



Pacific Highway upgrade through Wyong town centre

Revised design

In July 2013 Roads and Maritime Services displayed the preferred option for the future upgrade of the Pacific Highway through the Wyong town centre to provide two lanes in each direction between Johnson Road at Tuggerah and Cutler Drive.

This community update provides information about the changes to the design which were required to preserve a wider rail corridor for the future.

Background

The Pacific Highway through Wyong is currently a single lane in each direction. Previous studies and community consultation carried out by Roads and Maritime has determined any future upgrade would be along the route of the existing Pacific Highway.

In refining the design considerable changes have been made as a result of technical studies and allowing for future expansion of the rail line, if demand requires. Comments received during the display in July 2013 have also been considered in refining the design. The revised design presents an integrated transport solution to benefit the wider Wyong community.

The NSW Government has allocated \$3 million this financial year to allow planning for the upgrade to continue.

Features and benefits

- Provides two through lanes in each direction.
- Integrates the rail interchange with bus services, taxi services, disabled and short term parking as a whole of transport solution. The township would have direct entry from the highway to the overhead walkway above Wyong railway station.
- All long term commuter parking spaces relocated to the east of the railway station, in a purpose built facility.
- Provides as much on-street parking as possible on the western side of the highway for businesses through Wyong town centre and some on-street parking on the eastern side of the highway.
- Upgrades the existing intersection at Church Street and provides new signalised intersections at Rose Street (railway overbridge), Anzac Avenue, North Road and Cutler Drive to improve access for vehicles entering or exiting the highway and improve safety for pedestrians crossing the highway.
- Provides for the upgrade and replacement of the Rose Street rail bridge, improving access to the Baker Park precinct.
- Improves pedestrian access across the highway by the partial closure of Bakers Lane.
- Provides an off-road shared pathway through the town centre along the eastern side of the highway connecting to the existing cycleway on Tuggerah Straight.
- Relocates and retains most of the existing palm trees.
- Replaces the existing Wyong River road bridge with two new road bridges offering greater flood immunity and improved overhead clearance heights for River Road and South Tacoma Road.
- Provides a roundabout on the Pacific Highway at McPherson Road which allows access in all directions.

Heritage impacts

The anticipated future passenger and freight rail requirements and the road widening can no longer allow for preservation of the Station Master's Cottage and Warner Shops.

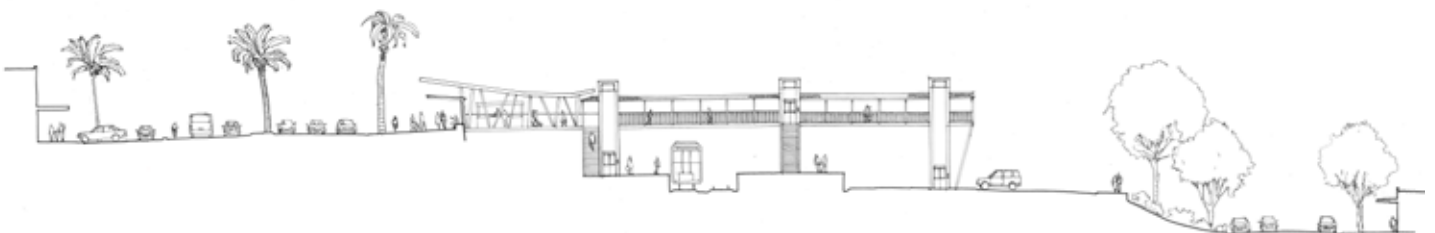
Roads and Maritime will assess the impact of removing the heritage properties and possible mitigation measures during the environmental assessment.

Commuter parking

About 320 commuter parking spaces are impacted by the revised road upgrade and the wider rail corridor plans. All commuter parking would be shifted east of the railway station into a purpose built, multi storey facility.

