade of Wisemans Ferry Road in Central Coast	2011-12	Completed	232,014
	Install curve and speed advisory signage, upgrade pavement and line marking on the Central Coast Highway in Kariong	2012-13	Completed	349,247
	Safety improvements on the M1 Pacific Motorway (F3), 0.3 to 0.8km south of Peats Ridge Road	2012-13	Completed	387,754
	Safety improvements on the M1 Pacific Motorway (F3), 0.2 to 0.7km south of Peats Ridge Road	2011-12	Completed	148,646
	Road safety works on M1 Pacific Motorway (F3) and north of Reeves Street Overpass	2011-12	Completed	211,010
	Road safety works on M1 Pacific Motorway (F3) and north of Peats Ridge Road	2011-12	Completed	102,275
	M1 Pacific Motorway (F3), Somersby - install median safety barrier, northbound	2011-12	Completed	425,981
	Contribute to the Wisemans Ferry Road upgrade	2013-14	Commenced July 2013	2,200,000
	Install median wire rope on M1 Pacific Motorway (F3) (southbound) at Calga	2013-14	Commenced August 2013	300,000
	M1 Pacific Motorway (F3) and north Peats Ridge Road in Somersby	2013-14	Anticipated start June 2014	125,000
	Safety works at M1 Pacific Motorway (F3) from Pacific Highway ramp in Mooney Mooney	2013-14	Commenced	200,000
	Road safety works resulting from decommissioning fixed speed cameras on ocean Beach Road Woy Woy	2013-14	Commenced August 2013	120,000
	Road safety works at M1 Pacific Motorway (F3) and south bridge over Pacific Highway	2013-14	Commenced September 2013	200,000
	Road safety works resulting from decommissioning fixed speed cameras on Central Coast Highway in Bateau Bay	2013-14	Commenced August 2013	245,000



LGA	Projects	Financial year	Status	Cost (\$)
Wyang	Minor road safety works on M1 Pacific Motorway (F3) and Alison Road	2011-13	Completed	162,719
	M1 Pacific Motorway (F3), 800 metre length south of Sparks Road in Jilliby	2011-13	Completed	231,403
	Shoulder widening on Wilfred Barret Drive from The Entrance North to Norville	2011-12	Completed	453,487
	Safety improvements at M1 Pacific Motorway (F3) and Ourimbah Creek Road	2011-12	Completed	273,078
	Safety improvements at M1 Pacific Motorway (F3), 500 metre length north of Wallarah Creek	2011-12	Completed	620,824
	Safety improvements at M1 Pacific Motorway (F3), south of Caltex ramp	2011-12	Completed	150,847
	Safety improvements at M1 Pacific Motorway (F3), 1km length north of Wyong Road	2011-12	Completed	159,505
	Install concrete median and mid block traffic signals near M1 Pacific Motorway and Louisiana Road, Kanwal	2013-14	Anticipated start January 2014	500,000
	Install safety barrier on M1 Pacific Motorway (F3) near Sparks Road, Jilliby	2013-14	Anticipated start late 2013	360,000
	Improve delineation at Main Road, Toukley Bridge to Tamar Avenue, Toukley	2013-14	Anticipated start late 2013	120,000
Widen road shoulders, improve sight distance with vegetation clearance, provision of safety barriers, improvements to line markings on Ruttleys Road, Mannering Park	2013-14	Anticipated start late 2013	1,000,000	



Transport Access Program

Focus Area	Location	Projects	Completion date	Status
Park and Travel Safety Program	Gosford	Installation of additional help point	May 2012	Open to Public
Station upgrades	Gosford	Painting customer areas and awnings, roofing repair and minor refurbishment	September 2012	Open to Public
Easy access	Ourimbah	Easy access	July 2013	Completed

Better Boating Program

LGA	Improvement	Year	Cost (\$)
Gosford	Bar Point Wharf upgrade	2011-12	113,000
	Brisbane Water dinghy storage	2011-12	46,280
	Jirramba Wharf upgrade, Saratoga	2011-12	115,000
	Deerubbun Reserve boat ramp car park upgrade, Mooney Mooney	2012-13	100,000
Wyong	Terrigal Haven water access infrastructure upgrade - stage 1	2012-13	30,000
	Sunshine Reserve boat ramp upgrade (car park), Chittaway Point	2011-12	88,298
	Norah Head boat ramp reconstruction (additional funding)	2012-13	400,000



CHALLENGES IDENTIFIED IN THE NSW LONG TERM TRANSPORT MASTER PLAN

The *NSW Long Term Transport Master Plan* identified the major transport challenges facing regional NSW as:

- Delivering better transport links to and within regional cities
- Improving accessibility through a better mix of transport options across regional NSW
- Providing convenient, reliable and safe travel in regional areas by modernising and making best use of our transport networks – especially our bus, rail, and taxi services
- Making sure our state roads in the regions support the needs of customers, communities and regional industries
- Finding workable transport solutions that will preserve the vitality, amenity and character of country towns
- Making walking and cycling easier and safer and giving customers choice when travelling within their towns
- Facilitating access to vital services for an ageing regional NSW population and people with disabilities
- Identifying and preserving key transport corridors.



Transport
**MASTER
PLAN**



**Regional
Transport
Plan**

SPECIFIC ACTIONS FOR THE CENTRAL COAST REGION IN THE NSW LONG TERM TRANSPORT MASTER PLAN

Short term

- The Central Coast region is very constrained geographically and the state road network is critical. Investment in the road network will reduce congestion, improve travel time reliability and facilitate enhanced bus operations. This investment will focus on the Pacific Highway (M1), Central Coast Highway (A49), Wyong Road (B74), and Sparks Road (B70).
- Improvements to interchanges on the M1 Pacific Motorway (F3) will support the effective operation of the motorway.
- The Regional Transport Plan and the renewal of bus contracts will provide an opportunity to investigate better accessibility through enhanced services and reflect changes in the urban environment. Options will be explored to deliver improved public transport services.
- This will occur through network and timetable reviews in the context of the Outer Metropolitan Bus Service Planning Guidelines. We will consider improving strategic bus corridors servicing and connecting the main centres of Gosford, Wyong and Terrigal to reflect demand and land use changes.
- *Sydney's Rail Future* and the creation of NSW Trains will improve rail services between the Central Coast region, Sydney and Newcastle. These rail services will be supported by an integrated bus service. We will reduce travel time between Gosford and Sydney.
- We will deliver a new transport interchange to support the development of the Warnervale Town Centre.

Medium to longer term

- We will widen the M1 (F3) between Tuggerah and Doyalson to improve the efficiency of the interstate road network, improve travel time and reduce transport costs.
- Stage 1 of the Northern Sydney Freight Corridor will reduce interactions between freight and passenger services, and result in more reliable operations. Planned upgrades will remove the most serious bottleneck on the east coast. The program comprises four key projects: Gosford Passing Loops, North Strathfield Rail Underpass, Epping to Thornleigh Third Track and the Hexham Passing Loop (completed in 2012). Once completed, the new infrastructure will lift the corridor's carrying capacity by 50 percent, from 29 to 44 freight trains each day.
- We will continue our investment in the urban road network to address capacity constraints that impact on travel time reliability and public transport operations.
- We will ensure the Wyong employment zone has an appropriate level of bus service. We will also provide appropriate public transport services as required to support Warnervale Town Centre.



PUTTING THE CUSTOMER FIRST

The NSW Government is committed to putting the customer first by delivering a transport system that:

- Provides more reliable services
- Gets people in NSW's regions where they need to go
- Delivers a safe, clean and comfortable public transport environment
- Provides a safer road transport system
- Provides integrated timetables and more frequent and reliable public transport services to match customer needs
- Reduces travel times for all travellers
- Enables businesses and services to operate efficiently and prosper in regional areas.

This plan will ensure that the transport system in the Central Coast region meets the needs of the community. It does this by responding to the goals expressed by them, tackling transport challenges and addressing the implications of the expected changes over the next 20 years.

The plan will pursue this vision by developing actions around the three key themes of:

- 1 Providing better transport services
- 2 Ensuring effective regulation
- 3 Improving transport infrastructure

The *Central Coast Regional Transport Plan* will improve the customer experience for travel to and from other regions, within the region, within towns and centres and for visitors to the region.

Demand management and infrastructure solutions focused on the region's road network will enable customers to reach their destination more reliably and more safely. Public transport users will see service improvements and better connections to key destinations.

This plan includes actions and projects that will deliver better transport services, ensure effective regulation, and improve transport infrastructure over the short (0-5 years), medium (5-10 years) and long (10-20 years) term.

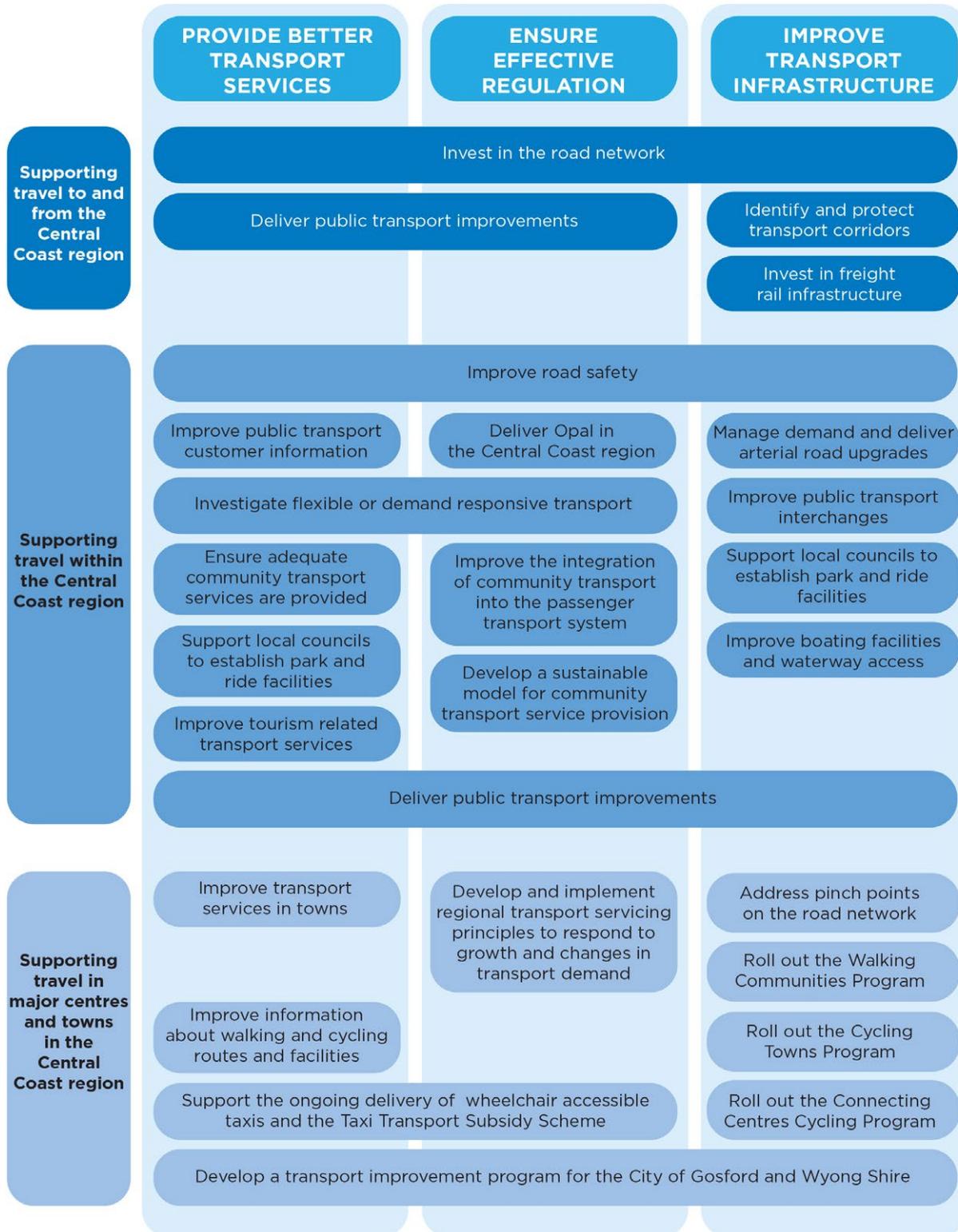
WHAT YOU TOLD US

You told us that there is a common set of goals for transport in regional NSW. While the priority of these goals varies for each region, these goals are:

- Improving accessibility to transport for everyone
- Appreciating the importance of intra and inter regional connectivity
- Recognising the growing freight task and its impact
- Making sure that the transport solutions for the regions support growth and development, whilst protecting the viability and amenity of centres and towns
- Addressing cross-border connectivity issues.
- Recognising the importance of air travel



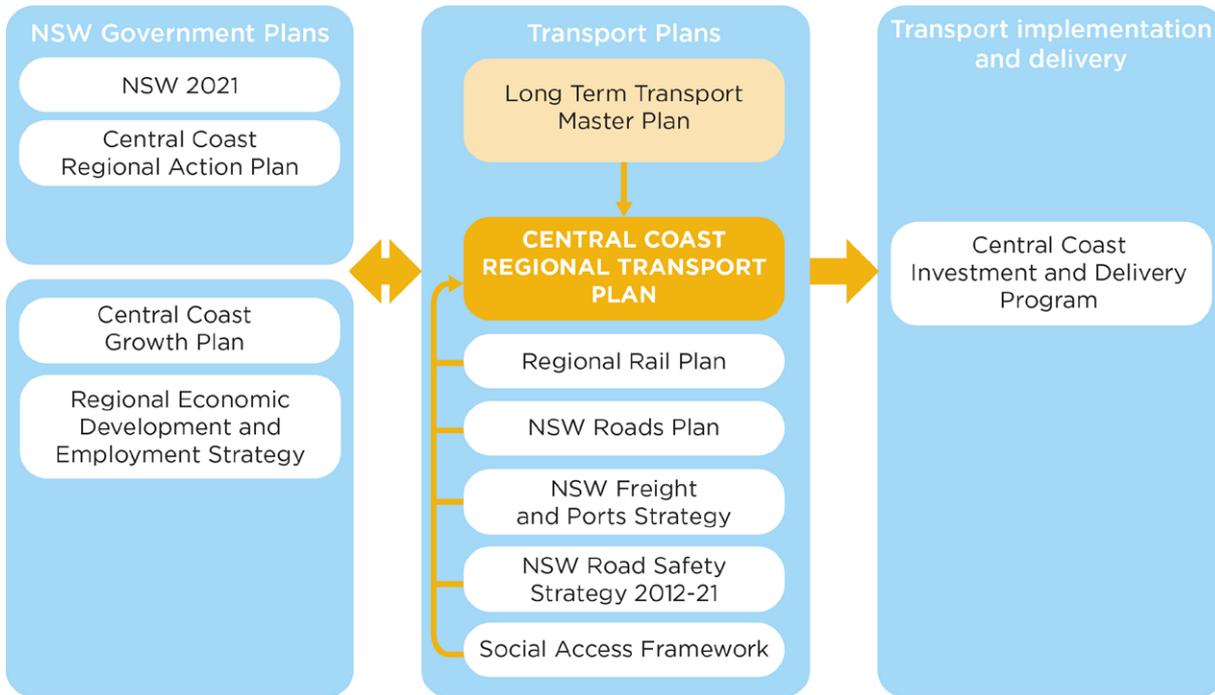
Figure 3 Themes and actions summary



The *NSW Long Term Transport Master Plan* sets the strategic direction for transport in the state. The *Central Coast Regional Transport Plan* provides more detail for the region.

The Regional Transport Plans link to other plans, including *NSW 2021*, the *Central Coast Regional Action Plan*, and the *Central Coast Regional Growth Plan* (Figure 4).

Figure 4 Inter-relationship of plans



TRAVEL TO AND FROM THE CENTRAL COAST REGION

Travel to and from the Central Coast is focused on a north-south corridor linking to Sydney, and to Newcastle and the wider Hunter to the north of the region.

The North Coast rail line and the M1 Pacific Motorway (F3) / Pacific Highway provide the main connections to and from the region.

Connections to Sydney and the Hunter region are important for employment, education and business opportunities.

A relatively high proportion (25 percent) of residents travel outside of the region for employment. Approximately 20 percent of the region's workforce travels to Sydney, and five percent to the Hunter region.

Geographical constraints, including state forests and national parks to the west of the M1 Pacific Motorway (F3) limit east-west connections to other regions.