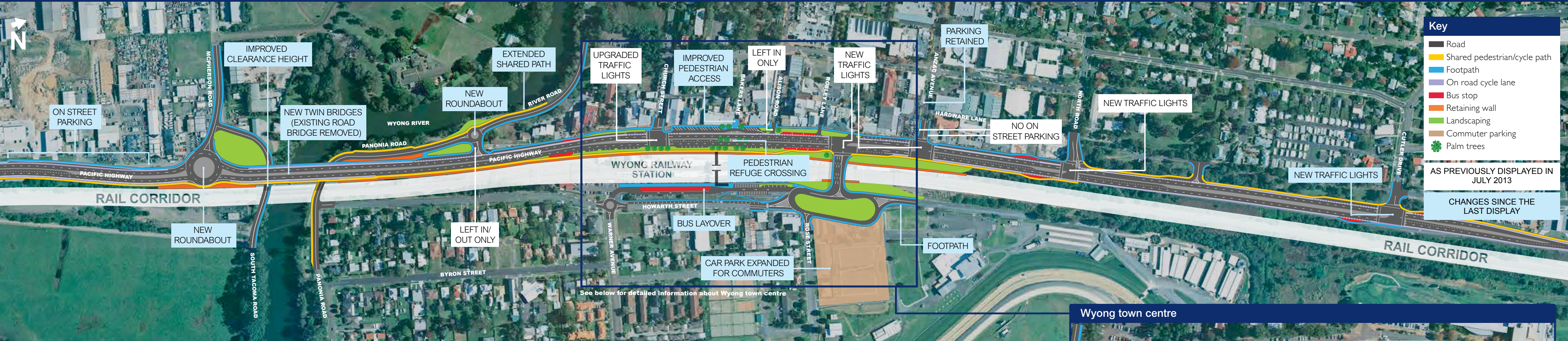
It is proposed to build an additional level over the lower part of the current Rose Street rail commuter park. The existing upper level would also be extended through to Howarth Street.

The car park would be built in the early stages of the project to allow for the relocation of all commuter parking during construction of the Pacific Highway.



Preliminary artist's impression of Wyong town centre at the new pedestrian bridge

Pacific Highway upgrade through Wyong town centre revised design



Changes since the last display

The rail corridor has been widened into the existing bus interchange to preserve land for anticipated future passenger and freight requirements. This has required changes to the road design, particularly in the railway station precinct:

- The Warner Shops and Station Master's Cottage would not be retained. See heritage impacts section in this update.
- The previously proposed bus lanes have been removed including the underpass at Rose Street. The existing bus facilities would be replaced with bus stops on the Pacific Highway and a bus layover area east of the railway station. This change lessens the impact within the rail corridor, allowing for potential upgrades in the future.
- All commuter parking spaces would be relocated to the east of the railway station.

Other changes to the design:

- The upgrade has been extended to include the intersection of Cutler Drive following the relocation of primary schools in the area.
- The Anzac Avenue intersection arrangement has changed as a result of community feedback. Anzac Avenue would now be a single lane entry from the Pacific Highway, with some potential for westbound on-street parking in Anzac Avenue to be retained. Parking would still be removed eastbound between Hely Street and the highway.
- The existing Wyong River road bridge would be demolished and replaced with new twin road bridges at a higher level to ensure flood impacts are mitigated.

Whole of transport solution

Rail

The proposed road upgrade presents an integrated transport solution which allows for future expansion of the rail line if demand requires.

Bus

The future operational needs of buses have been reconsidered in the revised design. Bus stops would be provided on the Pacific Highway near Alison Road in both directions. Facilities for a bus layover would be relocated east of the railway station off Howarth Street.

Taxi and disability parking

The existing provisions for taxi services and disability parking at the railway station would be relocated east of the station. They would remain close to the lifts and stairs.