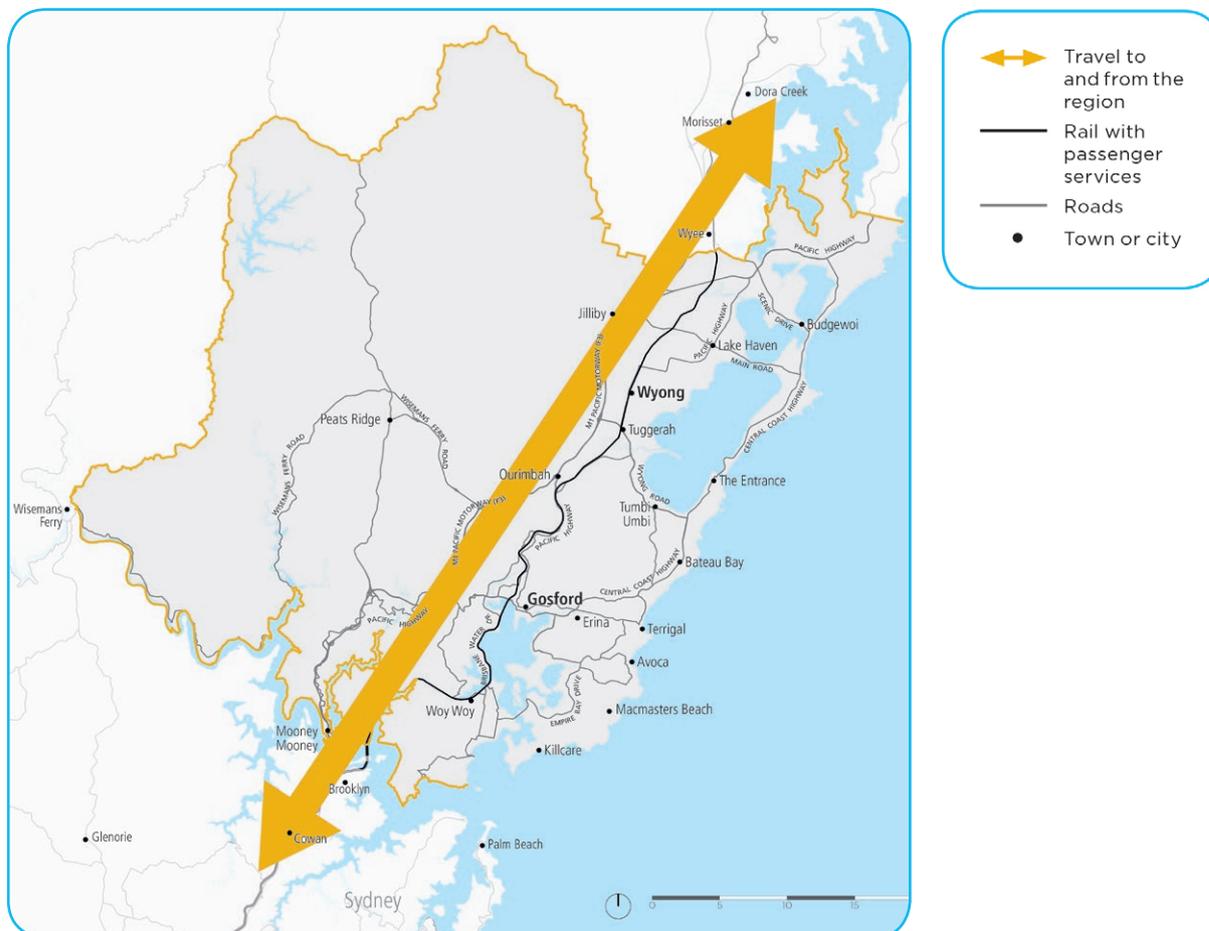
Transport challenges for travel to and from the Central Coast region are:

- Balancing freight movements by road and rail
- Investigating arterial road network needs
- Improving the quality and speed of public transport services between the Central Coast region and Sydney.

The actions to support travel to and from the Central Coast region are:

- Invest in the road network
- Deliver public transport improvements
- Invest in freight rail infrastructure
- Protect future transport corridors.

Figure 5 Major corridors to and from the Central Coast region



Action: Invest in the road network

Current improvements to interchanges on the F3 (M1) will support the effective operation of the motorway.

We will also contribute \$400 million to support the future development of the M1 Pacific Motorway (F3) to M2 link, which will alleviate traffic congestion and allow quicker travel times.

We will widen the M1 Pacific Motorway (F3) between Tuggerah and Doyalson and between Kariong and Somersby to improve the efficiency of the interstate road network, improve travel time and reduce transport costs.

We will also support the capacity improvements to the Kariong Interchange ramps.

The Australian Government has allocated \$195.8 million to progress planning of a package of four projects on the M1 Pacific Motorway (F3). This includes widening between Tuggerah and Doyalson and between Kariong to Somersby, and capacity improvements to the Kariong Interchange ramps and improvements to Weakleys Drive intersection.

The Australian and NSW governments have each committed around \$405 million to deliver the missing link between the M1 Motorway (F3) at Wahroonga and the Hills M2 Motorway at West Pennant Hills. The M1-M2 link will feature twin motorway tunnels with two lanes in each direction, and a northern interchange connecting with the M1 (F3), the Pacific Highway and Pennant Hills Road.

It will provide a motorway standard link between the Central Coast and locations including Sydney, Parramatta and Greater Western Sydney, improving access for Central Coast commuters. It will also enable residents in the Central Coast to travel from the M1 (F3) to Canberra and Melbourne without passing a set of traffic lights.

Transurban and the Westlink M7 shareholders issued a Request for Tender for the design and construction of the project to a shortlist of three parties and the tendering period closed at the end of November 2013. A decision to proceed with the project will be made following the close of the tender period.

Action: Deliver public transport improvements

We will work to reduce public transport travel time between the Central Coast region and Sydney and to integrate rail and bus services.

The timetable changes being investigated and modern signalling technology will deliver faster travel times and greater travel reliability between the Central Coast region and Sydney.

The establishment of NSW TrainLink is an opportunity to review current services to ensure they better meet customer needs within the Central Coast region.

- We will focus on better integration, connections and more frequent services that meet travel needs across the whole region. A long term plan for regional rail is being developed to set the future strategy and include consideration of measures including longer trains to the Central Coast region to increase network capacity.
- A NSW TrainLink fleet management strategy will address future needs, including better utilisation, speed improvement, fleet replacement and growth strategies.
- The introduction of a booking system that matches fares with demand will allow a differentiated service offering for customers.
- We will work with train crew and station staff to improve safety at stations and on our trains.



Action: Invest in freight rail infrastructure

Investment in rail upgrades will support the efficient movement of rail-based freight through the Central Coast region.

We are working with the Australian Government to progress the North Sydney Freight Corridor project.

Slow moving freight trains can currently impact the reliability of passenger services on the North Coast line. To address this issue, two passing loops (northbound and southbound) are being constructed between Gosford and Narara Stations, to allow freight trains to wait while through passenger services pass.

This will assist in improving freight access through northern Sydney and the Central Coast region, relieving a serious bottleneck on the interstate freight network.



Action: Identify and protect transport corridors

We will improve the delivery of future infrastructure improvements through long-term planning to identify and protect corridors.

Integration of land use and transport planning will enable us to provide the right transport services and infrastructure where and when they are needed in line with growth and development.

Through the development of the Outer Sydney Orbital corridor, we will work to identify and protect a future additional transport corridor connecting the Central Coast region to Western Sydney.

This process will also improve value for money, by reducing land costs and construction complexity for future transport infrastructure improvements.

We will develop regional transport infrastructure programs to identify long-term corridor needs and protect these corridors through the planning system in collaboration with local government.

We will also continue to work with the NSW Department of Planning and Infrastructure, and the Australian Department of Infrastructure and Regional Development to identify and protect a future high speed rail corridor between Brisbane, the Central Coast region and Sydney.

The second phase of the High Speed Rail Study (April 2013), commissioned by the Australian Government, identifies a potential future high speed rail station in the Central Coast region at Ourimbah.

High speed rail would dramatically cut travel times between the Central Coast region and Sydney with consequent impacts on residential and commercial development.

Opportunities to be considered include convenient connections to regional and local public transport services.



TRAVEL WITHIN THE CENTRAL COAST REGION

The major population centres of the region are the regional city of Gosford and Tuggerah-Wyong. Outside of these centres, the population is centred on smaller towns of Woy Woy, Erina, The Entrance and Toukley.

Improving the transport system in the Central Coast region relies on effective integration and management of all modes of transport.

Buses, taxis, community transport, ferries and the road and rail network all play a part in the transport system. Each component has strengths that help meet the transport needs of the region.

Tourism generates high transport demand particularly along coastal areas during the summer months and can create localised congestion.

Transport challenges for travel within the Central Coast region are:

- Providing safer roads
- Existing transport networks that entrench car dependence
- Catering for seasonal tourism that generates peak transport demands between towns in the region and cause congestion.

The actions to support travel within the Central Coast region include measures to:

- Improve road safety
- Improve boating facilities and waterway access
- Manage demand and deliver arterial road upgrades
- Deliver public transport improvements
- Deliver Opal in the Central Coast region
- Improve public transport customer information
- Improve public transport interchange
- Investigate flexible or demand responsive transport
- Ensure adequate community transport services
- Improve the integration of community transport services into the passenger transport system
- Develop a sustainable model for community transport service provision
- Support local councils to establish park and ride facilities
- Improve tourism related transport services.



Improving transport within the Central Coast region

Action: Improve road safety

We will implement the *NSW Road Safety Strategy 2012-21* to support the *NSW 2021* target of reducing fatalities to 4.3 per 100,000 population by 2016.

Pedestrian casualty crashes are clustered around the East Gosford/ Gosford/ Wyoming area, the Woy Woy/ Umina/ Ettalong area, the Wyong area and the Toukley area.

Heavy vehicle crashes are concentrated along the M1 Pacific Motorway (F3), with clusters just north of the Hawkesbury, around the Calga interchange, around the Ourimbah interchange, near the Sparks Road interchange, and along the length of the Central Coast Highway between the M1 Pacific Motorway (F3) and Gosford.

In the Central Coast region, priority actions related to the strategy include:

- Implement the *NSW Motorcycle Safety Strategy 2012-2021*
- Provide safe roads by implementing treatments that target head on and run off road crashes
- Address the safety needs of vulnerable road users through infrastructure and traffic management treatments, including lower speed limits and traffic calming measures
- Improve pedestrian crossing safety, including reviewing signal phasing for pedestrians, lower speed limits, traffic calming measures and maintenance and upgrade of pedestrian facilities
- Develop programs with local government to provide safe convenient transport options for older people
- Support enforcement activities to deter speeding through high visibility police enforcement and automated speed camera activities

We are supporting Gosford City Council to develop a road safety package for Wisemans Ferry Road.

In addition to specific black-spot treatments, the *NSW Road Safety Strategy 2012-21* will address more systemic challenges. This strategy recognises that road geometry is only part of the challenge and it aims to achieve safer vehicles, safer speeds and safer people, in addition to safer roads.

Young people (17-25 years old) are over-represented in fatalities and casualty crashes. Since July 2013, the Safer Drivers Course has been available to provide learner drivers with driving strategies, such as speed management, gap selection, hazard awareness and safe following distances, so they are more prepared when they drive unsupervised on their provisional licences.

Other programs including targeted safety works, rural highway upgrades, major arterial road upgrades in growing areas, and bypasses of town centres will contribute to major improvements in road safety.

Action: Improve boating facilities and waterway access

We will develop a new Boating Infrastructure Partnership Program to build on the Roads and Maritime Services' successful Better Boating Program. The new funding program will provide grants to local councils and will be informed by a comprehensive audit of waterways to identify priority boating safety, access and infrastructure projects.



Action: Manage demand and deliver arterial road upgrades

The number of arterial road corridors in the Central Coast region is limited due to the region's geography. This can contribute to localised congestion due to limited routes.

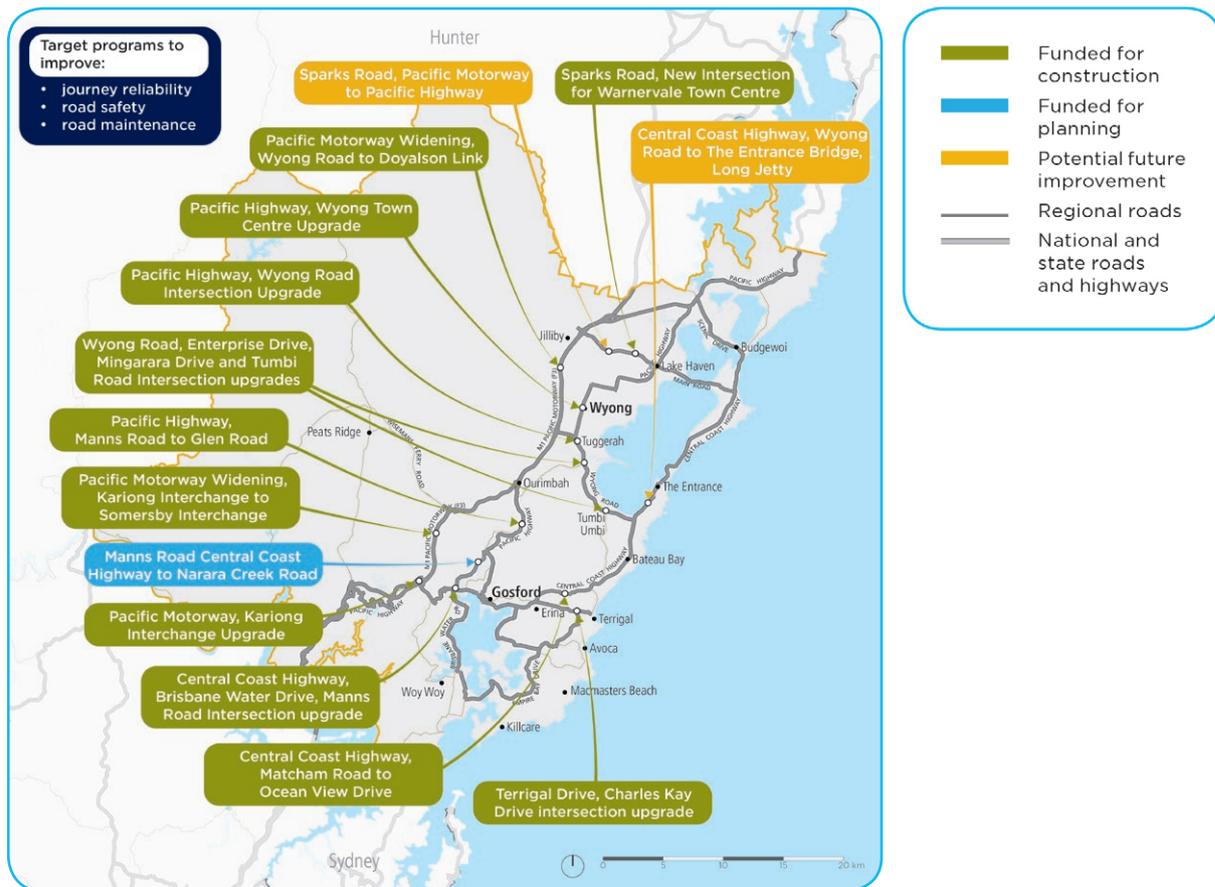
We will continue to invest in the urban road network to address capacity constraints that impact on reliability and public transport operations.

We have committed to:

- Plan for the upgrade of the Pacific Highway and Wyong Road intersection
- Begin the upgrade of the Wyong Road and Enterprise Drive intersection
- Begin the upgrade of Wyong Road between Mingara Drive and Tumbi Road.

We are also planning for the upgrade of the Pacific Highway, from Narara to Ourimbah, and through Wyong Town Centre.

Figure 7 Potential road improvements in the Central Coast region



High amounts of through traffic mean an increasing volume of heavy vehicles on local and arterial roads. We will continue to deliver a road network that supports strong growth. We will continue to improve important regional connections. This includes:

- Upgrading the Central Coast Highway intersection at Brisbane Water Drive and Manns Road at West Gosford
- Planning for the replacement of a railway level crossing on Woy Woy Road at Horsfield Bay
- Completing work on the four lane widening of the Central Coast Highway between Matcham Road, Erina Heights and Ocean View Drive, Wamberal
- Planning for the future upgrade of the Pacific Highway / Wyong Road intersection at Tuggerah
- Planning for the future upgrade of the Pacific Highway through Wyong Town Centre
- Planning for a new intersection on Sparks Road to support the Warnervale Town Centre development.