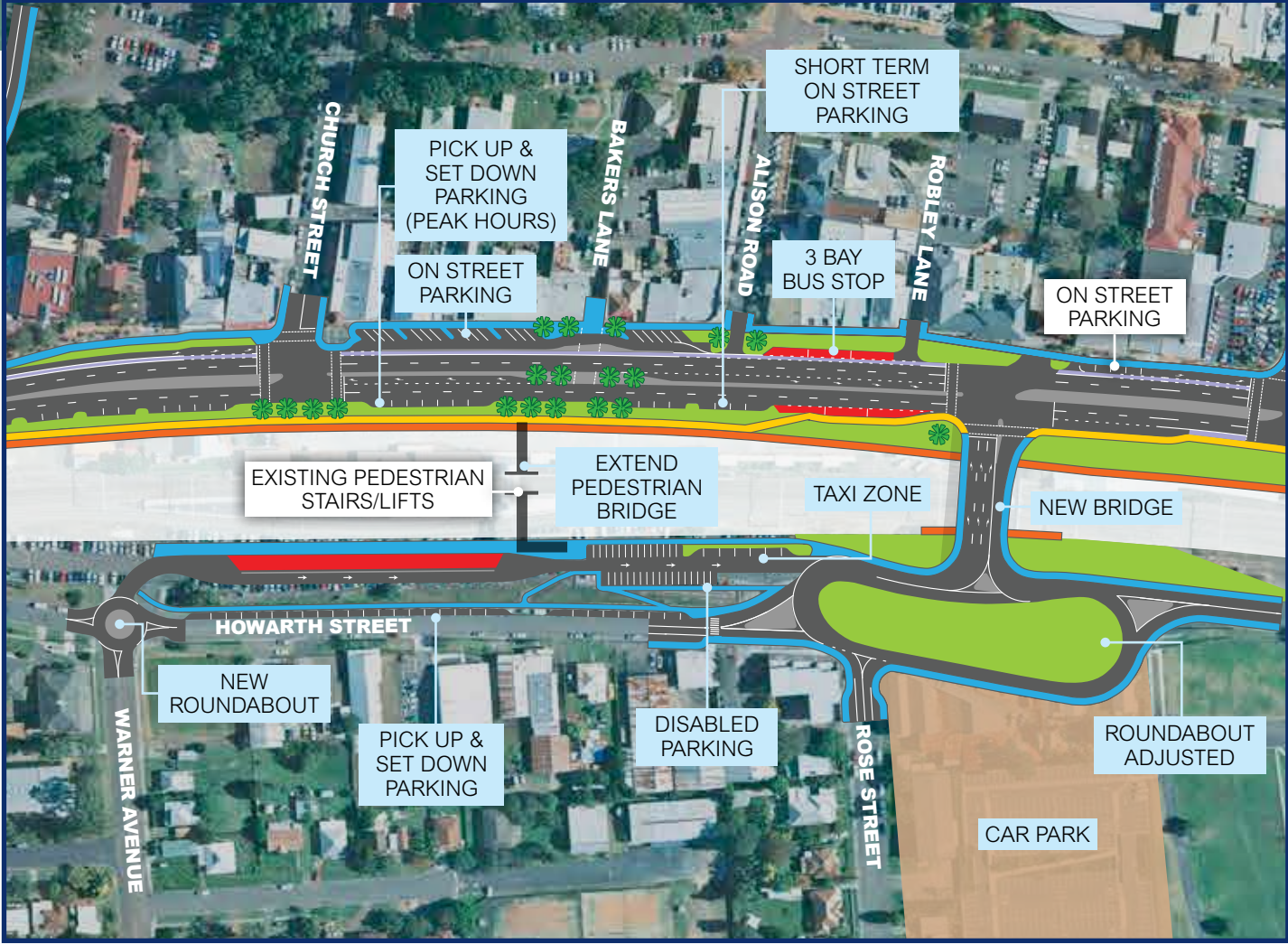
Short term parking

Existing short term parking at Wyong railway station would be relocated east of the station to Howarth Street, between Warner Avenue and Rose Street. The parking on the west side of Howarth Street would be dedicated to passenger pick up and set down.

West of the railway station on the Pacific Highway, pick up and set down facilities would only be provided during peak times to promote convenient visitor parking on the highway.



Wyong town centre



Involving the community and stakeholders

Roads and Maritime is working with the community and stakeholders during the planning process to identify issues and minimise potential impacts of the proposed upgrade and construction activities.

Next steps

Stakeholders and the community are invited to comment on the revised design by **19 June 2015**.

Roads and Maritime will consider the feedback received when finalising the concept design and preparing the review of environmental factors, which will be displayed for community comment later in 2015.

Community information sessions will be held during the review of environmental factors display period.

There is no timeframe for construction at this time.

Please send us your feedback by:

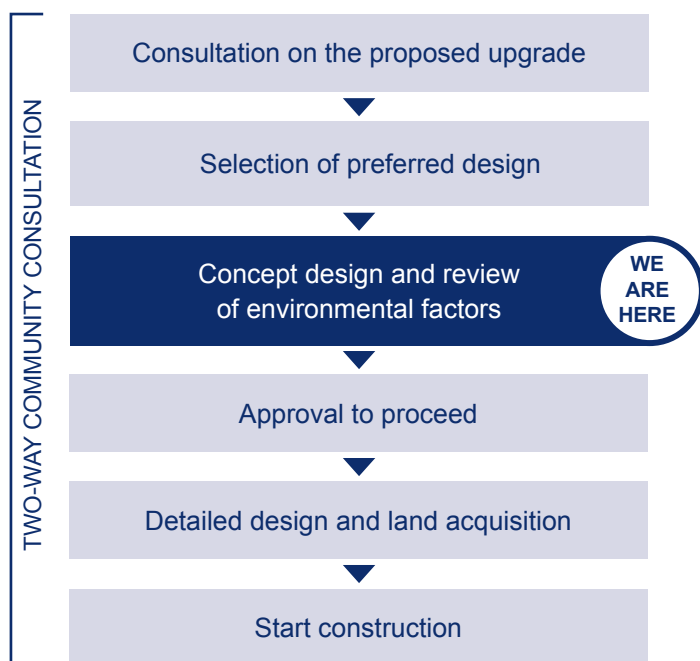
Phoning: Pete Styles, Project Manager,
on (02) 4379 7008 (during business hours)

Emailing: Central.Coast.Office@rms.nsw.gov.au

Writing to: Roads and Maritime Services
Central Coast Office
Locked Bag 2030
Newcastle 2300

Comments on the revised design are invited by **19 June 2015**.

Information is also available on the website at rms.nsw.gov.au



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