Action: Deliver public transport improvements

We will enhance rail passenger services through timetable, fleet and track improvements.

Regional station upgrades and access improvements will be delivered as part of the Transport Access Program.

There is an opportunity to increase the use of public transport. We will work with local bus operators to improve bus services with routes and timetables that meet bus users' needs and investigate the possibility of introducing a "Metrobus" route for the Central Coast region linking the denser population centres along the coast within one service.

The Central Coast region is serviced by intercity trains that start and finish after the operation of the local bus services. We will work with local operators to investigate aligning timetables to ensure more seamless interchanges between modes.

Action: Deliver Opal in the Central Coast region

The Opal electronic ticketing system is scheduled to be rolled out across Sydney, the Central Coast region, Hunter region, the Illawarra region and the Blue Mountains between 2013 and 2015. Opal will provide an easy, convenient and fast new way of travelling on public transport.

Action: Improve the public transport customer information

We will continue to improve web-based customer information, such as the transportnsw.info website that provides information for public transport services across the Central Coast region, to help customers understand options for travel in and around the region.

Action: Improve public transport interchanges

Interchanges are important as part of the public transport network.

We will ensure that major transport interchange points across NSW are assessed and benchmarked against interchange standards. We will develop a program of interchange improvements works to ensure that our interchanges meet passengers' needs.

We will make interchanging between public transport services easier by taking a customer-centred view. We will:

- Ensure major interchanges are clean and well lit, with comfortable seating and shelter for passengers
- Ensure that services are available at interchanges





- Coordinate timetables to make interchange seamless between all modes, including buses, trains and ferries (where applicable)
- Improve wayfinding, signage and the physical cues people use to find their way around interchanges
- Improve customer information including service information, ticketing and timetables
- Make it easier to pay for, and interchange between, services by rolling out the Opal electronic ticketing system for the Central Coast region.

Action: Investigate flexible or demand responsive transport

We will investigate applying flexible or demand responsive transport solutions for the Central Coast region and work to identify and implement these services in appropriate locations.

We will investigate a range of delivery models for flexible transport to determine what works best for different areas of the Central Coast region.

These delivery models may include:

- Fully demand-responsive services, providing a door to door service, but only for pre-booked trips
- Partially demand-responsive services, providing a door to door service, and incorporating pre-bookings as well as 'turn up and go' at designated timing points
- Standard route services with the capacity to divert within designated areas on request
- Services operating on a fixed route from, for example, a town centre to a designated point, after which they provide a flexible 'roaming' services across a designated zone
- Services operating at set times to/from a designated point, but to a variable, non-fixed route, which is dependent on pre-bookings and determined by the driver.

Action: Ensure adequate community transport services are provided

We will continue to work with community transport providers to ensure that future demand for community transport can be met.

The growing and ageing population of the Central Coast region is likely to increase future demand for community transport services.

We need to provide adequate services to support the mobility of people who are experiencing transport disadvantage, providing them with access to services and facilities across the region.

Action: Improve the integration of community transport services into the passenger transport system

Taxi services and community transport provide flexible transport options that supplement route bus and rail services. These modes remain particularly important for people in more isolated areas, who require access to social facilities such as healthcare, education or leisure activities.

We will work with community transport providers, taxi operators and with traditional bus operators to help deliver a fully integrated transport system for the Central Coast region. This integration effort will focus on how we can deliver the most appropriate type of service for the region. We will investigate broadening flexible or demand responsive transport solutions and work to identify locations best suited to such services.

We have allocated \$7.5 million for the NSW Community Transport Program in the 2013-14 budget.

Action: Develop a sustainable model for community transport service provision

Along with integrating community transport into the overall transport service offering, we will work with local organisations, councils and the Australian Government to ensure the long term viability of the community transport sector. We will investigate options that allow the transport task to be carried out by the providers who are best placed to do so, regardless of mode.

With a growing and ageing population and in response to individually-based service delivery that will flow from reforms such as DisabilityCare Australia, we will work with our customers and providers to ensure an appropriate level of service is provided in an operationally sustainable manner.

Action: Support local councils to establish park and ride facilities

We will support local councils to identify locations for and to establish a methodology for the delivery of park and ride facilities.

Park and ride facilities can assist people to park their car before joining public transport services or sharing car trips with other people for travel into city centres, to workplaces, or to major events.

These are likely to be at the intersections of major roads, such as the M1 Pacific Motorway (F3) interchanges, and at transport interchanges.

Action: Improve tourism-related transport services

The influx of visitors during holiday periods puts temporary pressure on transport systems and services. There is an opportunity to develop a holistic approach to providing transport services for holiday periods through initiatives such as branding and awareness and summer/special event timetables. Cross-regional connections will also be considered and provided, if demand requires.

With local councils, we will investigate opportunities to use seasonal parking fees to subsidise better local tourist public transport services drawing on the experience of other tourist areas around Australia.



TRAVEL IN MAJOR CENTRES AND TOWNS

The Central Coast region is a cluster of centres and towns. The main population centres in the Central Coast region include the following urban centres:

- Within the City of Gosford Local Government Area (LGA):
 - Gosford
 - Erina
 - Woy Woy.
- Within the Wyong Shire Local Government Area (LGA):
 - Wyong / Tuggerah
 - The Entrance / Bateau Bay
 - Toukley / Lake Haven
 - Warnervale.

These centres act as regional focal points, providing access to jobs, shops, education, community services, health care and tourism facilities (Figure 8).

Transport challenges for travel in the major centres and towns of the Central Coast are:

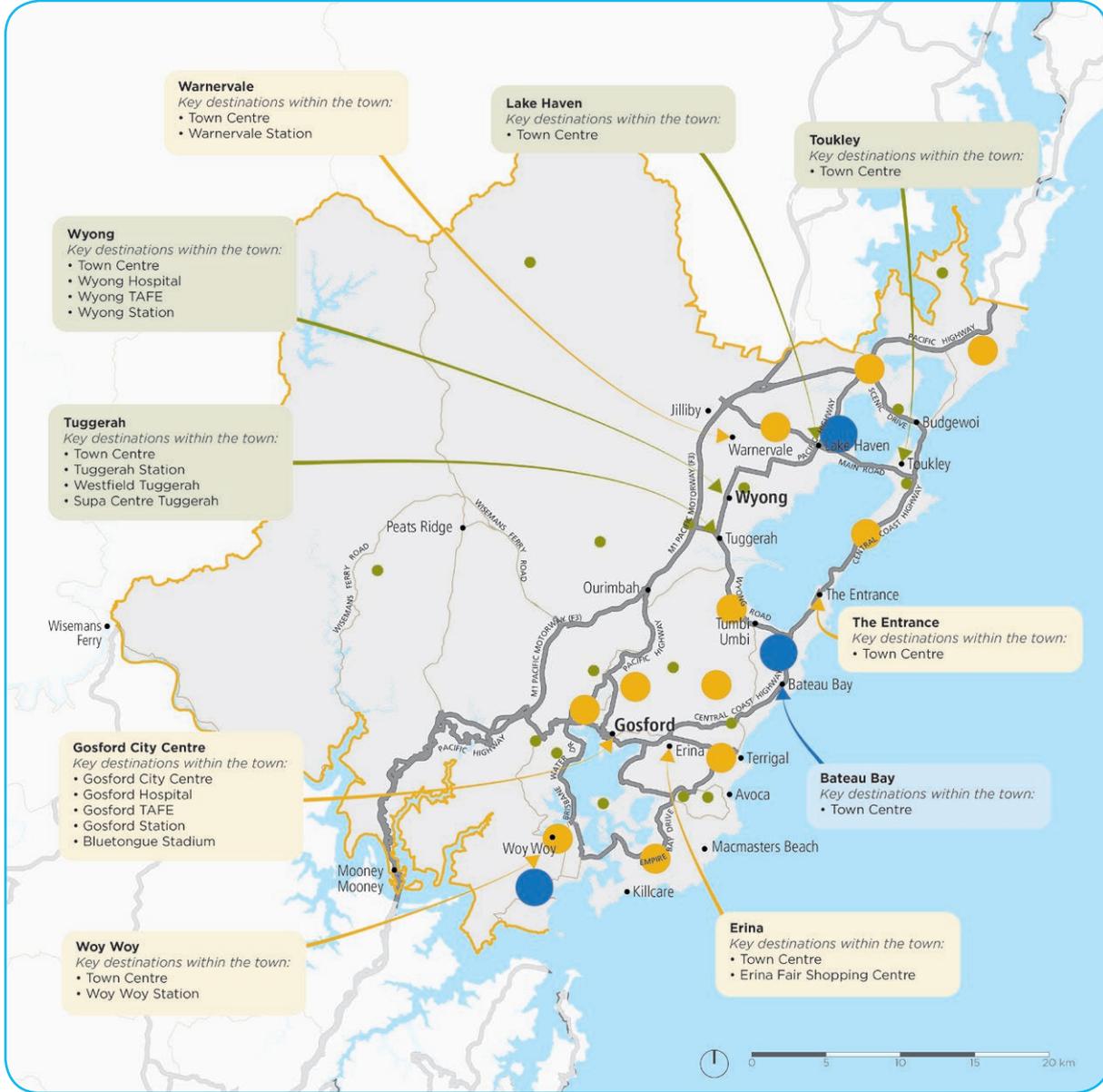
- Providing safer roads
- Providing better transport interchanges and customer amenity
- High levels of car dependence
- Ensuring new urban developments are planned with walking, cycling and public transport systems.

The actions to address these challenges are:

- Address pinch points on the road network
- Improve transport services in towns
- Develop and implement regional transport servicing principles to respond to growth and changes in transport demand
- Support the ongoing delivery of wheelchair accessible taxis and the Taxi Transport Subsidy Scheme
- Roll out the Walking Communities Program
- Connecting Centres Cycling Program
- Roll out the Cycling Towns Program
- Improve information about walking and cycling routes and facilities.



Figure 8 Major towns and centres in the Central Coast region



Action: Address pinch points on the road network

We will work with local councils and Roads and Maritime Services to develop solutions for addressing localised congestion points on the road network. We will align Local Environmental Planning with transport goals.

Addressing the congestion impacts of the increasing geographic footprint of towns in the region requires an integrated transport planning response that includes improvements to bus services and walking and cycling networks.

Pinch points create additional congestion during peak tourist season when traffic volumes increase significantly. It is not efficient to build additional road capacity for a limited period of the year. This issue is best addressed by specific management plans during tourist peaks.

Action: Improve transport services in towns

Over the next few years, we will renew bus service contracts across regional NSW. As we do this we will work with operators to improve the services we provide to our customers. We will work with local transport operators and councils to develop transport service improvement programs for the towns of the Central Coast region.

Service improvement programs will focus on serving the unique characteristics of each of the towns. In each of these towns there are opportunities to improve the accessibility of bus services, improve service frequencies, including late night services, and improve the attractiveness of public transport.

Prepaid taxi fares have been introduced in the Central Coast region with the aim of providing a safer working environment for taxi drivers and reducing the incidence of fare evasion.

Action: Develop and implement regional transport servicing principles to respond to growth and changes in transport demand

Regional transport servicing principles will provide a strategic framework to underpin the services provided to regional centres and towns. These principles will inform ongoing improvements to services and service plans that will be regularly updated to meet the changing travel needs of each town. In turn, the strategic framework will inform the development of any future integrated transport service planning guidelines.

We will work with local transport providers to develop and apply the regional transport servicing principles to put the customer first and continue to work to broaden the range of services to meet local travel needs, with similar service standards applied to towns of broadly similar size and urban form.

Based on the regional transport planning principles, we will update the current service guidelines for town services to set a clearly defined target for service coverage (that 85 percent of households within the town are within 400 metres of a bus route), without prescribing the span of hours or route frequencies weekend or late night servicing requirements. We will also examine opportunities to simplify the service guidelines by categorising town routes in accordance with their function and the market they serve, rather than by distance from the town centre.

The principles will simplify the current arrangements where separate guidelines apply where the terminus of a route is less than two kilometres from the town centre, compared to those where the terminus is more than two kilometres from the centre.

Through the process of contracting bus services, we will identify short-term priorities for each major town or city including changes to services. Beyond the five year horizon, the transport services planning principles will identify medium to longer-term service needs, ongoing integration of services with land use and any supporting infrastructure.



Action: Support the ongoing delivery of wheelchair accessible taxis and the Taxi Transport Subsidy Scheme

The 24 hour nature of the taxi network and its ability to provide an immediate response to individual needs provides opportunities not afforded by bus.

To ensure that this service is available across the community we will continue to support the provision of wheelchair accessible vehicles in the taxi fleets in towns in the Central Coast region.

We will maintain the Taxi Transport Subsidy Scheme and support the better availability of services on weekends and outside core business hours. This is particularly relevant for late night transport – an issue throughout the year and worsened during peak holiday periods.

We will investigate ways of increasing taxi numbers in the Central Coast region. This will also ensure that people with disabilities have access to taxis during school start and finish times, which has been identified as a capacity issue in the Central Coast region.



Walking and cycling

Many regional towns in NSW are ideal for walking and cycling for transport. Almost 90 percent of people in regional NSW live within easy walking or cycling distance of a local centre, with access to shops, schools, and workplaces.

Wider streets, lower traffic volumes and safe routes in regional centres will make walking and cycling safer and more convenient transport options.

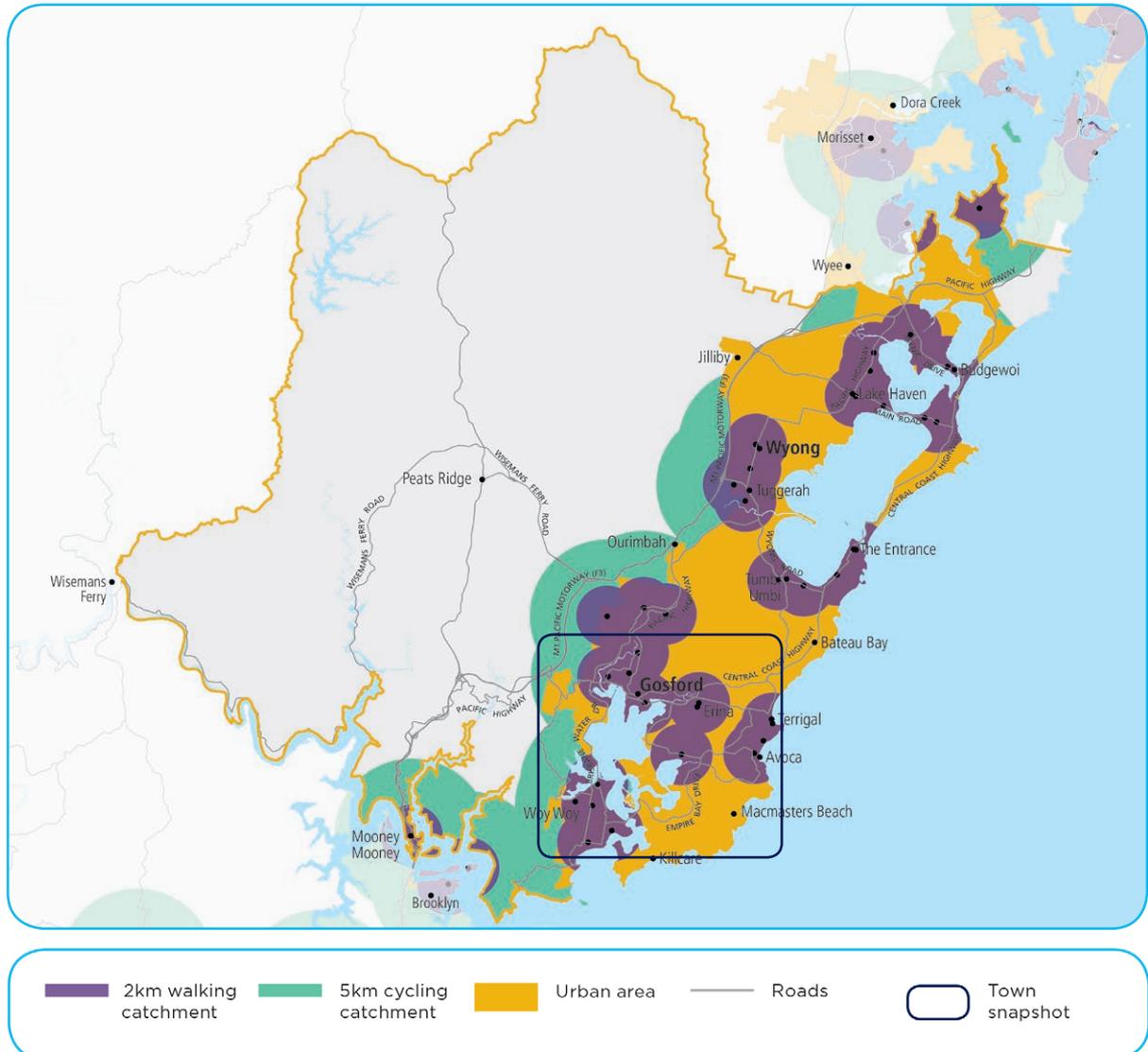
We will work to ensure that any transport project or land use development includes appropriate provision for walking and cycling from the design stage.

We will also assist councils to integrate walking and cycling into their ten year Community Strategic Plans to ensure there is more provision for walking and cycling and promote this approach with Regional Organisations of Councils.

Action: Roll out the Walking Communities Program

The Walking Communities Program will deliver state infrastructure investments and contribute to local government initiatives to help boost rates of walking.

Figure 9 Central Coast walking and cycling catchments



We will provide dedicated funding to help local councils improve walking infrastructure within two kilometre catchments of centres and transport interchanges.

Action: Connecting Centres Cycling Program

We will work with councils and other stakeholders to identify bicycle network gaps and pinch points in the five kilometre catchments that surround regional towns.

The Connecting Centres Program will help councils to complete local cycle networks to regional centres in partnership with local councils. We will also work with councils and bicycle user groups to get more people riding on this network and provide better information to customers.

Action: Roll out the Cycling Towns Program

The Cycling Towns Program will focus bicycle infrastructure provision and encouragement in a small number of regional centres with the aim to rapidly increase rates of cycling in these areas.

Two regional centres will be selected for initial investment in the Cycling Towns Program by the NSW Government, to be delivered in partnership with local councils. Candidate towns must demonstrate that a range of destinations is within easy cycling distance from their residential centres. They will require political support, and a commitment to maintain new infrastructure and complementary promotion measures.

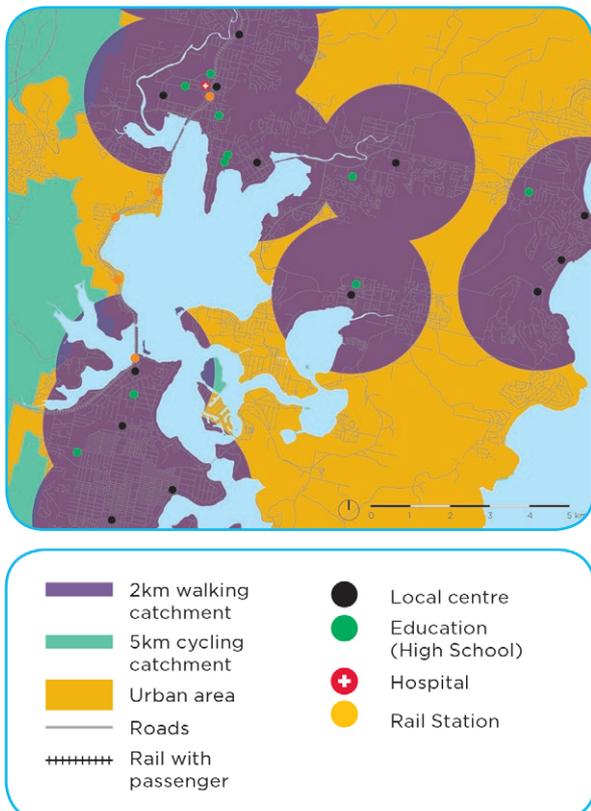
Cycling Towns Programs may include bicycle network construction and bicycle parking facilities, complemented by local government funded encouragement programs, and support for tourist routes and information for visitors.

Action: Improve information about walking and cycling routes and facilities

We will get people walking and cycling more by promoting the benefits of active transport, improving customer information, and developing guidelines and resources for local government. This will include improved on-line resources, such as trip planning, as well as other programs to promote walking and cycling for transport.

We will also continue to sponsor events and community programs, such as NSW Bike Week, which promote active transport.

Figure 10 Gosford walking and cycling catchments



City of Gosford

The City of Gosford Local Government Area (LGA) has a population of approximately 162,500. Aside from the Gosford Central Business District, it includes the town centres of Woy Woy and Erina.

Gosford is the regional city and is the administrative centre of the Central Coast region. Woy Woy is located about eight kilometres south of the Gosford CBD, across Brisbane Water. Erina is located adjacent to Gosford and is the commercial centre for the Gosford local government area.

Action: Improve public transport services

We prepared the Gosford Transport Management and Accessibility Plan to understand how we can improve public transport services into Gosford City Centre and have implemented many of its recommendations. As part of the Transport Access Program, improvements have already been made at Gosford Station.

Gosford City Council has prepared a comprehensive Master Plan for Gosford City Centre, which includes the creation of an interchange precinct around the existing transport interchange, with improved links to the nearby Gosford Hospital and the main street by resolving grade changes.

Renewal of bus contracts provides an opportunity to improve bus services in the Central Coast region. We will investigate the use of Strategic Bus Corridors, which consider solutions from a wide-ranging toolkit including infrastructure, service or policy changes across all modes. Examples include bus only lanes, upgrading access corridors to bus stops, relocating queues or providing priority at intersections or queue jumps for buses, and providing improved passenger information, branding and wayfinding information.

Improvements can be seen for all road users, including pedestrians, cyclists, public transport users and traffic. A corridor between the centres of Gosford, Erina and Terrigal will be the first to be investigated.

We will strengthen the role of rail in connecting local communities to the Gosford, Sydney and Newcastle employment centres with services that suit commuters and other travellers.

A network of bus services will provide local access with peak period frequencies supporting convenient access to work and education. Inter-peak, evening and weekend services, supported by local taxis, will ensure accessibility is maintained throughout the week.

Local rail integrated with high quality bus services supported by pedestrian and cycle networks will ensure local people can get to their local amenities and have good access to the full range of services and facilities located in centres within the region.

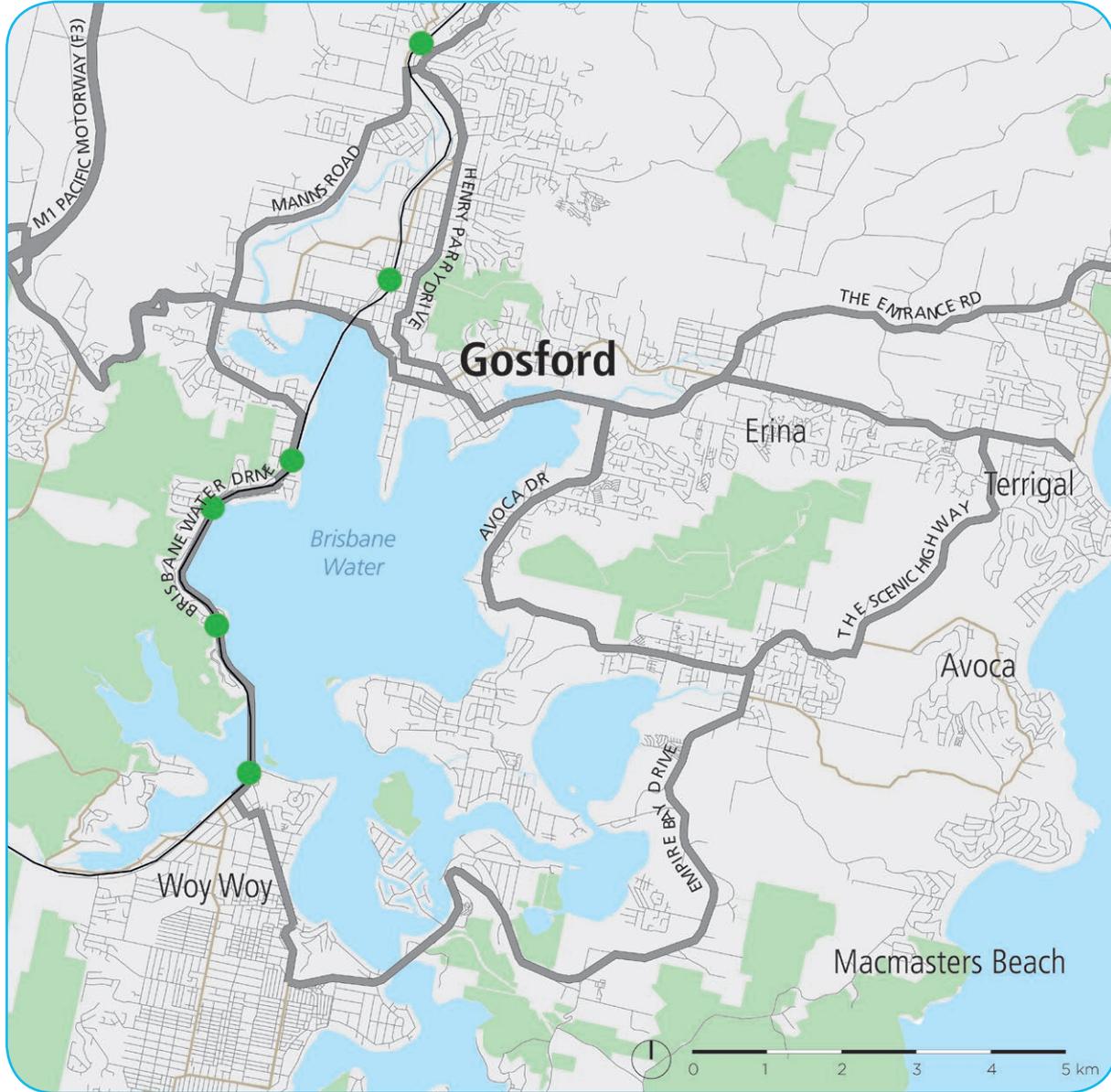
Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Gosford City Council also has opportunities to seek support for new links through our funding mechanisms.



Figure 11 Gosford LGA



Transport
**MASTER
 PLAN**



Regional
 Transport
 Plan

Wyong Shire

The Wyong Shire has a population of approximately 150,000. Wyong and Tuggerah are designated as major regional centres in the Central Coast region and are situated close to each other along the Pacific Highway. Wyong features a number of administrative and community services, commercial and retail facilities, as well as education and healthcare services. Tuggerah is a major industrial and commercial area, with a number of large retail centres.

Aside from the Wyong and Tuggerah CBDs, the LGA includes the town centres of The Entrance, Bateau Bay, Toukley, Lake Haven and Warnervale.

Action: Improve public transport services

Renewal of bus contracts provides an opportunity to improve bus services in the Central Coast region. We will investigate the use of Strategic Bus Corridors, which consider solutions from a wide-ranging toolkit including infrastructure, service or policy changes across all modes.

Examples include bus only lanes, upgrading access corridors to bus stops, relocating queues or providing priority at intersections or queue jumps for buses, and providing improved passenger information, branding and wayfinding information.

Improvements can be seen for all road users, including pedestrians, cyclists, public transport users and traffic. A corridor between the centres of Wyong, Lake Haven and the new Warnervale Town Centre will be the first to be investigated.

We will work with councils on a transport strategy for key precincts such as Warnervale and Tuggerah town centres.

We will ensure that northern part of the region including the Wyong employment zone has an appropriate level of bus service.

We will strengthen the role of rail in connecting local communities to the Gosford, Sydney and Newcastle employment centres with services that suit commuters and other travellers.

A network of bus services will provide local access with peak period frequencies supporting convenient access to work and education. Inter-peak, evening and weekend services supported by local taxis will ensure accessibility is maintained throughout the week.

Local rail, integrated with high quality bus services supported by pedestrian and cycle networks, will ensure local people can get to their local amenities and have good access to the full range of services and facilities located in centres within the region.

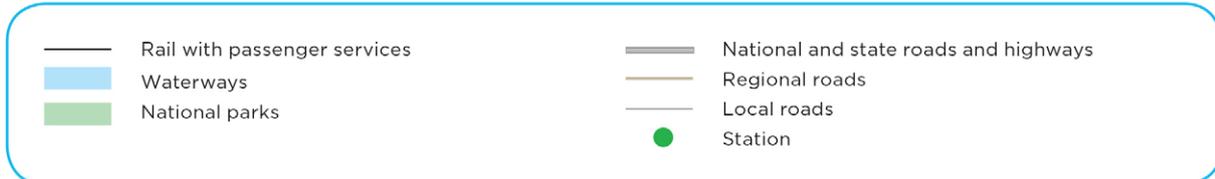
Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

Wyong Shire Council also has opportunities to seek support for new links through our funding mechanisms.



Figure 12 Wyong Shire LGA



IMPLEMENTATION AND DELIVERY

An Implementation and Delivery Plan will be developed to support this Regional Transport Plan.

This will provide the detail to inform how the Regional Transport Plan is being delivered.

As well as the Implementation and Delivery Plan, the NSW Government will continue to invest in transport infrastructure as part of our ongoing investment program.

Investing in the region

Delivering improvements to transport will require sustained investment. This investment will come from the NSW Government, from local councils and from the Australian Government in major projects.

Transport for NSW will continue to work in partnership with local government and the Australian Government on delivering transport improvements.

Delivering for the region

The *Central Coast Regional Transport Plan* supports the *NSW Long Term Transport Master Plan*, released in December 2012.

The Regional Transport Plan is as much about planning and investing for the long term as it is about short term action. Work is already underway and detailed planning and design on many of these projects has already commenced. In addition, we will continue to work to identify and prioritise actions for the future, so that they may be delivered as funding becomes available.

The *Central Coast Regional Transport Plan* will provide detailed inputs to shape the *Central Coast Regional Growth Plan* being developed by the Department of Planning and Infrastructure.

Inputs will include future road corridor definitions and other programs to support future changes in land use, population and development.

The NSW Government is working hard to ensure that our regional land use and transport plans are aligned, ensuring the greatest benefit from our investment and for our transport customers.

Taking action

Consistent with the *NSW Long Term Transport Master Plan*, Transport for NSW will focus on delivering the Central Coast Regional Transport Plan.

The focus on delivering the plans will include:

- Providing an annual update of the Regional Transport Plan including detailed reports on the progress of implementing the initiatives contained in the plan
- Reviewing the Regional Transport Plan every five years
- A commitment to ensure decisions are founded on a solid evidence base
- Continued collaboration with the Central Coast Regional Organisation of Councils, Central Coast Regional Development Australia, and other stakeholders to support delivery of the Regional Transport Plan and to respond to future planning needs
- A commitment to extensive community engagement and customer consultation as we develop the initiatives in the Regional Transport Plan.



WE LISTENED

Our commitment to customers involves listening to people in the Central Coast region. The feedback we have includes the extensive consultation that informed the *NSW Long Term Transport Master Plan* and direct customer feedback through the Household Travel Survey.

NSW Long Term Transport Master Plan

More than 1,200 submissions were received during the development of the *NSW Long Term Master Plan*, including specific submissions identifying transport issues in the Central Coast region.

A Central Coast Regional Forum was held in Tumbi Umbi on 27 April 2012 with over 60 members of the community in attendance. In addition, meetings were held with local, state and Australian government representatives during mid 2013.

Specific suggestions were made throughout this consultation phase to improve transport in the Central Coast region, including:

- Improved transport connections to Sydney by road and rail and to key destinations within the Central Coast region, such as Wyong and Gosford hospitals
- Improved intercity rail connections between the Central Coast and Sydney and improved on-board amenity for commuters
- A customer-focused transport system that is quick, reliable, affordable and easy to use, with an integrated ticketing system.
- Improved passenger security on public transport
- Improved road safety across the region
- better separation of passenger and freight train lines, and encouraging road freight onto rail.

Household Travel Survey results

The Household Travel Survey is the largest and most comprehensive source of personal travel data for the Sydney Greater Metropolitan Area, which includes the Central Coast region. Every day of the year, face-to-face interviews with randomly selected households are undertaken. Three or more years of data are pooled to produce reliable estimates of travel at a particular geographic level.

The main reasons for travel in the Central Coast region are social/recreation and shopping, while commuting trips account for about 15 percent of travel.





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For more information, visit www.transport.nsw.gov.au

